

**CITY COUNCIL MEETING
TUESDAY, FEBRUARY 23, 2016**

DOCUMENTS RECEIVED AFTER PUBLISHED AGENDA



February 22, 2016

Barbara Halliday, Mayor
City of Hayward
777 B Street
Hayward, CA 94541

Re: Agenda Item 7 Oppose: Review of Potential Elements of Citywide Community Workforce Agreement (Report from Assistant City Manager McAdoo)

Dear Mayor Halliday:

Associated Builders and Contractors Northern California Chapter (ABC NorCal) is a construction trade association of nearly 500 construction and construction related firms representing 22,000 merit shop construction workers. Many of our contractor members are located in Alameda County and perform work for the City of Hayward. ABC NorCal also operates apprenticeship programs approved by the state in several trades. We believe in increasing opportunities for all workers regardless of their labor affiliation.

ABC NorCal opposes the proposed Citywide Community Workforce Agreement because it contains a provision that is designed to encourage or regulate project labor agreements (PLAs) on private projects, i.e. projects where the city has no ownership or "proprietary" interest. A city can encourage a PLA when it is the "proprietor" of the project, but not when it is acting as a "regulator." Federal cases have been near unanimous in explaining that the National Labor Relations Act preempts a city from regulating this type of private collective bargaining agreement between contractors and their workforce.

In addition, PLAs create barriers for local, minority and women-owned construction employers and their employees from participating in building their community because they often contain provisions that do not allow for the utilization of their own workforces.

Furthermore, studies show these types of agreements increase project costs – anywhere from 10-30% above prevailing wage because they restrict competition. Open competition is healthy and increases quality. It levels the playing field and local money is invested into the community.

And finally, this Community Workforce Agreement would potentially exclude the men, women, and veterans who have chosen to enter into state approved, unilateral apprenticeship training programs in pursuit of a construction career from the opportunity to work and gain the invaluable on-the-job training experience that provides stability for them, their family and their community.

For these reasons, we strongly and respectfully oppose the proposed Community Workforce Agreement and urge your no vote when it comes before the council on February 23. Please include this correspondence in your February 22, 2016 meeting agenda packet.

Sincerely,

Nicole Goehring
Government Affairs Director

CC: Member Al Mendall – Mayor Pro Tempore
Council Member Francisco Zermeño
Council Member Marvin Peixoto
Council Member Greg Jones
Council Member Sara Lamnin
Council Member Elisa Márquez
Kelly McAdoo, Assistant City Manager

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- *Presentation on how we can protect ourselves from immigration consultant fraud and wage theft.*
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- *California Applicants' Attorneys Association's (CAAA's) Latino Caucus workers' compensation presentation.*

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For more info please contact Rosa Advincula, CSD at 510-632-4242 ext. 106 or rosa@alamedalabor.org

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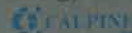
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PENINSULA PEOPLE OPINIONS

Dr. Winn Parker Ph.D. (MT)
P.O. Box 864
Millbrae, California 94030

Chloramine causes collateral health damage

CHLORAMINE IS A TOXIN added to drinking water we receive from the Hetch Hetchy system. Chloramine is ammonia added to chlorine to make chloramine. Listed in the MSDS industrial chemistry book, chloramine is to be used in an emergency and does not have an antidote. Chloramine cannot be boiled out of the water and can kill fish in hobby tanks and as shown from research, can cause canine hysteria.

Charcoal filters cannot take out the nitrogen in the ammonia. The PUC's requested human processing plant - which is us - can bioaccumulate the nitrogen-toxins from an impaired kidney, liver or impaired immune system. The bioaccumulation of amine toxins and secondary cancer products are going to accumulate even in various dosages of ammonia to chlorine in the drinking water.

Chloramine in drinking water can enter the digestion and blood stream in another form called a nitrogen balance. Nitrogen balance refers to the difference between nitrogen intake and total nitrogen loss in urine, sweat and bowel elimination. Ammonia, derived mainly from breakdown of amino acids, is toxic to all animals. Human tissues, therefore, initially detoxify ammonia by converting it to glutamine for transport to the liver. Collateral health damage from ammonia upsets the pH balance of the body. If the liver is functioning properly, it



DOUG OAKLEY

Winn Parker of Millbrae is campaigning against the use of chloramine in Bay Area water supplies.

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 causes 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 humans to be a human processing plant for the chloramine in the body.

releases ammonia converted into the non-toxic nitrogen-rich compound urea in the urine. If the amine of the liver is compromised, ammonia accumulates in the blood and generates serious consequences.

N-nitrosodimethylamine (NDMA), a probably carcinogen, is a likely by-product of chloramination of drinking water. Collateral health damage from this

secondary cancer by-product, 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 chloramine interacts with certain medicines. For example, chloramine can change the interaction in the body from taking antidepressants with the drinking water. Statins, which reduce cholesterol levels, are influenced by chloramine drinking water entering the cells of the body. Propecia, for male pattern baldness, is interactive with chloramine.

Chloramine has been known to cause corrosive pipe deterioration releasing lead and other toxins from pipes eaten away by chloramine. This could cost consumers billions of dollars a years 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 imple-

ment. Rather, we must NOW remove chloramine, which is a toxin and produces secondary cancer by-products, and has uncertainties and risks. Since chloramine is a toxin added to the water, water qualifies to be labeled as a toxin under Proposition 65.

If 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 setting caps on tort damage lawsuits resulting from wrongful death suits against the state, county, and city councils.

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

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Wynne Grish

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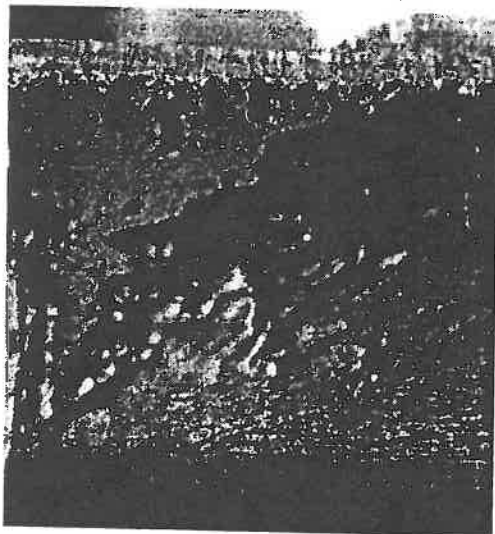
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January 4, 2014

Fluoride - Alzheimers Disease and Copper Pipes

View Images



Fluoride - Alzheimers Disease and Copper Pipes

By Robert Jay Rowen, MD

The fluoride debate is boiling in Sonoma County. Those drinking its water should know about some startling fluoride revelations. Recent research has connected "hidden" dots linking fluoride with the most dread of all diseases – Alzheimer's (AD). But it may not be fluoride directly, but fluoride's effects on your copper pipes.

Copper in your body exists as either organic copper, or metallic copper. The former is copper properly protein shielded from causing damage. Metallic or free copper ions, like free iron, can wreak havoc. Let me connect some dots for you:

1) Free copper binds to all proteins involved in AD. This includes critical proteins, that left alone, would usher out the accumulated toxic beta amyloid sludge that eventually kills neurons. Copper inactivates the removal processes!



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Chlorine, Cancer, And Heart Disease

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"We are quite convinced, based on this study, that there is an association between cancer and chlorinated water." - Medical College Of Wisconsin research team

The addition of chlorine to our drinking water began in the late 1800s and by 1904 was the standard in water treatment, and for the most part remains so today. We don't use chlorine because it's the safest or even the most effective means of disinfection, we use it because it is the cheapest. In spite of all our technological advances, we essentially still pour bleach in our water before we drink it. The long term effects of chlorinated drinking water have just recently been recognized. According to the U.S. Council Of Environmental Quality, "Cancer risk among people drinking chlorinated water is 93% higher than among those whose water does not contain chlorine."

Dr. Joseph Price wrote a highly controversial book in the late 1940s titled Coronaries/Cholesterol/Chlorine and concluded that nothing can negate the incontrovertible fact, the basic cause of atherosclerosis and resulting entities such as heart attacks and stroke, is chlorine. Dr. Price later headed up a study using chickens as test subjects, where two groups of several hundred birds were observed throughout their span to maturity. One group was given water with chlorine and the other without. The group raised with chlorine, when autopsied, showed some level of heart or circulatory disease in every specimen, the group without had no incidence of disease. The group with chlorine under winter conditions, showed outward signs of poor circulation, shivering, drooped feathers and a reduced level of activity. The group without chlorine grew faster, larger and displayed vigorous health. This study was well received in the poultry industry and is still used as a reference today. As a result, most large scale producers use dechlorinated water. It would be a common sense conclusion that if regular chlorinated tap water is not good enough for the chickens, then it probably is not good enough for us humans!

There is a lot of well founded concern about chlorine. When chlorine is added to our water, it combines with other natural compounds to form Trihalomethanes (chlorination byproducts), or THMs. These chlorine byproducts trigger the production of free radicals in the body, causing cell damage, and are highly carcinogenic. "Although concentrations of these carcinogens (THMs) are low, it is precisely these low levels that cancer scientists believe are responsible for the majority of human cancers in the United States". The Environmental Defense Fund

Simply stated chlorine is a pesticide, as defined by the U.S. EPA, who's sole purpose is to kill living organisms. When we consume water containing chlorine, it kills some part of us, destroying cells and tissue inside our body. Dr. Robert Carlson, a highly respected University of Minnesota researcher who's work is sponsored by the Federal Environmental Protection Agency, sums it up by claiming, "the chlorine problem is similar to that of air pollution", and adds that "chlorine is the greatest crippler and killer of modern times!"

Breast cancer, which now effects one in every eight women in North America, has recently been linked to the accumulation of chlorine compounds in the breast tissue. A study carried out in Hartford, Connecticut, the first of it's kind in North America, found that, "women with breast cancer have 50% to 60% higher levels of organochlorines (chlorination byproducts) in their breast tissue than women without breast cancer."

