

**CITY COUNCIL MEETING
TUESDAY, NOVEMBER 5, 2019**

**DOCUMENTS RECEIVED
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AGENDA QUESTIONS & ANSWERS

Item 5

AGENDA QUESTIONS & ANSWERS
MEETING DATE: November 5, 2019

Item # 5: [LB 19-047](#) Response to City Council Referral: Hayward Police Department Use of Deadly Force - Independent Investigations (Report from Police Chief Chaplin)

Regarding the OIS item on Tuesday's agenda, was there discussion of the proposed policy being used for some level of in custody deaths as well?

No. The request would only be for OIS's resulting in a fatality per staff's understanding of the direction from the Council during the vote on the original referral.

What are the estimated costs associated with a DOJ investigation?

The cost is unknown because of the varying complexity and investigative needs of each individual investigation.

Regarding "Investigations are conducted by law enforcement professionals who are well-trained and possess experience with OIS incidents" Does this mean the people who conduct the investigations are only sworn personnel?

No it does not. The DOJ routinely use academics and other experts that are not sworn as well as medical examiners from "outside" jurisdictions in fatal OIS investigations.

PUBLIC COMMENT

CHARLIE PETERS

Public Comments
Charlie
Peters



Clean Air Performance Professionals

CARL'S JR.

20550 Mission Blvd

Hayward CA *ET*

California GMO Corn Fuel Waiver for \$2 Gasoline

Google search: **ARB 1 510 537 1796** ... more opinions

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

DCA Welcomes New Director

By Matt Woodcheke / The DCA Page / October 29, 2019

Kimberly Kirchmeyer has been appointed by Governor Gavin Newsom to serve as director of the California Department of Consumer Affairs (DCA).

Since 2013, Ms. Kirchmeyer has served as executive director of the Medical Board of California (MBC), where she was deputy director from 2011 to 2013.

During her time at MBC, Ms. Kirchmeyer oversaw the successful deployment of the first-in-the-nation Medical Board iPhone app, which alerts consumers when a doctor's name, address, practice status, license expiration, or survey data changes, and when administrative actions and enforcement documents are added to a doctor's profile. The information includes notification when a doctor is suspended, revoked, or placed on probation.

This isn't Ms. Kirchmeyer's first post with DCA. She was deputy director of board and bureau services at DCA from 2009 to 2011.

Ms. Kirchmeyer is a member of the International Association of Medical Regulatory Authorities, Federation of State Medical Boards Committees, Administrators in Medicine, and the United States Medical Licensing Examination State Board Advisory Panel.

On behalf of all DCA employees, congratulations to Ms. Kirchmeyer on her appointment!

<https://thedcapage.blog/2019/10/29/dca-welcomes-new-director/>

***Will California State Senate confirm a
Department of Consumer Affairs / Bureau of
Automotive Repair (DCA/BAR) Director who will
make sure (Partial) Zero Emissions Vehicles
(PZEV) that fail Smog Check get fixed.***

***Trump-Pelosi-Newsom-Nichols EPA
GMO Corn Fuel Mandate STINKS!***

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

PUBLIC COMMENT

WYNN GRCICH

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Compressed Air Vehicles can be a potential mode of urban transport in India

They are clean, easy to drive, comparatively low cost and do not take a lifetime payoff

f

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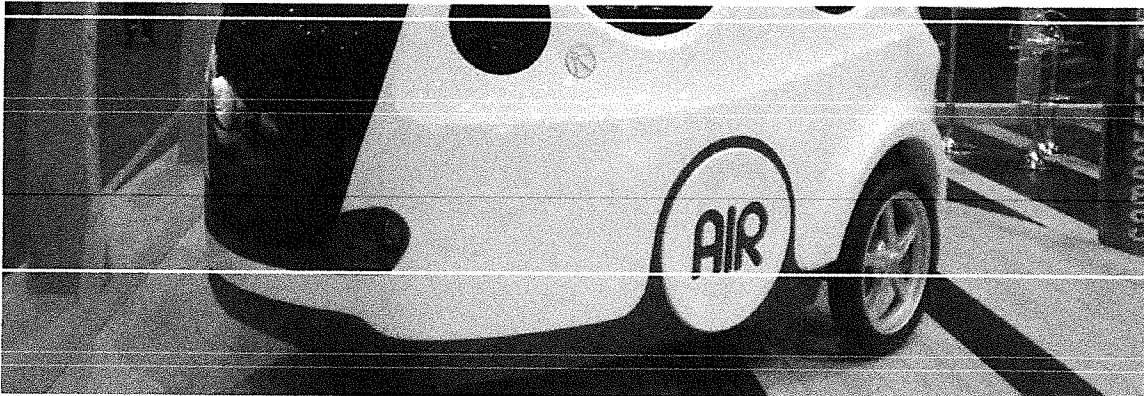
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(<https://www.downtoearth.org.in/>)