One of the most shocking components to all of these studies is that up to 2/3s of our harmful exposure to chlorine is due to inhalation of steam and skin absorption while showering. A warm shower opens up the pores of the skin and allows for accelerated absorption of chlorine and other chemicals in water. The steam we inhale while showering can contain up to 50 times the level of chemicals than tap water due to the fact that chlorine and most other contaminants vaporize much faster and at a lower temperature than water. Inhalation is a much more harmful means of exposure since the chlorine gas (chloroform) we inhale goes directly into our blood stream. When we drink contaminated water the toxins are partially filtered out by our kidneys and digestive system. Chlorine vapors are known to be a strong irritant to the sensitive tissue and bronchial passages inside our lungs, it was used as a chemical weapon in World War II. The inhalation of chlorine is a suspected cause of asthma and bronchitis, especially in children... which has increased 300% in the last two decades. "Showering is suspected as the primary cause of elevated levels of chloroform in nearly every home because of chlorine in the water." Dr Lance Wallace, U.S. Environmental Protection Agency.

Chlorine in shower water also has a very negative cosmetic effect, robbing our skin and hair of moisture and elasticity, resulting in a less vibrant and youthful appearance. Anyone who has ever swam in a chlorinated pool can relate to the harsh effects that chlorine has on the skin and hair. What's surprising is that we commonly find higher levels of chlorine in our tap water than is recommended safe for swimming pools.

Aside from all the health risks related to chlorine in our water, it is the primary cause of bad taste and odor in drinking water. The objectionable taste causes many people to turn to other less healthful beverages like soft drinks, tea or other sweetened drinks. A decreased intake of water, for any reason, can only result in a lower degree of health.

The good news is that chlorine is one of the easiest substances to remove from our water. For that reason it logically should serve it's purpose of keeping our water free from harmful bacteria and water borne diseases right up to the time of consumption, where it should then be removed by quality home water filtration.

No one will argue that chlorine serves an important purpose, and that the hazards of doing away with chlorine are greater than or equal to the related health risks. The simple truth is that chlorine is likely here to stay. The idea that we could do away with chlorine any time in the near future is just not realistic. It is also clear that chlorine represents a very real and

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FDA needs to ban BPA in all food containers

By Jeanne Rizzo, R.N., president and CEO, Breast Cancer Fund - 09/27/12 11:45 AM ET

By October 10, the U.S. Food and Drug Administration will decide whether to ban the toxic chemical bisphenol A, or BPA, from infant-formula containers. The agency is reviewing a petition to do so submitted by Democratic Rep. Ed Markey of Boston. In July, the FDA banned BPA in baby bottles based on a similar petition from the American Chemistry Council. Both petitions argue the market is no longer using BPA in baby bottles and infant-formula containers, so let's go ahead and make it official that the chemical should not be used for these purposes.

While it's good to get official bans on BPA in baby bottles and infant-food containers, the FDA acting based on market abandonment is not good public health policy. In fact, it's not public health policy at all. When the agency entrusted to make sure our food is safe will only ban a toxic chemical's use after industry has stopped using it, while continuing to allow its use in other food containers, including baby food and canned foods eaten by kids and pregnant women, it's hard not to conclude that the FDA is protecting industry, not public health.

Not convinced yet? Consider this: The FDA rejected petitions submitted by Markey calling for a ban on BPA in baby-food containers, food cans and reusable storage containers because the congressman's office could not prove that the market had abandoned using BPA in these applications. So, not only is the agency saying, sorry, we'll only do retroactive bans, it's also showing its cards that it does not know who's using BPA and in what applications, and putting the onus outside the agency to prove that industry is not using BPA. Is this any way to manage public health?

Industry abandoned BPA in baby bottles and infant-formula containers because consumers demanded it. The public demand grew out of a growing body of scientific evidence linking BPA to a host of diseases—including breast cancer. Most of us are exposed to BPA every day. In fact, the CDC found BPA in 93 percent of all Americans tested, and the National Institutes of Health point to food packaging, including food cans, which are lined with BPA, as a major route of exposure. BPA has been found in the blood and urine of pregnant women, in the umbilical cord blood of newborns and in breast milk soon after women gave birth.

In January 2010 the FDA said BPA warranted "some concern" for its potential effects on children's development, and the agency said it would fully reassess the safety of BPA. In the subsequent 20 months, the body of scientific evidence against BPA has only grown. Now, more than 200 lab studies show that exposures to even low doses of BPA, particularly during pregnancy and early infancy, are associated with a wide range of adverse health effects later in life, including breast cancer. Studies show that BPA exposure can make non-cancerous breast cells grow and survive like cancer cells, and can actually make the cells less responsive to the cancer-inhibiting effects of tamoxifen, a drug used in the

Poisons All Around Us: What You Need to Know

Tap Water Is Dangerously Polluted

Despite decades of effort to clean up lakes, streams, and groundwater — and regulations and laws that have been passed to reduce industrial pollution of water supplies — new forms of pollution are being discovered daily.

On one hand, we are told by local and federal health authorities that municipal drinking water supplies are cleaner and healthier than ever. Yet there are reports, usually buried within documents not readily available to the public, indicating that major problems still face us — and that they may be getting worse.

With the massive industrialization that followed World War II, hundreds of thousands of synthetic chemicals were manufactured. Tons of these chemicals were dumped in lakes, streams, and rivers.

In the ensuing decades, scientists discovered that a significant number of these chemicals are carcinogenic — that is, over years of exposure they can cause cancer in animals and humans.

The most significant carcinogens in the water

supply include:

- Arsenic
- Herbicides
- Pesticides
- Fungicides
- Industrial by-products

These chemicals have all been linked to increased rates of lung, bladder, stomach, brain, and colon cancers.

In addition, the chlorination of drinking water can lead to formation of chloride-organic combinations called organochlorine compounds. Many of these compounds have also been shown to be toxic to cells and cause cancers.

Other contaminants — especially aluminum, lead, and copper — can have profound effects on health.

Compelling evidence indicates that aluminum in water is associated with a significantly increased risk of Alzheimer's disease, especially if the water also has fluoride added to it.

Another link between water fluoridation and metal toxicity concerns the levels of lead in water. It has been demonstrated that elevated levels of lead are responsible for a number of adverse health conditions, including:

- Hypertension
- Anemia
- Accelerated hardening of the arteries
- Increased violent behavior
- Loss of impulse control (e.g. "road rage")
- Increased suicide rates
- Learning problems
- Increased homicide rates

Even small elevations in blood lead levels, as low as 10 micrograms per liter and possibly as low as 5 micrograms per liter, can produce adverse behavioral effects.

In recent years, there has also been more concern about our water supplies being infiltrated by chemicals in pesticides called xenoestrogens, which act like estrogens.

These compounds interact with the body's estrogen receptors, and may increase the risk of breast cancers, cause early and overdevelopment

Best Way to Filter Water

Water can be filtered by reverse osmosis, ceramic filtration, silver-impregnated filters, or multilayered filter systems, all of which have their advantages.

The big problem with most filters is that they do not remove fluoride. Reverse osmosis filters remove fluoride, but they have to be changed every three months because fluoride burns holes in the filter.

Based on my studies, the best way to purify water is to distill it. Some will say that distilling water removes the beneficial minerals, but these can either be taken as separate supplements or can be added to water later. And that, in fact, is what many manufacturers of bottled water do.

Distilling creates water with a neutral pH, kills all microorganisms, and removes fluoride as well as other harmful metals. The one problem is that the volatile chemicals are condensed in the final water container.

To solve this problem, the better distillers have a carbon filter to remove volatile gases during the condensation process.

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LEGISLATIVE ALERT

Senate panel to hold hearing on ethanol mandate... Voice your concerns!

Take Action!

On February 24, 2016 the U.S. Senate Committee on Environment and Public Works, chaired by U.S. Sen. James Inhofe (R-Okla.), will hold a hearing on "Oversight of the Renewable Fuel Standard." Members of the Association of California Car Clubs and the American Motorcyclist Association needs to let their senators know they are concerned about higher ethanol blends. Send a prewritten message today by clicking the "Take Action!" button below.

The Renewable Fuel Standard volume requirements announced in November by the U.S. Environmental Protection Agency increase the risk of inadvertent misfueling for collector car owners; motorcyclists; and all-terrain-vehicle owners by mandating the widespread availability of higher-ethanol fuel blends, such as E15. None of the older vehicles in use in the United States is approved by the EPA to operate on ethanol blends higher than 10 percent. Using higher-ethanol blends in those vehicles is illegal and may cause engine and fuel system damage and void the manufacturer's warranty.

The practical effect of the EPA's action is that ethanol production will exceed the "blend wall." That means more E15 and less E10 on the market. Regarding E0, the EPA discounts it and does not factor it in its scenarios. The EPA views E0 as a "constraint on the volume of ethanol that can be consumed ... and expect(s) such volumes to be lower than they were in the past as the market strives to expand consumption of ethanol under the influence of the RFS program." This statement contradicts the data from the federal Energy Information Administration that shows demand for E0 rose from 3.4 percent in 2012 to nearly 7 percent in 2014. Consumers want E0 for their collector cars, motorcycles, ATVs, boats, lawn mowers and other equipment, because it does not pose the risk of engine and fuel system damage.

Despite the increased demand, the EPA rule reduced the amount of E0 from 9.2 billion gallons to just 130 million in 2016. Most importantly, the rule mentions the likelihood of misfueling only once. The rule states: "...in June of 2011, the EPA finalized regulations to prevent misfueling of vehicles, engines, and equipment not covered by the partial waiver decisions." This is the same misfueling mitigation plan that initially mandated a four-gallon minimum fuel purchase to address the concerns. Following our complaints, the regulation eventually was revised in 2013 to the current plan, yet it is still easily misunderstood, misapplied or ignored by state governments and producers, distributors and vendors.

Indeed, the EPA has made it illegal for collector owners, motorcyclists, and ATV users to use E15 fuel, and yet seems to have little interest in the misfueling issue. It appears that the EPA does not consider our concerns despite knowing that none of the collector cars, motorcycles, and ATVs in use in the United States is approved to use E15 or higher ethanol blends. Voice your concern today by clicking the "Take Action!" button.

Take Action!

The ACCC...Representing The Car Hobby Since 1972!

Ethanol and the race to higher octane standards in the US

By Herman Wang / Platts / February 22, 2016

With the US likely to raise the gasoline octane standard in the next decade or so to achieve greenhouse-gas emissions regulations and fuel efficiency targets, the domestic ethanol industry is promoting its product as the most cost-effective and environmentally friendly way to meet those higher requirements.

In fact, that was the main thrust of the Renewable Fuels Association's National Ethanol Conference in New Orleans last week. While the conference in recent years has focused primarily on the regulatory uncertainty surrounding the US biofuels blending mandate, this year's stressed the need to look beyond that statute for growth.

And one way the RFA aims to do that is to highlight ethanol's octane benefits, given its price and environmental advantages to petroleum-based additives, such as alkylate and reformat.

"The world is octane short, and with a blending octane rating of 113, ethanol offers more engine knock resistance per dollar than any other gasoline additive on the planet," RFA President Bob Dinneen said in his state of the industry address.

The current standard for most of the US is 87 octane for regular gasoline. The higher the octane, the lower the engine "knock," or misfiring of the gasoline within the engine, improving efficiency and lowering emissions.

In tandem with raising the octane of gasoline, automakers could redesign their engines to improve their compression ratio to further enhance efficiency.

But significant challenges remain to simply blending more ethanol into the US gasoline pool to raise its octane. For one, vehicle engines would have to be redesigned to tolerate the more corrosive higher ethanol blends. While many automakers have begun to warranty their vehicles for E15 — a 15% blend of ethanol with gasoline — experts say blends of E25 or E30 would likely be necessary to meet the higher octane standard.

Ethanol also has a higher Reid Vapor Pressure than some other blendstocks, which makes it more challenging to meet the Environmental Protection Agency's summer gasoline specifications.

On the other hand, using reformat or alkylate to boost octane would require refineries to invest significantly in their capacity to produce those blendstocks, which are significantly more expensive than gasoline.

Valero, Marathon Petroleum and other US refiners have already announced plans to increase alkylation production to take advantage of strong demand and sizable margins.

Platts has assessed alkylate FOB Houston as high as 38 cents/gal above

Gulf Coast conventional pipeline gasoline in recent days, while reformat FOB Houston has been assessed as high as 65 cents above Gulf Coast gasoline.

Chicago Argo ethanol, meanwhile, has traded about 43 cents/gal above CBOB gasoline recently. But the Argo-CBOB spread has been volatile, with ethanol spending most of 2015 at a discount to gasoline.

Tom Leone, a technical expert on powertrain evaluation and analysis with Ford Motor Company, said so far there has been a lack of consensus among automakers, refiners, fuel distributors and government and standards organizations on which pathway to follow.

Bumps in the ethanol road

“The transition will be difficult,” he said. “To get the biggest benefits, the engines need to be optimized to take advantage of the high octane fuel. Whether it’s higher ethanol blends or increasing octane at the refiner level in E10, there are challenges to both approaches. There are investments required on both sides. It’s not an obvious choice for us.”
Count John Eichenberger, executive director of the Fuels Institute, as a skeptic that higher ethanol blends can

be the solution to raising octane. “30% ethanol will be a problem,” he said. “If [the new fuel] is restricted to new vehicles, there’s not going to be sufficient demand for retailers to put it in. The question is, what is that threshold?”

Whatever the solution to the higher octane problem, it will almost certainly be a lengthy transition process. The switchover from leaded to unleaded gasoline took 12 years before leaded gasoline was fully phased out in the US.

The RFA is hoping to get an early edge on the process.

Dinneen noted that Europe has a standard of 95 research octane number, or RON, which is a different calculation than the US uses but is nonetheless higher than the US’ standard.

He said the RFA would push US regulators to adopt that European standard. Once the new regulation is adopted, ethanol would have to compete in the marketplace.

“A higher octane fuel would enable the auto industry to increase engine compression to improve fuel economy and performance,” Dinneen said. “In a competitive octane environment, everybody wins.” — Herman Wang in Washington

<http://blogs.platts.com/2016/02/22/ethanol-race-higher-octane-standards-us/>

Ethanol waiver and elimination of E-85 flex fuel credit can cut our ozone & CO2 transportation pollution.

Let's improve performance of CA Climate law, AB 32 (Pavley), in 2016 for future generations

CAPP contact: Charlie Peters

California Republican Assembly Endorses Ted Cruz for President

By *Chris Jennewein* / *Times of San Diego* / February 21, 2016

The influential California Republican Assembly on Sunday endorsed Texas Sen. Ted Cruz for president.

Cruz received the required two-thirds majority on the first ballot at the group's convention in Buena Park, the first time in 20 years a first-ballot endorsement for president has been made, according to California Republican Assembly President Tom Hudson.

"Senator Cruz won the overwhelming first ballot endorsement because he is the proven, consistent conservative," Hudson said. "Cruz is a hero to the conservative movement and he's right in line with what we need in California and nationwide."

The recent death of Supreme Court Justice Antonin Scalia was a factor in the endorsement, according to Michael

Schroeder, a co-chair of Cruz's California campaign and political director and a former California Republican Assembly president.

"Particularly given the recent passing of conservative icon Justice Antonin Scalia, our choice today was an easy one," Schroeder said. "Everyone trusts Ted Cruz to appoint Justice Scalia's successor."

Tom Del Beccaro received the group's endorsement in the race for the U.S. Senate seat being vacated by Democrat Barbara Boxer over fellow former California Republican Party Chairman Duf Sundheim.

The California Republican Assembly bills itself as the state's oldest and largest Republican volunteer organization. The late President Ronald Reagan once described it as the "conscience of the Republican Party."

<http://timesofsandiego.com/politics/2016/02/21/california-republican-assembly-endorses-ted-cruz-for-president/>

GMO fuel ethanol waiver can reduce ground level ozone, CO2 and NOx

*** Clean Air Performance Professionals (CAPP) supports a Smog Check inspection & repair audit, gasoline ethanol fuel cap and elimination of dual fuel CAFÉ credit to cut car impact in 1 year.*

*** Some folks believe ethanol in gasoline increases oil use and oil profit*

*** Ethanol uses lots of water*

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

CAPP contact: Charlie Peters (714) 507-1706

Ricketts, Branstad talk refugees, economy at governors summit

By Joseph Morton / World-Herald Bureau / February 21, 2016

WASHINGTON — Many governors continue to vent their frustration about a lack of information concerning Syrian refugees coming to their states, Iowa Gov. Terry Branstad said Saturday.

“The federal government is just not sharing information with us with regard to refugees from Syria and Iraq,” said Branstad, a Republican. “They won’t tell us who they are, who they’re being placed with. They want us to trust them but they don’t trust us and we don’t think that’s fair.”

In a separate interview, Nebraska Gov. Pete Ricketts, also a Republican, said that he has actually seen more willingness from federal officials to provide information on their vetting process and acknowledge the need for special attention to refugees from Syria and Iraq.

But he stressed that more needs to be done.

“The federal government really has bypassed us and it ought not to be that way. We ought to be a partner in this,” Ricketts said. “Ultimately at the end of the day these refugees aren’t settling in some generic place called the United States. They settle in our communities, in our towns and they’re in our states — and it’s the job of the governors to protect the people in our states.”

Ricketts and Branstad spoke to The World-Herald between sessions at the National Governors Association’s winter meeting in Washington.

This is where governors from across the country gather annually to compare notes, share best

practices — and complain about the federal government.

Ricketts and Branstad both talked about the importance of fighting for state prerogatives in areas ranging from federal water regulations to changes in the structure of the National Guard.

Ricketts said he got some good ideas from colleagues on workforce development and remains as committed as ever to resisting an expansion of Medicaid, while Branstad praised a session that highlighted the importance of supporting entrepreneurs.

Multiple sessions Saturday focused on economic trends. In one, several economists talked about the high likelihood of a recession in the next few years.

While Ricketts was unimpressed with the suggestion that a recession might be in the offing simply because the country hasn’t seen one in a while, he said it’s important to be prepared.

Branstad also said it makes sense to be cautious. In particular, he said, farm states such as Nebraska and Iowa face headwinds as the prices of corn and soybeans, pork and beef dip below the costs of production.

Asked about the hotly contested GOP presidential race, both governors said they aren’t ready to endorse anyone.

Both marveled at the success Donald Trump has been having.

Ricketts ascribed the businessman’s rise to people being fed up with the federal government, while Branstad

pointed to Trump’s ability to dominate the media as no politician before him has.

“In the end, whether that really works or not as a strategy, I don’t know,” Branstad said. “It sure is unconventional.”

While not backing a particular candidate, Branstad had urged Iowans to reject Sen. Ted Cruz, R-Texas, citing his opposition to federal ethanol mandates. Cruz went on to win the Iowa caucuses, but Branstad remains critical of the senator.

“I don’t think he’s going anywhere,” Branstad said. “I just talked to Bob Dole, and (Cruz) doesn’t have a friend in the United States Senate.”

The association’s summer meeting will be held in Des Moines.

During Saturday’s opening session, Branstad urged his fellow governors to bring their families to that meeting, and got a dig in at West Virginia, which hosted last year’s summer meeting at its Greenbrier resort.

“Also, it’s a lot cheaper than going to the Greenbrier,” Branstad said of Iowa.

“We had a great time at the Greenbrier, but Iowa is a very economical place to bring your whole family, so we encourage you all to come.”

Utah Gov. Gary Herbert, chairman of the association, said there’s another advantage for governors to head to the Hawkeye State.