NEXT BLOG >

By Samar Lahiry (<https://www.downtoearth.org.in/author/samar-lahiry-101321>)
Last Updated: Monday 28 January 2019



📷 Representational Photo. Credit: Wikimedia Commons

The environmental challenges posed by passenger cars are significant and require a broad range of evolutionary and revolutionary solutions. Gasoline (petrol), which is the most-used fuel in such cars, is responsible for vehicular pollution as it produces carbon dioxide, nitrogen oxide, and unburned hydrocarbons.

A possible alternative to the gasoline-power car is one which runs on air power. Air, which is abundantly available and is free from pollution, can be compressed to higher pressure at a low cost. Compressed Air-powered Vehicles (CAVs) are environment-friendly and provide an effective method of power production and transmission.

Compressed air has been used since the 19th century to power mine

(<https://en.wikipedia.org/wiki/Mining>) locomotives

(<https://en.wikipedia.org/wiki/Locomotives>) and trams in cities such as Paris and was previously the basis of naval torpedo (<https://en.wikipedia.org/wiki/Torpedo>) propulsion.

Compressed air was also used in some vehicles for boosting the initial torque or rotary motion. In the 1970s, Willard Truitt invented CAV but sold the design to the US Army & NASA because of financial constraints. In 1979, Terry Miller invented the air car and patented it.

In 2007, Tata Motors signed an agreement with the Motor Development International (MDI), a French firm, to roll out a car that would run on compressed air. The AIRPod is one of five derivative vehicles designed by the MDI based on compressed air engines. The MDI developed two versions: a single fuel engine that relies solely upon compressed air, designed only for urban areas (like the AIRPod) and a dual fuel version

(<http://www.the.future.net.nz/MDIarchives.htm>) that uses compressed air and a combustible fuel. The MDI (<https://en.wikipedia.org/wiki/AIRPod>) has claimed that an air car would be able to travel 140 kilometres (km) in urban driving, and have a range of 80 km with a top speed of 110 km per hour on highways when operating on compressed air alone, besides promoting 6 CAV models ranging from single passenger cars to 6-seater urban minibuses.

According to reports, Tata Motors' new car that is powered by compressed air technology could be launched in India in three years time. The manufacturer has also successfully completed the first phase of the project. The second stage of the detailed development started a few years ago. Air-powered cars will weigh below 907 kg, which will make them more fuel-efficient. The AIRPod concept can be driven with the help of a joystick and only costs Rs 70 per 200 km. The production model of the AIRPod will have a top speed (<https://www.drivespark.com/four-wheelers/2017/tata-motors-air-powered-car-airpod-launch-2020/articlecontent-pf61534-020628.html>) of more than 65km/hr.

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- Polluting Vehicles

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- London to impose stricter standards for polluting vehicles

The CAV fuel cycle is conceptually simple: air is compressed to high pressure at a stationary compressor station, transferred to an on-board storage tank, and slowly released to power a pneumatic motor. The motor converts air power to mechanical power, which is transferred to the wheels and is used to operate the vehicle. In this way, compressed air acts not as an energy source like gasoline but as an energy storage medium similar to an electric battery.

(<https://www.downtoearth.org.in/news/london-to-impose-stricter-standards-for-polluting-vehicles-6165>) There are advantages as well as disadvantages of the CAV technology.