“We can ... act like we’re all running for president,” Herbert said.

http://www.omaha.com/news/politics/ricketts-branstad-talk-refugees-economy-at-governors-summit/article_d5565cc4-7c68-5437-9ec1-c0978a8ed937.html

CAPP contact: Charlie Peters

Where To Find Gas In L.A. For Less Than \$2 A Gallon

By *Matt Tinoco* / *LAIST News* / *February 20, 2016*



Okay, so we know gas prices have been low enough of late to pretty much just ignore what the actual prices are: \$2.20 per gallon, \$2.70 per gallon, what's the difference really? It's definitely not \$4.40, so who cares?

But looking around gas-price charts of Los Angeles County Saturday morning reveals several stations throughout East and South-East L.A. County have finally dropped into that hallowed sub-two-dollar range. It looks like you can even find a gallon of regular for \$1.89 in some parts!

[http://laist.com/2016/02/20/you can now find gas in la for less.php](http://laist.com/2016/02/20/you_can_now_find_gas_in_la_for_less.php)

CAPP contact: Charlie Peters

Gas is cheap, Russia's economy is in the toilet, and Angelenos can keep on driving the half-a-mile distance from their house to the the drive-through Starbucks guilt-free.

Regardless, gas is cheap. So cheap, in fact, that it hasn't been this inexpensive to fill up your tank since December of 2008, when the average in Los Angeles County bottomed out at \$1.70 per gallon.

We're still a little off from fuel that cheap. According to the L.A. Times Average Gas Price Tracker, the

average price for a regular gallon of fuel in city of Los Angeles this morning is \$2.41. The California average sits a little bit lower, at \$2.32.

Of course, California drivers traditionally pay much more for their fuel, owing to a "California blend" used in the refining process as demanded by our state's more strict environmental regulation. Nationally, the consumers pay an average of \$1.71 for a gallon of regular gas.

Joke's on them though, our weather is still better.

Everybody Sues EPA Over Ethanol Requirements

By Hemmings Daily / February 19, 2016



(Photo: Lars Plougmann)

With the release of long-awaited ethanol-blending target numbers late last year, the Environmental Protection Agency managed to draw ire from both renewable fuels supporters and renewable fuels opponents. Now, almost predictably, both sides have filed lawsuits against the EPA accusing the agency of failing to do its job right.

Related: [What states require ethanol in fuel?](#)

The finalized numbers mandated a total of 18.11 billion gallons of renewable fuels for 2016 - including ethanol and biodiesel - falling short of the 22.25 billion gallons that the Renewable Fuel Standard initially envisioned, but surpassing the 17.4 billion gallons that the EPA proposed earlier in the year. The numbers also came about two years later than expected and set finalized numbers for 2014 and 2015 in retrospect.

Related: EPA breaks blend wall with latest ethanol ruling

Ethanol backers struck first, filing a lawsuit January 8, claiming that the EPA erroneously set the numbers based on demand rather than supply and that the EPA overreached in its interpretation of the RFS.

Related: What effects can ethanol-blended gasoline have on collector cars?

Then last week, the American Fuel and Petrochemical Manufacturers also claimed the EPA used flawed methodologies in setting the most recent numbers. "Despite the agency's best efforts, certain aspects of the final RFS rule still run afoul of the Clean Air Act," said Chet Thompson, president of the AFPM. "This rule further confirms that the RFS program is dysfunctional and that the only real solution is full repeal by Congress."

According to Ethanol Producer Magazine, the U.S. Court of Appeals hearing the two lawsuits has since consolidated the cases, along with suits brought by several other groups.

Lawsuits are just one legal means that some people are using in their opposition to the RFS, however. Two proposed amendments to a pending Senate energy bill propose either a modification or a complete abolition of the RFS. An amendment proposed by Senators Pat Toomey of Pennsylvania and Dianne Feinstein of California, similar to a bill that they introduced last February, would keep the RFS intact, but eliminate corn as a source of the nation's ethanol supply.

"It makes driving your car more expensive, it makes our food prices considerably more expensive, and it is actually harmful to the environment," Toomey told the Pittsburgh Tribune-Review.

Another amendment proposed by Louisiana Senator Bill Cassidy - again, similar to a bill he introduced last year - would do away with the Renewable Fuel Standard altogether. Neither amendment to the Energy Policy Modernization Act of 2015 - which is currently stalled in debate on the Senate floor - has been accepted into the text of the bill.

The Specialty Equipment Marketing Association, along with the Antique Automobile Club of America and the American Motorcyclists Association, have all gone on record to oppose blending any amount of ethanol into the nation's fuel supply.

In the meantime, the EPA's Office of Inspector General has been conducting a review of the RFS, specifically to look into the life-cycle impact of biofuels such as ethanol. No timeline for that review has been announced.

<https://www.yahoo.com/autos/everybody-sues-epa-over-ethanol-requirements-000631554.html>

CAPP contact: Charlie Peters

Benicia Planning Commissioners Unanimously Reject Valero's Oil Train Proposal

By Elly Benson / Huffington Post / February 19, 2016

Benicia is a small waterside city near San Francisco that is perhaps best known for briefly serving as the California state capital in the 1800s. But last week, six planning commissioners in this quiet community dealt a blow to the oil industry when they unanimously rejected oil giant Valero's proposal to transport crude to its local refinery in dangerous oil trains. Valero's plan to receive two 50-tanker oil trains each day at the Benicia refinery is emblematic of broader industry efforts to ramp up transport of oil -- including dirty tar sands crude from Canada and explosive Bakken crude from North Dakota -- in mile-long trains to refineries along the West Coast.

The 6-0 vote came shortly before midnight on Thursday, February 11th -- after four consecutive nights of public hearings that lasted until 11 pm or later. When the hearings began at Benicia City Hall on Monday evening, more than 150 people had signed up to speak and the crowd filled the hearing room, several overflow rooms, and the building's courtyard. The commissioners heard from scores of concerned Benicia residents -- and also from residents of "up-rail" towns and cities (including Sacramento and Davis) who would be endangered by the oil trains rolling through their communities on the way to the Valero refinery. Oil train derailments and explosions have increased dramatically in recent years -- including the July 2013 oil train that tragically killed 47 people.

In denying the project, the commissioners went against City planning staff's recommendation to approve Valero's proposal. Staff recommended approval despite concluding that the benefits do not outweigh the numerous "significant and unavoidable" impacts on up-rail communities (including derailments, oil spills, and explosions). The staff report insisted that federal regulation of railroads means that the legal doctrine of preemption prohibits the City from mitigating -- or even considering -- any of the serious risks that oil trains pose to communities and sensitive environments along the rail line.

During the public hearing, the contract attorney hired by the City repeatedly told the commissioners that they unquestionably lack any authority to deny the permit based on these rail impacts -- and went so far as to say that mere disclosure of these impacts could be unlawful.

Attorneys from the Sierra Club, Natural Resources Defense Council, and the Stanford Law School clinic testified at the hearing, refuting this expansive interpretation of the preemption doctrine and urging the commissioners to reject it. Before voting to deny the project, several commissioners expressed skepticism that they are legally required to turn a blind eye to the grave dangers that oil trains pose to up-rail communities. One commissioner told the contract attorney that his interpretation of the

preemption issue is "180 degrees different" from the view expressed by other attorneys. (Using more colorful language, another commissioner noted: "I don't want to be the planning commissioner in the one city that said 'screw you' to up-rail cities.

For years, the Sierra Club and our partners have pushed back against Valero's attempts to conceal the true impacts of its oil train proposal. The City initially tried to approve the project without conducting full environmental review. In 2013, we submitted comments challenging that course of action, which contributed to the City's decision to circulate an "environmental impact report" (EIR) for the project. We then submitted comment letters identifying major flaws in the the draft EIR (2014), revised draft EIR (2015), and final EIR (2016). Our allies in these efforts include Benicians for a Safe and Healthy Community, NRDC, ForestEthics, Communities for a Better Environment, Center for Biological Diversity, Sunflower Alliance, and SF Baykeeper, among others.

The Attorney General also weighed in on the inadequacies of the City's environmental review -- specifically noting the failure to adequately

analyze impacts on up-rail communities. And the Sacramento Area Council of Governments, which represents 6 counties and 22 cities, characterized the City's environmental review as "a non-response" to its public safety concerns about oil trains traversing the Sacramento area.

After voting to deny the project, the Planning Commission issued a resolution identifying 14 deficiencies in the final environmental impact report. The resolution also concluded that "Staff's interpretation of preemption is too broad...." (Notably, just a few days before the Benicia hearings, hundreds of people converged on San Luis Obispo to urge county planning commissioners to reject a similar oil train proposal at a Phillips 66 refinery. In direct contrast to the position adopted by the Benicia planning staff, the San Luis Obispo county planning staff recommended denial of the project -- due in large part to the environmental and health impacts along the rail line. The San Luis Obispo planning commissioners are expected to vote on the Phillips 66 proposal in March.)

Valero has until February 29th to appeal the Planning Commission's decision to the Benicia City Council.

http://www.huffingtonpost.com/sierra-club-environmental-law-program/benicia-planning-commissi_b_9278152.html

Trump Loves (BP-DuPont) GMO Corn Mandate

AB 32 GMO patent and Mandate Waiver can reduce ground Ozone, CO2 and NOx resulting in credits to fix roads for free.

CAPP contact: Charlie Peters

Mention of global warming missing from states' energy pact

David R. Baker, San Francisco Chronicle, February 16, 2016

California Gov. Jerry Brown may have found a way to get some of his Republican counterparts to sign on to the clean energy revolution — drop all mention of climate change.

Brown and a bipartisan group of 16 other governors announced an agreement Tuesday to increase renewable power, integrate electricity grids across state lines and boost the number of cars running on alternatives fuels.