CAV technology reduces the cost of vehicle production by about 20 per cent, because there is no need to build a cooling (<https://en.wikipedia.org/wiki/Radiator>) system, fuel tank, ignition systems or silencers (<https://en.wikipedia.org/wiki/Muffler>). The engine can be reduced in size. The engine runs on cold or warm air, so can be made of lower strength light weight material such as aluminium (<https://en.wikipedia.org/wiki/Aluminium>), plastic, low friction teflon (<https://en.wikipedia.org/wiki/Teflon>) or a combination. Compressed air tanks can be disposed of or recycled with less pollution than batteries. The air tank may be refilled more often and in less time than batteries can be recharged, with re-filling rates comparable to liquid fuels. Lighter vehicles cause less damage to roads, resulting in lower maintenance cost.

The major problem with all compressed air cars is the lack of torque produced by the "engines" and the cost of compressing the air. The principal disadvantage is the indirect use of energy. Energy is used to compress air, which in turn, provides the energy to run the motor. For compressed air cars, energy is lost when electrical energy is converted to compressed air, and when fuel is burned to drive the electrical generators. Refueling the compressed air container using a home or low-end conventional air compressor may take as long as 4 hours, while the specialised equipment at service stations may fill the tanks in only 3 minutes. Tanks get very hot when filled rapidly. However, if well-insulated, the heat would not be lost but put to use when the car is running.

Proponents of this technology claim that CAVs are greener and cheaper to operate since they do not consume fossil fuels and produce zero tailpipe emissions while offering the power and performance needed for light-duty vehicle use. A research report (https://www.researchgate.net/publication/316046061_Working_of_an_Compressed_Air_Vehicle_by_Tadpole_Design (P Saiprasanna Kumar et al) suggests that CAVs are the best options which provide the most comprehensive answer to the present urban pollution problems. They are clean, easy to drive, comparatively low cost and do not take a lifetime payoff. Their speed, range and power are limited now, so further research could provide more effective results.

Researchers Pepson, Felix & Schipper observe that although the concept of CAVs has received great attention in the popular press, there have been few studies evaluating the potential of air cars as an alternative to conventional vehicles. Today, CAVs take the form of lightweight passenger cars designed for slow speed city driving. However, unlike those fuels, the efficiency of a CAV is largely dictated (https://www.researchgate.net/publication/270212537_Compressed_Air_Vehicles) by the thermodynamic properties of gases with accompanying inefficiencies of compression and expansion.

It is pertinent to mention that passenger transportation faces very strong challenges including emission of greenhouse gases, health hazards and high import dependence of petroleum products. Several evolutionary solutions are being developed to reduce the impact of motor vehicles, such as increased fuel economy standards and the accelerated adoption of hybrid vehicles. One new approach is found in CAVs which addresses acute

urban pollution problems. CAVs will likely become the potential mode of urban transportation in the future. However, further research on their speed, range and power would be needed to make that possible.

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Are we better equipped to assess air quality in 2019?

The use of technology in addressing air pollution has been growing at an incredible pace, but then the scale of the problem has also grown and expanded with time

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NEXT NEWS >

By Tanushree Ganguly (<https://www.downtoearth.org.in/author/tanushree-ganguly-119191>)
Last Updated: Thursday 17 January 2019



On January 10, 2019, as the Ministry of Environment, Forest and Climate Change was gearing up to launch the National Clean Air Program (NCAP), a group of researchers and entrepreneurs got together for the sixth edition of Social Entrepreneurs and Enterprises—an IIT Kanpur Alumni Association Initiative.

Interestingly, the theme for this year was finding implementable solutions for India's air pollution problem. Researchers from IIT Kanpur and Delhi presented their cutting-edge findings, which have the potential to shape the future of air quality assessment protocol and inform clean air policies in India.

Technologies ranging from sensor-based monitors to air purifiers to smog towers were presented. The organisers of the event remembered Anil Agarwal as the IIT Kanpur alumnus who authored the first State of Environment Report for India.

As a representative for the Centre for Science and Environment (CSE) at the event, I took up the opportunity to assess how this vast amount of research could complement or enhance the steps that are being taken by the government to combat the problem of air pollution.

For instance, the recently launched NCAP directs the 102 non-attainment cities in the country to formulate clean air plans. While the nature of sources across the cities tends to be similar, it is the relative contribution of the sources that varies from city to city.

In order to prioritise action and devise a time-bound action agenda, it would be imperative to assess the relative source contributions. Traditionally, source apportionment studies have been long-term experiments involving on-site sample collections using filter papers, and then off-site analysis of these collected samples using ion chromatography or exposing the collected samples to mass spectrometers.

Also, samples need to be collected on a seasonal basis to understand how the contributions of sources per season. The incredibly high particulate concentrations in Delhi during winters have irked citizens and researchers alike.

Professor Sachchida Nand Tripathi of IIT Kanpur has been studying Delhi's pollution for over a decade now and was kind enough to answer my questions on his on-going study, which involves assessment of Delhi's particulate matter composition and formation using quick source apportionment methods.

This could be a game changer as it can expedite the traditional long-term source apportionment studies. The study entails deployment of mass spectrometers at representative locations that are aligned with the predominant wind direction.

Tripathi is leading a team of researchers from IIT Kanpur, IIT Delhi, Indian Institute of Tropical Meteorology (IITM) Delhi branch, Paul Scherrer Institut and Manav Rachna International University to carry out a first of its kind study in India. Mass spectrometers have been deployed at three locations in Delhi, including the IIT Delhi campus, IITM Delhi branch and Manav Rachna University campus.

The mass spectrometer analyses secondary organic aerosols that constitute particulates in the atmosphere. The idea is to arrive at the age and chemical composition of these secondary aerosols. This information in turn helps identify the sources of these organic aerosols and the residence time of the particulates in the atmosphere.

The operation mechanism of this versatile equipment is rather complex. It fragments a concentrated particulate beam into ions of varying masses. The atomic mass unit (AMU) of an ion corresponds to a specific source, or in other words is the source signature.

For instance an ion having an atomic mass unit between 60 to 70 could possibly be generated through biomass burning. The mass spectrometer thus generates a time series of mass spectra which then gets analysed using a source apportionment model, thereby aiding the process of source identification.

In addition to the above analysis, something called isotope fractionation is also being carried out to distinguish between polluting process that can have a similar source signature. For instance, this could help distinguish between bio-fuel and fossil fuel combustion.

The IIT Delhi campus is also operating an additional 'electrospray ionization mass spectrometer'. This device could help identify source signatures of combustion of different kinds of oils being used in industries.

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(<https://www.downtoearth.org.in/news/after-sc-order-cpcb-uploads-studies-on-impacts-of-pollution-on-health-62563>)
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- WHO report on polluted cities in India a dire warning: CSE
(<https://www.downtoearth.org.in/news/who-report-on-polluted-cities-in-india-a-dire-warning-cse-60387>)
- SC asks Centre to notify air pollution control plan within two

A 2017 Supreme Court order banned the use of furnace oil in Delhi-NCR. A device like this could help verify whether unauthorised and illegal use of such oil persists despite the ban.

Tripathi informs me about yet another equipment called the 'Proton transfer mass spectrometer' that could be used to identify sources behind volatile organic gases. These gases act as precursors for formation of secondary particulate matter in the atmosphere. Thus, apportioning these gases to their sources could also help identify possible causes of particulate pollution in a city.

Use of on-site mass spectrometers is a relatively new phenomenon. They have been in use since early 2000s. China is reportedly using hundreds of such mass spectrometers to continually assess its air quality. India has just started deploying these.

But can these be deployed at a large scale across the country? Probably not, given how expensive these instruments tend to be. The mass spectrometers that have

weeks; CSE welcomes ruling (https://www.downtoearth.org.in/news/sc-asks-centre-to-notify-air-pollution-control-plan-within-two-weeks-cse-welcomes-ruling-59332) been deployed in Delhi cost around Rs 6 crore. But, if these are produced within the country, the costs would come down significantly.

While use of advanced technologies to assess air quality is picking up in the country, forecasting air quality to predict air pollutant concentrations has also been on the radar of policy makers and advocates.

The IITM in Pune, under the Ministry of Earth Sciences (MoES), currently runs the System of Air Quality and Weather Forecasting and Research (SAFAR) to forecast air pollution trends in Delhi, Mumbai, Pune, and Ahmedabad. In October 2018, an early warning system was put in place by the MoES.