The accord they signed touts clean energy as a way to boost state economies, cut pollution and improve public health. And nowhere does it discuss climate change, renewable power's main *raison d'être*. (The accord, dated Tuesday, does include one brief mention of sea-level rise, which it lumps in with other "extreme weather events.")

"The whole genius of this accord is that we're bringing together parties, governors of different philosophies," Brown said Tuesday on a conference call with Nevada's Republican governor, Brian Sandoval, and Democratic Gov. Jay Inslee of Washington.

Brown acknowledged that the agreement does not address global warming, one of his key issues and the focus of previous partnerships he has forged with other states. By setting it aside, the new plan may be able to sidestep the polarization that has blocked congressional action on climate change, he said.

"It takes not too much research to recognize there's a very sharp cleavage on this issue, a lot of partisanship," Brown said. "We want to move forward. We want to get done important stuff without getting bogged down in the larger controversy."

Sandoval, for example, told an interviewer in 2014 that he was "not qualified to answer that question" when asked whether human activity was the main cause of global warming.

On Tuesday, he bragged of the \$4.3 billion that

companies have invested in renewable power projects within his state since 2009. The state already exports one-third of all the geothermal, solar and wind energy it generates, and more projects are on the way.

When asked on Tuesday whether the new accord would eventually tackle climate change, Sandoval deferred. "I'm sure it will come up, going forward," he said. "Right now, the focus is on what we have on the ground."

In addition to Sandoval, only three of the governors signing the accord are Republicans, those representing Iowa, Massachusetts and Michigan. Michigan is among 26 states suing the federal government to block one of President Obama's most significant climate change regulations, the Clean Power Plan, designed to cut greenhouse gas emissions from power plants.

Brown has made a point of pushing sub-national governments — states and foreign provinces alike — to tackle climate change together. His Under 2 MOU, for example, now includes 127 jurisdictions from 27 countries. All of them have agreed to slash their greenhouse gas emissions 80 percent to 95 percent by 2050, or limit per capita emissions to 2 tons of carbon dioxide by the same year.

The Governors' Accord for a New Energy Future, announced Tuesday, focuses on principles and avenues for discussion more than concrete steps. The governors agree to expand renewable power production, upgrade their electricity grids and further integrate grid operations across state borders, as well as boost the use of electric cars, fuel-cell vehicles and other forms of clean transportation.

The other governors signing the accord represent Connecticut, Delaware, Hawaii, Minnesota, New Hampshire, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Virginia.

<http://www.sfchronicle.com/business/article/What-s-missing-from-CA-s-energy-pact-Mention-6834548.php?e=3323f60d427d4f3860&cmpid=twitter-premium>

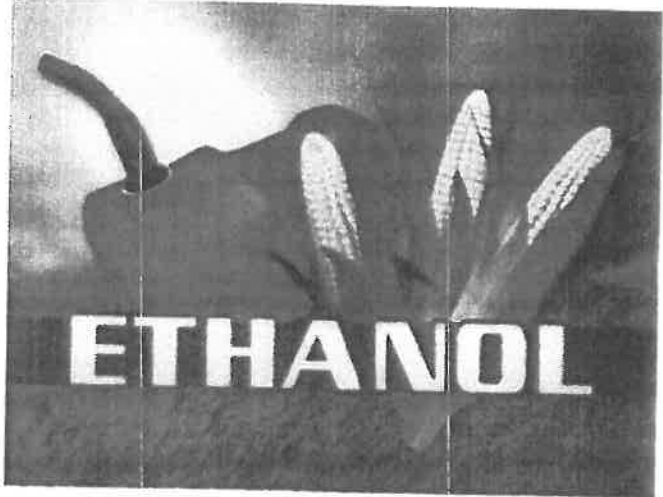
CAPP contact: Charlie Peters

Association E-News!

February 15, 2016

Mandated Ethanol Fuel is Bad for California Consumers and Small Business

Californians pay more at the pump than residents of any other state – a whopping \$4.8 billion more than the rest of the nation. That means the average California driver forks over \$201 more for gasoline than other drivers nationwide. California, with its “car-mandatory” culture, is the largest consumer nationwide of ethanol, which the federal government



mandated be blended into fuel since 2005. Adding ethanol to California’s fuel supply is an expensive process, costing 40 percent more to produce than traditional gasoline. And when consumer’s fuel up with ethanol blends at the gas station, they’re getting a product with 33 percent less energy than pure gasoline, resulting in fewer miles per gallon and more trips and money spent at the gas station.

Californians rely heavily on keeping their automobile engines safely and efficiently fueled, with 1.54 million workers driving longer than 60 minutes to work. But with higher ethanol percentages in our gasoline supply, we run the risk of paying for engine misfires, stalling, metal corrosion, rubber swelling, combustion, oil or fuel leaks, and damaged valves, rubber fuel lines and gaskets. In short, a whole lot of unintended consequences for a policy that was supposed to clean the air.

Equally of concern, California is in the 4th year of a historic drought. We’ve all read about the excessive amount of water used by farmers to grow almonds or residential water wasters at their Beverly Hills mansions. Well, the amount of water needed to produce one gallon of ethanol is staggering – 1,700 gallons of water to produce one gallon of ethanol.

Finally, and what’s also relevant for many low-income families, is that the more corn used for gasoline production, the less for food such as bread, cereals, tortillas, syrups and cooking oils. So, Californians get hit with a double whammy – higher fuel prices and higher food prices. It’s hard to rationalize why California businesses, taxpayers and families should be footing the bill for an expensive and broken ethanol fuel mandate when we are already dealing with a number of other financial burdens.

Thankfully, one of California’s leaders is playing an important role in an effort to end the mandate. Earlier this year, Senator Dianne Feinstein (D-CA) joined forces with Senator Pat Toomey (R-PA) on an amendment to repeal the corn ethanol portion of the mandate. Unfortunately, it looks like it’s going nowhere in Congress, where lawmakers from the Corn Belt fiercely protect the mandate.



Bartolucci



Californians, particularly those of us in the Central Valley, can play an important role in making sure our elected officials hear calls for ethanol mandate reform. It's imperative that we make our legislators aware that we're done paying for this expensive policy. We can definitely make our members of Congress know that we'll keep this this issue in mind when making voting decisions in next fall's general election.

It's high time for California to address not only the high price of fuel but also the underlying reasons behind our high fuel prices. Ending the ethanol requirement is a step in the right direction. It may not be popular in Iowa but it certainly should be in California and for hard-working families and small businesses.

Rex Roden
President-ACCC
accpres@gmail.com

The ACCC... Representing the Car Hobby Since *1972*



Saying 'No' to ethanol in Iowa

Opinion / Boston Globe / February 04, 2016

The Iowa caucuses were only the first in a long train of presidential primaries and caucuses to come. But Monday's results shot down once and for all the myth that no candidate can win Iowa without kowtowing to the ethanol lobby.

For years, would-be presidents stumping in Iowa treated the federal subsidy for corn-based ethanol subsidies as a sacred cow that had to be worshiped even if it meant abandoning the free-market principles they purported to embrace. Mitt Romney, campaigning in Iowa in 2011, posed for photographers while holding an ear of corn. "I support the subsidy of ethanol," he declared. John McCain, who had once ripped ethanol subsidies as corporate welfare for agribusiness, took to telling audiences all over the state that he had seen the light and now drank a glass of ethanol every morning for breakfast.

But after a strong win this week by Senator Ted Cruz of Texas, the ethanol lobby's power to intimidate presidential candidates is over.

Cruz was unabashed in his rejection of the federal ethanol mandate, known as the

Renewable Fuel Standard (RFS). Though he represents a major oil-producing state, he has opposed subsidies for all energy sources, arguing that a level playing field and a free market would be better for consumers, producers, and the economy.

That stand led Iowa's ethanol industry to mount a fierce statewide campaign against him. Iowa's Republican governor, Terry Branstad, abandoned his longstanding policy of not making pre-caucus endorsements, and urged voters to defeat Cruz because he is the "biggest opponent of renewable fuels." (Branstad's son, perhaps not coincidentally, is the state director of a pro-ethanol organization.)

As the nation's largest producer of corn, ethanol, and biodiesel, Iowa's attachment to the RFS can't be overestimated. Polls have consistently showed that a large majority of Iowans support the ethanol mandate, and candidates like Donald Trump were glad to use the issue against Cruz.

"He will destroy your ethanol business 100 percent," Trump insisted in his final pitch to Iowa voters on Monday. "Your

ethanol business, if Ted Cruz gets in, will be wiped out within six months to a year. It's gonna be gone."

In the end, however, Iowa Republicans didn't hold Cruz's principled position on ethanol against him. Not only did he win Monday's GOP caucuses, he drew more votes than any previous Republican presidential candidate. Cruz even came in first in several of Iowa's top corn-growing counties — including Kossuth County, which produces more corn than any other in the Hawkeye State.

It has long been clear that the case for ethanol preferences is dubious. The federal mandate distorts US agriculture, drives up the price of food, and reduces fuel efficiency. Researchers now know that it also increases atmospheric carbon dioxide, since the ethanol production cycle releases considerable amounts of CO2. In the past, fear of an Iowa backlash deterred presidential candidates from discussing the Renewable Fuel Standard candidly. Happily, those fears have now been laid to rest. No more is ethanol a political third rail, not even in Iowa.

<https://www.bostonglobe.com/opinion/editorials/2016/02/04/saying-ethanol-iowa/8H4FkZczTj4uqClohvhXrI/story.html>

Trump Loves (BP-DuPont) GMO Fuel Mandate?

CAPP contact: Charlie Peters

What Ted Cruz's Iowa victory says about the politics of ethanol and renewable fuels

By Chris Mooney / Washington Post / February 2, 2016

Conventional political wisdom has long asserted that if you want to win in Iowa, you need to support ethanol and the 2007 Renewable Fuel Standard, which requires a growing volume of ethanol to be blended into U.S. motor fuels. After all, Iowa is home to 41 corn ethanol plants, according to the Iowa Corn Growers Association, and produces about 25 percent of U.S. ethanol.

Or to put it another way, 47 percent of the corn grown in Iowa is used for this fuel.

And yet Republican Ted Cruz, victorious Monday in the Iowa caucuses, had opposed Renewable Fuel Standard, arguing that it should be phased out. This puts him in contrast to a long litany of other candidates who, in Iowa, have stood up for ethanol, including many Republicans. Indeed, Cruz came under major attack for his stance, including from the state's Republican governor, Terry Branstad, who dubbed Cruz the "biggest opponent of renewable fuels."

So what's going on here?

First of all, it's important to note that while the RFS has long had its opponents, it has been mired in especially deep controversy lately, as fuel refiners have balked at increasing levels of biofuels mandated to be blended into the nation's fuel supply. These voices claim that there is a "blend wall" at the point where ethanol exceeds 10 percent of gasoline, beyond which some cars may have problems using the fuel.

The EPA, which administers the RFS, missed several deadlines for setting annual volume requirements in recent years, before recently setting a course that would continue to expand the biofuels program, albeit not at the pace envisioned by the original RFS.

The political context has also shifted considerably since the original days of the RFS, when the policy was supported by those claiming it would lessen U.S. dependence on foreign oil. Nowadays, the shale oil revolution has done that.

So mounting controversy over and opposition to the mandate may have something to do with Cruz's outward willingness to clearly oppose the RFS.

But as for carrying Iowa, the key factor may be that Cruz appealed to crucial voting blocs like Christian conservatives in other ways, while also managing to neutralize the ethanol issue, at least to an extent.

"This does show that Christian evangelicals are more prone to vote their religion than what the governor and corn economic interests say should be their voting guide," says Bruce Babcock, a professor of economics at Iowa State University who focuses on energy and biofuels. "And, as Ted Cruz is so capable of doing, he muddied people's perceptions about whether he really is pro- or anti- ethanol, somehow blaming the RFS for keeping ethanol from achieving its full potential."

Indeed, Cruz certainly didn't accept the notion that he's anti-ethanol in the campaign — he tried to turn the issue around in his favor.

For instance, in an oped in the Des Moines Register last month, Cruz called the charge that he opposes ethanol "utter nonsense," instead arguing that he was a friend of ethanol but that the EPA — an incarnation of the broader problem of "Washington" — in effect isn't. In particular, Cruz claimed, the "EPA's blend wall" was the cause of a situation in which "the market is currently dominated by low-level ethanol blends, such as 'E10' (10 percent ethanol and 90 percent

gasoline). That has prevented mid-level ethanol fuels, such as E25 or E30, from widely reaching American consumers.”

But the idea that the EPA is the source of the blend wall — or that it’s limiting ethanol to 10 percent of gasoline — is incorrect, says Margo Oge, former director of the Office of Transportation and Air Quality at the agency.

“It’s not EPA’s responsibility for the blend wall. E15, which is 15 percent of ethanol in fuel, is legal, so cars 2001 and newer can use it,” she says.

More generally, Oge argues that up until now, the RFS has indeed been a boon to the ethanol industry — which has supplied the vast majority of biofuels blended into motor fuels under the mandate — but that Cruz would apparently want to kill the program just when its positive environmental benefits are on the cusp of being realized. This, she said, would occur through the development of so-called “second generation” biofuels, such as cellulosic ethanol.

“Killing RFS means killing the second generation of biofuels, plants that don’t compete with food, versus corn ethanol, [where] half of the corn that’s produced goes to fuel,” Oge says.

So it could be that Cruz sounded just pro-ethanol enough — while also appealing to Christian Right voters — that his anti-RFS stance didn’t hurt him.

That result could nonetheless have significant implications for the perceived power of the ethanol lobby and for the staying power of the RFS.

“After Cruz’s Iowa win, politicians on both sides of the aisle may no longer see ethanol as a third rail issue and be more willing to

have a conversation about how to reform current ethanol policy to better achieve the law’s original intention of bolstering our energy security and reducing carbon emissions,” says Jason Bordoff, a professor and founding director of the Center on Global Energy Policy at Columbia University.

In a press call Tuesday, ethanol proponents argued that most candidates in the Iowa caucuses did support the RFS, and that Cruz had been just as critical of the oil industry in the campaign in the state (opposing all energy subsidies, including those for oil and gas). Speakers also argued Cruz’s victory didn’t depend on his stance on ethanol.

“Cruz had a good ground game, and quite frankly, I don’t think Trump did,” said Paul Tewes, a Democratic strategist with the Smoot Tewes Group, on the call. Tewes added that “as a Democratic operative looking forward to November, if Ted Cruz is the nominee, looking at these pro-RFS numbers, I’m happy to put Iowa in the Democratic column.”

But oil industry defenders were ecstatic, hailing the development as a sign of the RFS’s growing political vulnerability.

“The RFS is not to Iowa GOP caucus voters what gun control would be to NRA members — it is not the single issue upon which voting preferences are made,” said Stephen Brown, vice president and counsel for federal government affairs at Tesoro Companies. “The fallout from this reality is that further genuflection at the altar of Big Corn is no longer required by rank-and-file congressional Republicans or their leaders. Bottom line is that the Iowa outcome signals to RFS proponents that now would be a prudent time to start thinking about what end game they can live with.”

<https://www.washingtonpost.com/news/energy-environment/wp/2016/02/02/ted-cruz-ignored-the-number-one-rule-of-iowa-politics-and-won-anyway/>

CAPP contact: Charlie Peters

Clean Cities coalitions to host green transportation expo

By Joe Koenig / Chicago Tribune UGC / February 2, 2016

Clean Cities coalitions from Chicago, Wisconsin and Northern Indiana today announced they are partnering to host a major green-transportation conference in the Chicago area on May 19.

The Lake Michigan Clean Cities Consortium will host the Green Drives Conference and Expo at Northern Illinois University's Conference Center in Naperville, Ill. "At Green Drives, we connect the people and technologies that help make sustainable transportation a reality," said John Walton, vice chairman of Chicago Area Clean Cities. "As one of the largest events of its kind in the Midwest, this conference is a great opportunity to learn about new vehicle technologies, alternative fuels, charging and fueling infrastructure, and funding and incentives."

Green Drives will showcase fuel-saving and carbon-reducing technologies for commercial, industrial and consumer use. It also will shine the spotlight on several private and public fleets in the tri-state region that operate their vehicles on clean-burning fuels. Attendees will learn of first-hand experiences from fleets currently using natural gas, propane, electric vehicles, and other petroleum-reduction strategies.

"We founded the Lake Michigan Consortium in 1999," said Lorrie Lisek, executive director of Wisconsin Clean Cities. "Under the umbrella of the consortium, our coalitions have been able to amplify our impact to reduce petroleum usage and improve air quality in our region. However, this is the first time we've partnered together to do an event of this magnitude, reaching so many people at one time."

Speakers from automakers, shipping and logistics companies, and suppliers and vendors will address topics covering advanced-vehicle technologies and alternative fuels. More than two-dozen green vehicles will be showcased.

Members of the three coalitions will offer updates on financing projects and funding opportunities to make clean energy even more affordable.

"This one-day program is a must-attend event for public and private fleets," said Carl Lisek, executive director of South Shore Clean Cities. "Whether you are with a commercial or municipal fleet, an auto manufacturer, a dealership, a fuel supplier, a conversion company, a small or large business, or work in clean tech and clean energy, there will be topics and networking opportunities for you at Green Drives."

The NIU Conference Center is located at 1120 East Diehl Road, Naperville, IL 60563. To register for tickets, or to sponsor the event, visit: <http://chicagocleancities.org/events>.

The Lake Michigan Consortium is comprised of three Clean Cities Coalitions: Chicago Area Clean Cities, South Shore Clean Cities, and Wisconsin Clean Cities. The three nonprofit coalitions are focused on promoting cleaner energy for private and public fleets in the Chicago area, Wisconsin and Northern Indiana.

Created in 1999, the consortium is made up of more than 500 member organizations. It serves a geographic population of nearly 16 million people with 11 counties that hold non-attainment status for the U.S. EPA 2008 Ground Ozone standard.

The trio of coalitions holds numerous outreach events and trainings aimed at educating the public, fleets, and automotive technicians. There are nearly 100 Clean Cities coalitions across the country that are affiliated with the U.S. Department of Energy's Clean Cities program, which brings together stakeholders to increase the use of alternative fuel and advanced-vehicle technologies, reduce idling, and improve fuel economy and air quality.

www.WiCleanCities.org / www.SouthShoreCleanCities.org

<http://www.chicagotribune.com/suburbs/daily-southtown/community/chi-ugc-article-clean-cities-coalitions-to-host-green-transpo-2016-02-02-story.html>

CAPP contact: Charlie Peters

Butanol Fuel Is Coming

By John Page Williams / Boating Magazine / January 22, 2016

In the spring, East Coast marinas selling Gulf fuels will offer boaters ethanol-free gasoline under the trade name Gulf Marine. Instead of 10-percent ethanol, its clean air additive ("oxygenate") will be isobutanol at an EPA-approved concentration of 12.5 percent.

Readers who have followed previous stories about isobutanol in Boating will recall that this advanced biofuel comes from the same feedstocks (plant material) as ethanol, but that it has greater energy density (30 percent higher Btu value), and, most important for our boat engines, it does not absorb moisture or undergo phase separation. It also does not corrode or damage fuel tanks, fuel lines and engine components.

Tests run on waterways and in laboratories over the past five years with the National Marine Manufacturers Association, the American Boat and Yacht Council, the U.S. Department of Energy, the U.S. Coast Guard, Bombardier Recreational Products (BRP) and several other marine engine manufacturers have shown that isobutanol in blends of up to 16.1 percent (B16, now EPA-approved for off-

road fuels) are safe. In fact, at the 2015 Miami International Boat Show, BRP offered test rides aboard a 25-foot Crevale powered by a 300 hp Evinrude G2 running B16.