These forecasting models take emissions and meteorological parameters as inputs and generate pollutant concentrations on the basis of the same. Chemical transformations occurring in the atmosphere are also taken into account.

An emission inventory is essentially a summary of emissions from all possible sources of pollution and the results would certainly differ from that of a source apportionment study as all the emissions may not get translated into formation of particulate matter.

This discrepancy between results of an emission inventory and source apportionment has baffled policy makers in the country for a while and needs to be put to rest.

The use of technology in addressing issues related to air pollution has been growing at an incredible pace. But then the scale of the problem has also grown and expanded with time.

If experts are to be believed then the problem is here to stay, and the decline will be gradual and not instantaneous. Systemic measures, long term planning with emphasis on cleaner energy and cleaner production will be key to cleaner air in the country.

While we might be better prepared in understanding and demystifying air pollution than ever before, the preparedness has remained confined to Delhi. Cities across the Indo-Gangetic plain scream and smell of foul air as well as absolute inaction.

With the NCAP, cities are beginning to devise their clean air agenda, but a mere paper-bound agenda cannot be the only solution. Working out a mechanism to implement and monitor the action points, cross-sectoral and inter-departmental coordination and continuous monitoring and assessment of a city's air quality are absolutely essential to observe any discernible improvement on ground.

Cities looking at technologies like cloud seeding and smog towers as the solution to their air pollution problem need to understand that these are only interim solutions and will not eliminate the problem. Technology needs to be curative and not preventive.

Summing it all up, I would say that yes, a lot is happening, but all this might fall short given the scale of the problem. And I would like to reiterate that Delhi is not the only battleground. Take a look outside Delhi, it is pretty hazy out there!

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California Approves Water Cremation

This starts in 2020 if we don't stop it, California drinks toilet to tap water

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Monday, October 16, 2017

Governor Brown Signs AB 967 by Assemblymember Gloria, Gives Californians Environmentally-Friendly Alternative to Fire Cremation

SACRAMENTO, CA – After three previous attempts in the Legislature, water cremation rose from the dead during the 2017-2018 legislative session and was signed into law by California Governor Jerry Brown. AB 967, authored by California State Assemblymember Todd Gloria (<https://a78.asmdc.org/article/biography>) (D-San Diego), permits the use of alkaline hydrolysis – also known as “water cremation” – for the disposal of human remains in California.

“AB 967 is about giving consumers more choices. The bill offers Californians an eco-friendly alternative to traditional fire cremation,” said Assemblymember Todd Gloria. “California joins 14 other states that allow this technology to be used for the disposition of human remains. I want to thank Governor Brown for signing this legislation and giving Californians more choice.”

Alkaline hydrolysis uses heated water and earth metal salts to reduce a human body to its essential organic components and bone fragments. Similar to fire cremation, this process creates “ashes” which are able to be interred and returned to the family.

Because it is a non-combustive process – meaning, mercury is not vaporized – and less carbon dioxide and greenhouse gases are released, water cremation is a more environmentally-friendly alternative to fire cremation. A typical fire cremation process consumes 6,000 cubic feet of natural gas and releases approximately three grams of mercury into the air.

Currently, alkaline hydrolysis is permitted for use in limited environments within California. UC Los Angeles operates an alkaline hydrolysis machine for medical programs and research. Water cremation is allowed in 14 states: Colorado, Florida, Georgia, Idaho, Illinois, Kansas, Maine, Maryland, Minnesota, Michigan, Nevada, Oregon, Vermont, and Wyoming.

AB 967 was sponsored by Qlco, Inc. – a San Diego-based business that specializes in water cremation technology. The full text of AB 967 can be found here (https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201720180AB967).

You YouTube: Sweden Freeze Dries Dead Bodies

CONTACT TODD (<https://cmspubcontact.lc.ca.gov/PublicLCMS/ContactPopup.php?district=AD78>)

- Copy and pass on. Call or write emails to city councils, local state assembly, senators and Gov. Gavin Newsome. Write letters to the editor. Handout informative papers on AB967 October 2017 with websites. Speak at public meetings on TV. Call radio stations. Give to Union members. *start a petition*

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you tube: Veteran MD drops bombshell at 5G hearings.