This past summer, one marina on a lake in Missouri sold Gulf Marine, and a land-based Express Lube station in Fredericksburg, Texas, has had customers drive as far as 70 miles to buy the fuel for lawn tractors, chain saws and more. A go-kart track in Kemah, Texas (a Houston suburb), ran Gulf Marine exclusively. Meanwhile, the two companies producing isobutanol, Gevo (gevo.com) and Butamax (a joint venture of BP and DuPont; butamax.com), have reached an agreement in which each will pursue the development of markets for isobutanol; Gevo in jet fuel and Butamax in land fuels. Gevo produces the isobutanol for Gulf Marine.

The bottom line: East Coast boaters will have an opportunity to try this new biofuel in 2016. It will cost more, possibly \$1.50 to \$2 more per gallon. But with greater energy density and no more worries about water absorption, it will be worth exploring.

<http://www.boatingmag.com/butanol-fuel-is-coming>

Trump Loves (BP-DuPont) GMO Corn Mandate?

CAPP contact: Charlie Peters

Donald Trump Is A Puppet Of the Ethanol Lobby

By: Streiff (Diary) / Red State / January 20th, 2016

Donald Trump said Tuesday that federal regulators should increase the amount of ethanol blended into the nation's gasoline supply.

Speaking at an event hosted by the Iowa Renewable Fuels Association, Trump, a real estate mogul and the front-runner for the Republican presidential nomination, said the Environmental Protection Agency (EPA) ought to follow the ethanol volumes Congress set in 2007.

"The EPA should ensure that biofuel ... blend levels match the statutory level set by Congress under the [renewable fuel standard]," Trump said.

The mandate is popular in Iowa, which hosts the nation's first caucuses.

In setting the ethanol blending mandate for 2016 last year, the EPA used a provision in the law that allows it to waive the specific volumes Congress set out, citing lower than expected gasoline demand, among other factors.

This is very consistent with Trump's history as a crony capitalist. The ethanol mandate, the so-called Renewable Fuel Standard, works solely to enrich a handful of very rich people and the politicians that they pretty much own. On the other hand it increases the cost of gasoline to consumers, it

increased the cost of food to consumers, and it actually limits the ability of the ethanol industry to grow and provide jobs that are not reliant upon a government mandate. In short, it is a metaphor for all the government's penchant for picking winners and losers that gave us Solyndra and other green energy scams. In an editorial that is not favorable to Cruz as a candidate, the Washington Post has this to say:

WE CAN think of dozens of good reasons why Sen. Ted Cruz (R-Tex.) should not win the Iowa caucuses. Unfortunately, Mr. Cruz's opponents seem to care only about bad ones.

...

The ethanol mandate serves little purpose beyond subsidizing the farming business, which already gets massive federal subsidies. Mr. Cruz is right to favor phasing it out, and his major opponents are nothing but ethanol opportunists.

This goes back to one of the over arching criticisms of Trump. If you actually don't believe in anything but your own greatness then you can say anything for anyone at anytime. The extent to which he even understands the ethanol issue it is within the context of who told him that it was great and Trump has told us over and

over what kind of terrible judge of character he is. Every week it is someone else playing the role of Judas to his feckless and credulous goodwill. Here he was simply reading what he was told to read by (BP-DuPont) ... industry lobbyist:

Trump spoke very briefly about the ethanol mandate at the beginning of his speech, reading from notes in a straightforward fashion, before continuing onto other subjects in the more lively manner he usually shows in stump speeches.

And perhaps "puppet" was the wrong word. Maybe "whore" would be a better choice.

While fluffing the bio-fuel oligarchy in Iowa, Trump renewed his attacks on Texas Senator Ted Cruz.

Cruz has "been mixed in the subject, he goes wherever the votes are, so he all of the sudden went over here, and then all of the sudden, he got slapped," Trump said. "So it's very interesting to see."

In fact, Cruz has not changed his position on ethanol and has taken heat from the ethanol monopoly over his plan to break up their cozy little empire. Like so much else Trump says, this is a slander (but as he tries to be good he doesn't have to worry about mere lies being held against him by his good buddy, God).

<http://www.redstate.com/streiff/2016/01/20/donald-trump-puppet-ethanol-lobby/>

CAPP contact: Charlie Peters

Trump calls for higher ethanol mandate

By Timothy Cama / The Hill / January 19, 2016

Donald Trump said Tuesday that federal regulators should increase the amount of ethanol blended into the nation's gasoline supply.

Speaking at an event hosted by the Iowa Renewable Fuels Association, Trump, a real estate mogul and the front-runner for the Republican presidential nomination, said the Environmental Protection Agency (EPA) ought to follow the ethanol volumes Congress set in 2007.

"The EPA should ensure that biofuel ... blend levels match the statutory level set by Congress under the [renewable fuel standard]," Trump said.

The mandate is popular in Iowa, which hosts the nation's first caucuses.

In setting the ethanol blending mandate for 2016 last year, the EPA used a provision in the law that allows it to waive the specific volumes Congress set out, citing lower than expected gasoline demand, among other factors.

Trump spoke very briefly about the ethanol mandate at the beginning of his speech, reading from notes in a straightforward fashion, before continuing onto other subjects in the more lively manner he usually shows in stump speeches.

The event came hours after Iowa Gov. Terry

Branstad (R) told voters in the first state to choose presidential candidates that they shouldn't vote for Sen. Ted Cruz (Texas), one of Trump's most potent challengers.

Branstad cited Cruz's opposition to continuing the ethanol mandate after 2022, saying Cruz is "heavily financed by Big Oil."

Trump welcomed Branstad's comment.

Cruz has "been mixed in the subject, he goes wherever the votes are, so he all of the sudden went over here, and then all of the sudden, he got slapped," Trump said. "So it's very interesting to see."

Trump was generally very supportive of the ethanol law, saying he is "100 percent" behind the ethanol industry, a powerful force in Iowa.

"As president, I will encourage Congress to be cautious in attempting to charge and change any part of the RFS," he said.

Trump tied ethanol to his campaign slogan "Make America Great Again," saying ethanol reduces dependence on imported oil, which helps energy independence.

"Energy independence is a requirement if America is to become great again. My theme is 'Make America Great Again.' It's an important part of it," he said

<http://thehill.com/policy/energy-environment/266339-trump-calls-for-higher-ethanol-mandate>

GMO Ethanol cap and elimination of dual fuel CAFE credit can cut California "Wallet Flushing" car tax in 2016. Improved performance of AB32 by \$billions

CAPP contact: Charlie Peters

Donald Trump in Iowa: I Love Ethanol



The Associated Press

by Charlie Spiering / 13 Nov 2015

FORT DODGE, IOWA – Billionaire presidential candidate Donald Trump met with leaders of POET, an ethanol company here in Iowa, and some of the co-chairs of the American Renewable Fuels group to talk about the importance of ethanol.

The event was closed to the press, but they were expected to discuss the importance of the Renewable Fuel Standard policy and the economic success of the company.

After the meeting, Trump rallied with supporters here in Fort Dodge and signaled his political support for the process as he appeared on stage.

“You know what? he said. “I went out to see some of the folks on the ethanol. Good stuff and great people, put a lot of people to work out here. I just want to thank them, they’re doing an amazing job.”

It was his only mention of ethanol during his over 90 minute speech, which touched on the subjects of illegal immigration, foreign policy, the economy, and the state of the media.

He also signaled his love for the state of Iowa.

“I may just buy a farm and move here. I like it. I love it!” he said as he was wrapping up his speech.

After the rally, one attendee shouted out to Trump as he was signing posters for supporters: “Mr. Trump, What do you think about ethanol?”

“I love it, I’m for it,” Trump said simply before exiting the stage.

<http://www.breitbart.com/big-government/2015/11/13/donald-trump-iowa-love-ethanol/>

CAPP contact: Charlie Peters

DuPont opens commercial-scale cellulosic ethanol plant in Iowa

By DuPont / Biomass Magazine / October 30, 2015

DuPont celebrated the opening of its cellulosic biofuel facility in Nevada, Iowa, with a ceremony including Iowa Gov. Terry Branstad and many other dignitaries. This biorefinery is the world's largest cellulosic ethanol plant, with the capacity to produce 30 million gallons per year of clean fuel that offers a 90 percent reduction in greenhouse gas emissions as compared to gasoline.

The raw material used to produce the ethanol is corn stover – the stalks, leaves and cobs left in a field after harvest. The facility will demonstrate at commercial scale that nonfood feedstocks from agriculture can be the renewable raw material to power the future energy demands of society. Cellulosic ethanol will further diversify the transportation fuel mix just as wind and solar are expanding the renewable options for power generation.

DuPont brings an unparalleled combination of science competencies and almost 90 years of agronomy expertise in Iowa to develop both a pioneering clean fuel and biomass supply chain. Vital to the supply chain and the entire operation of the Nevada biorefinery are close to 500 local farmers, who will provide the annual 375,000 dry tons of stover needed to produce this cellulosic ethanol from within a 30-mile radius of the facility. In addition to providing a brand-new revenue stream for these growers, the plant will create 85 full-time jobs at the plant and more than 150 seasonal local jobs in Iowa.

"Iowa has a rich history of innovation in agriculture," said Gov. Branstad. "Today we celebrate the next chapter in that story, using agricultural residue as a feedstock for fuel, which brings both tremendous environmental benefits to society and economic benefits to the state. The opening of DuPont's biorefinery represents a great example of the innovation that is possible when rural communities, their government and private industry work together toward a common goal."

Biomass-based businesses can bring new sources of revenue and high-tech opportunities to rural economies around the world. As a global company with operations in more than 90 countries, DuPont is uniquely positioned to deploy its cellulosic technology for a global rollout, in transportation fuel and other industries.

"Today, we fulfill our promise to the global biofuels industry with the dedication of our Iowa facility," said William F. Feehery, president of DuPont Industrial Biosciences. "And perhaps more significantly, we fulfill our promise to society to bring scientific innovation to the market that positively impacts people's lives. Cellulosic biofuel is joining ranks with wind and solar as true alternatives to fossil fuels, reducing damaging environmental impacts and increasing our energy security."

In Asia, DuPont recently announced its first licensing agreement with New Tianlong Industry to build China's largest cellulosic ethanol plant, and last

fall a Memorandum of Understanding (MOU) was announced between DuPont, Ethanol Europe and the government of Macedonia to develop a second-generation biorefinery project. The company also is working in partnership with Procter & Gamble to use cellulosic ethanol in North American Tide® laundry detergents.

The majority of the fuel produced at the Nevada, Iowa, facility will be bound for California to fulfill the state's Low Carbon Fuel Standard where the state has adopted a policy to reduce carbon intensity in transportation fuels. The plant also will serve as a commercial-scale demonstration of the cellulosic technology where investors from all over the world can see firsthand how to replicate this model in their home regions.

DuPont's achievement provides the technology that will transform the U.S. fuel supply enabling a transition to fulfill the original cellulosic ethanol volume targets as Congress intended when it passed the renewable fuel standard (RFS), a regulation established in 2005 to encourage growth and investment in sustainable fuel solutions. Earlier this month, DuPont and America's Renewable Future released new poll findings that suggested Iowa caucus-goers from both parties – 61 percent of Republicans and 76 percent of Democrats – would be more likely to vote for a presidential candidate who supports the Renewable Fuel Standard and renewable fuels

<http://biomassmagazine.com/articles/12521/dupont-opens-commercial-scale-cellulosic-ethanol-plant-in-iowa>

CAPP contact: Charlie Peters

Clean Air Performance Professionals

Charlie Peters

Hayward, California 94541
Fax: 510-537-9675

Friday, April 10, 2015

Eric Swalwell
Member of Congress
1260 B Street, Suit 150
Hayward, CA 94541
(510) 370-3322

Honorable Congressman Swalwell,

RE: California motorist interest in GMO fuel waiver

Thank you for your service to us.

The administration of our President George W Bush rejection of my hero California Governor Davis request for a fuel oxygenate waiver (change the mandate to voluntary) with support of all California congressional members may deserve a review audit of our waiver requests.

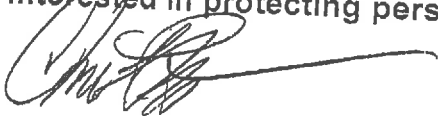
*** I want \$2 fuel at the pump ***
*** I want clean air and water ***

Ethanol waiver & elimination of E-85 flex fuel credit can cut our CO2 transportation pollution over 50%

Let's improve performance of CA climate change law AB 32 (Pavley) in 2015 for future generations.

Congressman Swalwell thank you for your interest in our waiver audit request, a response would be great.

Clean Air Performance Professionals (CAPP), an award winning coalition of motorists interested in protecting personal property and the environment.



Charlie Peters (CAPP)
Ph: 510-537-1796 / fax: -9675
cappcharlie@earthlink.net
cc: interested parties

CAPP contact: Charlie Peters (



Frank Rusco

Director, Natural Resources and Environment
ruscof@GAO.GOV

202-512-4597

Alternative fuels. The Energy Independence and Security Act of 2007 requires that, by 2022, U.S. transportation fuels contain 36 billion gallons of renewable fuels

1. Under the mandate, 15 billion gallons of renewable fuel may come from corn ethanol but the remainder must come from advanced biofuels, such as ethanol made from cellulosic sources like switchgrass, and forest and agricultural residues such as sawdust and sugarcane. The nation faces several key challenges in meeting these requirements. There is not enough cellulosic biofuel commercially available to meet the mandate, and U.S. ethanol use is approaching the blend wall—the 10 percent ethanol blend that most U.S. vehicles can use under existing vehicle and engine warranties. Additional ethanol use will require substantial new investment, including additional warranted and certified storage tanks and variable pumps at gasoline stations. 1

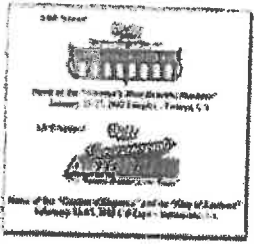
Renewable fuels levels may be waived if meeting the required level would severely harm the economy or environment of a state, a region, or the United States, or there is an inadequate domestic supply.

http://www.gao.gov/key_issues/petroleum_and_alternative_fuels/issue_summary#t=0

CAPP contact: Charlie Peters

Association E-News

March 20, 20



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

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

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

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

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

WHERE: State Capitol - West Steps

WHEN: Monday, March 23 - 10:30 am

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

Bentley's



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

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

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

Rex Roden
 President-ACCC
 acccpres@gmail.com

Cheap Gasoline

Climate One at the Commonwealth Club, February 27th, 2015

Gas prices are plunging, and Americans can get back on the road again. What are the economic, geopolitical and environmental consequences of cheap oil?

Jason Bordoff, Founding Director, Center on Global Energy Policy, Columbia University; Former Special Advisor to President Obama, National Security Council Staff

Kate Gordon, Senior VP and Director, Energy & Climate Program, Next Generation

Bill Reilly, Former Board Member, ConocoPhillips; Senior Advisor, TPG Capital

Transcript

(snip)

We're talking about cheap oil and gasoline at Climate One. Let's have our audience questions. Welcome.

➤ **Male Participant (Charlie Peters):** I have a question that has been an awful fun part of this debate over time which is the issue of the use of corn to make products that were promoted to be a significant improvement in global warming, in carbon taxes. So my question is, there's an appearance that there's a divide there between possibly British Petroleum and Shell and DuPont wanting to go to butanol. And then the question becomes is it impacting our water supply being a carcinogen. Is that something that should be of concern? We never check our water supply anywhere ever

Greg Dalton: Thank you --

➤ **Male Participant (Charlie Peters):** So a response to that would be great.

Greg Dalton: So who'd like to -- Bill Reilly, you were on the board of DuPont, but the question, I think, is that people advocated for corn as a climate solution, corn turned out to

not be so good. Cellulosic ethanol has been disappointing. Your thoughts.

Bill Reilly: Well, if you make the ethanol out of switch grass or something of the sort, I think that you possibly do something very positive with respect to liquid fuels, and I would support that. I would not worry so much about contaminating the water supply with ethanol. I mean, we're talking about replacing some portion of the gasoline and we've been managing that with some success for, I think, some time. So I don't think that would be the major problem.

The major problem, I think, with the ethanol area is the enormous subsidies that have gone into it and for corn production and certainly my recollection from having administered the Clean Air Act is that the advantages of ethanol as an additive are for wintertime NOx [nitrogen oxides] control. So it's been touted as doing something far more significant than that and reducing our dependency on foreign imports and the rest. Those arguments, I think, have lost a great deal of their appeal.

Greg Dalton: Corn has been overhyped. ...

<http://www.climate-one.org/audio/cheap-gasoline>

CAPP contact: Charlie Peters

EPA refuses to waive ethanol mandate

By Ben Geman / The HILL / November 16, 2012

The Environmental Protection Agency is rejecting requests from states and meat industry groups to waive regulations that require the blending of ethanol into gasoline.

EPA rejected petitions from nearly a dozen states, including Texas, Virginia, and Maryland, for waivers of the federal Renewable Fuel Standard (RFS).

"[T]he agency has not found evidence to support a finding of severe 'economic harm' that would warrant granting a waiver of the Renewable Fuels Standard," EPA said Friday.

Opponents of the RFS say drought-driven spikes in corn prices and reduced harvests should prompt the agency to relax the requirements, which require refiners to blend billions of gallons of ethanol into gasoline.

Livestock, poultry and food industry groups dismayed at the amount of corn used for ethanol have joined states in calling for EPA to back off the ethanol mandate. EPA also faced congressional pressure to ease the requirements.

But EPA tossed aside their arguments.

"We recognize that this year's drought has created hardship

in some sectors of the economy, particularly for livestock producers," said Gina McCarthy, EPA's top air regulator, in a statement. "But our extensive analysis makes clear that Congressional requirements for a waiver have not been met and that waiving the RFS will have little, if any, impact," she said.

The ethanol industry applauded EPA's decision.

Renewable Fuels Association President Bob Dinneen lauded EPA for "basing its decision on thoughtful analysis of the facts and not emotion or panic," and said the fuel standard is working as designed.

"The flexibility that is built into the RFS allows the marketplace to ration demand, not the government. Indeed, the ethanol industry has responded to the market by reducing output by approximately 12%. Other users of corn have responded to a lesser degree," he said in a statement.

EPA is requiring 13.2 billion gallons of ethanol to be blended into gasoline in 2012, rising to 13.8 billion next year.

The decision drew quick attacks from food groups and environmentalists.

"This year's catastrophic

drought seriously reduced corn yields and has led to a situation where the RFS' unsustainable mandates force ethanol fuel to commandeer a shrunken pool of available corn for food and livestock feed," said Rob Green, executive director of the National Council of Chain Restaurants.

Said Michal Rosenoer, biofuels policy campaigner at Friends of the Earth: "If the worst U.S. drought in more than 50 years and skyrocketing food prices are not enough to make EPA act, it falls to Congress to provide relief from our senseless federal support for corn ethanol."

But EPA largely disagreed with claims that waiving the ethanol mandate would affect prices.

"EPA's analysis shows that it is highly unlikely that waiving the RFS volume requirements will have a significant impact on ethanol production or use in the relevant time frame that a waiver could apply (the 2012-2013 corn marketing season) and therefore little or no impact on corn, food, or fuel prices," EPA said in a summary of its decision.

The ethanol mandate was first created in a 2005 energy law and expanded in 2007 legislation.

<http://thehill.com/policy/energy-environment/268453-epa-rejects-bids-to-waive-ethanol-mandate>

CAPP contact: Charlie Peters