SFGATE

<https://www.sfgate.com/news/article/California-legal-water-cremation-alkaline-burial-12285298.php>

you tube: The Dangers of 5G & the wireless network

California just made it legal to liquefy a corpse

By Annie Vainshtein Updated 3:41 pm PDT, Tuesday, October 17, 2017

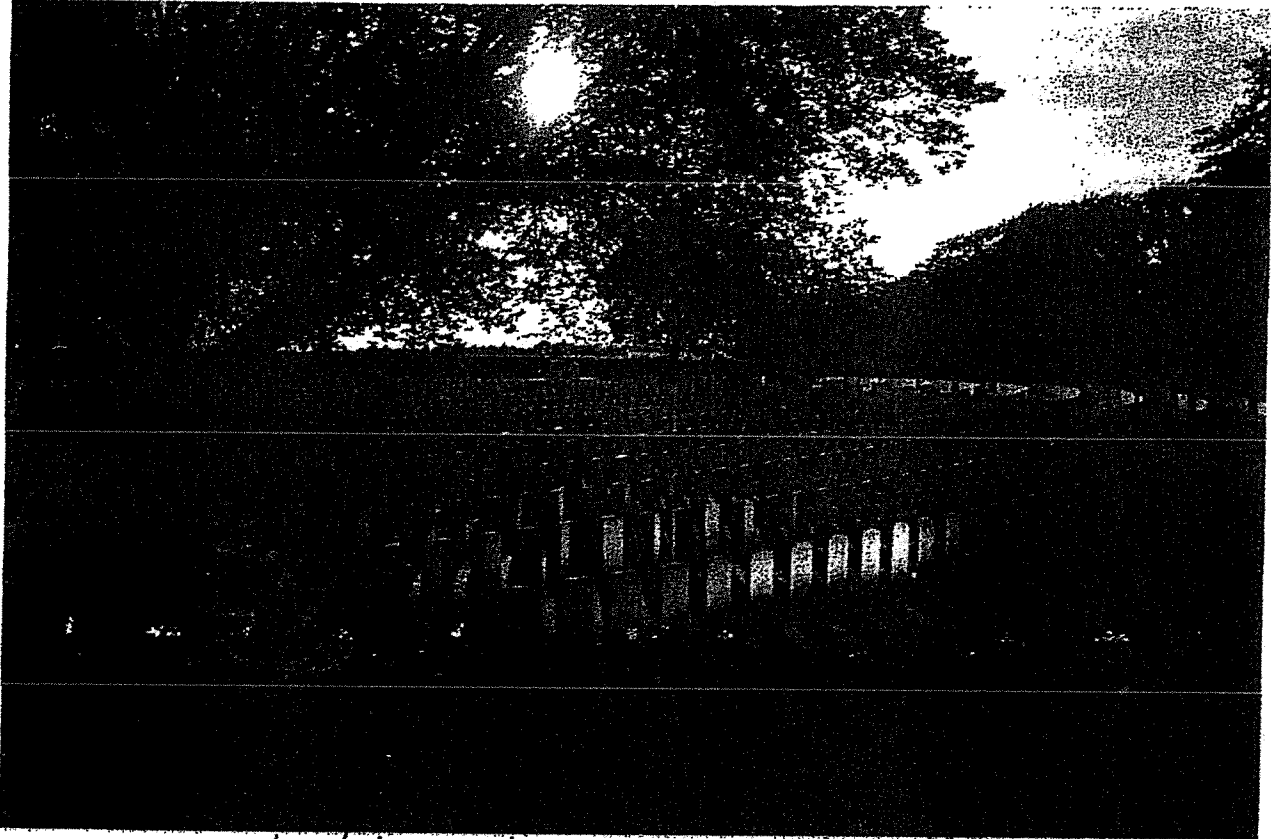


IMAGE 1 OF 42

you tube: The cooking of Humanity

Water cremation, or alkaline hydrolysis, is an eco-friendly alternative to traditional forms of dealing with the dead, like burial or flame cremation.

*www.stopthecrime.net
you tube: Deborah Tavares*

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As early as 2020, Californians will be able to pursue a new option for end-of-life remains: water cremation.

On Sunday, Gov. Jerry Brown signed AB 967, a controversial bill that's been making the rounds around the nation over the last several years. It makes it legal to dispose of human remains through a process commonly referred to

Look up the rest of article

you tube: Geoengineering waging weather warfare on world populations

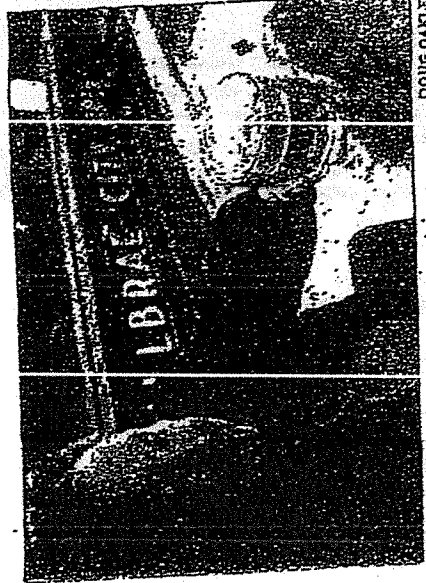
PENINSULA PEOPLE'S OPINIONS

Chloramine causes collateral health damage

CHARCLORINE IS A TOXIN... Chloramine is a toxin... it is a small chemical free... it costs close to \$400 million to have alternative technologies for our water to be chemically free... it is a small price to pay compared to the \$3.5 billion 13-year build-out of the Hetch Hetchy water system. After the installation of alternative technologies, we will not have to worry about sending caps or tort damage lawsuits resulting from wrongful death suits against the state, county, and city councils.

GUEST OPINION BY WINN PARKER

Hemodialysis patients have a special consideration not to have chloramine in their blood. They could die in minutes. Chronic kidney disease cause the organs to slowly lose their ability to filter waste out of the bloodstream. Many of the 20 million people estimated to have kidney disease do not know it. The Public Utility Commission is asking human health to be a human processing plant for the chloramine in the body.



Winn Parker is a global medical and bioscience clinical intellectual property venture capital licensing agreement analyst. He is a scientist and an expert witness in medical sciences and biomedical cases, in addition to being a former consultant to the World Health Organization. Parker lives in Millbrae, CA. 415-359-3620

Chloramine interacts with certain medicines. For example, chloramine can change the interaction of the body from taking antidepressants with the drinking water. Statins, which reduce cholesterol levels, are influenced by chlorine drinking water entering the cells of the body. Propecia, for male pattern baldness, is interactive with chloramine. Chloramine has been known to cause corneal pipe deterioration retaining lead and other toxins from pipes eaten away by chloramine. This could cost consumers billions of dollars a year and adversely impact public health.

For a short-term solution, consumers should have filters to remove lead from the water. The long-term solution is to eventually replace all significant lead-bearing materials that are used in the water system. This will take generations to implement. Rather, we must NOW remove chlorine, which is a toxin and produces secondary cancer byproducts, and has unclear benefits and risks. Since chlorine is a toxin added to

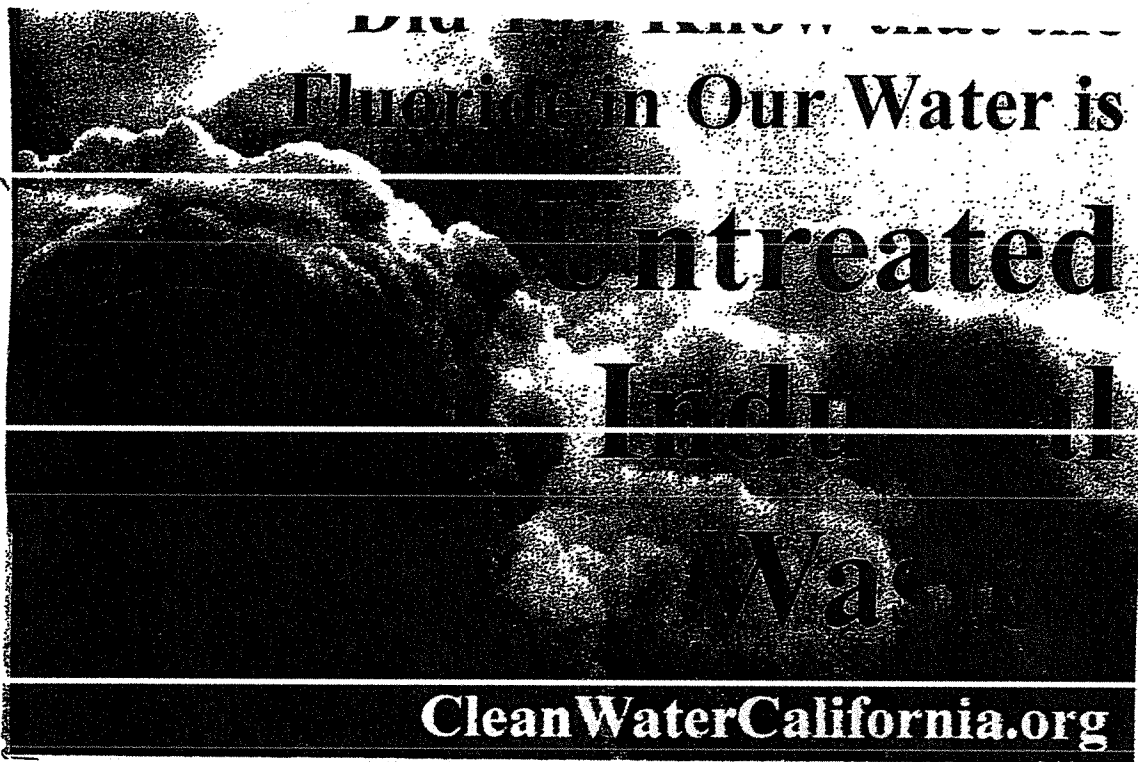
Winn Parker is campaigning against the use of chloramine in Bay Area water supplies. rich compound urea in the urine. If the urine of the liver is compromised, ammonia accumulates in the blood and generates serious consequences. Nitrosodimethylamine (NDMA), a probably carcinogen, is a likely byproduct of chloramination of drinking water. Collateral health damage from this secondary cancer byproduct, NDMA, will probably decrease immunity in the human body. Journal AWWA, Feb. 2001, Vol. 93, No. 2, pp. 92-99. There are other examples of possible collateral health damage from chloramine explained in other scientific journals, one affecting thyroid metabolism in healthy men and another affecting white blood cells that are needed for a healthy immune system. Research shows there is also collateral health damage when

Fluoride Action Network
You're: Abby Martin: Fluoride is Poison

Winn Parker lives in Millbrae, CA. 415-359-3620

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www.FluorideActionNetwork.org



*you tube: Dr Russell Blaylock
Fluorides Deadly Secrets*

*Senator Jackie Speire
wrote a bill to fluoridate
the rest of California*

The chemicals used to fluoridate drinking water are industrial waste from the phosphate fertilizer industry.

Captured in the industry's wet scrubbing systems, these chemicals contain a number of contaminants (e.g. arsenic, lead) not found in pharmaceutical grade fluoride. Even though using pollutants to fluoridate drinking water is a cost-effective means of disposing of toxic waste, the chemicals used are classified as hazardous to humans on the "Superfund Priorities List" of toxic substances and are not fit for human consumption.

Prior to the disposal of fluoride waste in our water supply, fluoride was emitted into the air causing devastation to local agriculture. In Polk County, Florida, the creation of multiple phosphate plants in the 1940's caused damage to nearly 25,000 acres of citrus groves and "mass fluoride poisoning" of cattle. In 1983, Dr. Leonard Weinstein of Cornell University stated that, "Certainly, there has been more litigation on alleged damage to agriculture by fluoride than all other pollutants combined." According to an article written by Dr. Edward Groth, between the years 1957 to 1968, fluoride pollution "was responsible for more damage claims against industry than all twenty (nationally monitored air pollutants) combined."

Join our campaign to stop Water Fluoridation

*you tube: Dr. Dean Burk
you tube: Dr. John Yamamoto*