

**CITY COUNCIL MEETING
TUESDAY, JULY 2, 2019**

**DOCUMENTS RECEIVED
AFTER PUBLISHED AGENDA**

AGENDA QUESTIONS & ANSWERS

Item 4

AGENDA QUESTIONS & ANSWERS

MEETING DATE: July 2, 2019

Item #4: [CONS 19-458](#) Adopt a Resolution Confirming the Report of Non-Abatable Code Violations and Penalty Liens Associated with the Community Preservation and Rental Housing Programs

Why are these collected as liens instead of property tax assessments?

Historically, the nuisance abatement lien process as identified in Government Code Sec. 38771 has been followed for “non-abatable” violations such as heavy construction or land use violations, which are violations the city would not consider abating due to heavy cost, etc.

The special assessments (Gov Code Sec. 38775) are essentially an alternative method used to recover cost associated with abatement, as well as administrative fees or cost.

The process under 38771 (lien) records the violation and associated fees or administrative cost as part of the legal record of the property, thereby notifying potential buyers or banks of the documented concerns.

Property tax assessments are items that the city has abated or possibly absorbed the cost of in some way; whereas liens include violations the city has chosen not to abate due to the complexity and cost, instead recording at the title level to assure accountability and the requirement to address the issue at some point during sale or refinance.

ITEM MIN 19-090

**MINUTES OF THE CITY COUNCIL
MEETING ON JUNE 18, 2019**



DATE: July 2, 2019
TO: Mayor and City Council
FROM: City Clerk
SUBJECT Council Minutes of June 18, 2019

We have received a request to add a sentence at the end of the Council Referrals section, to read as follows.

“The referral was withdrawn without being voted on.”

With the change noted above, I respectfully request approval of the minutes.

ITEM #13 - LB 19-037

**ADOPT A RESOLUTION TO APPROPRIATE
\$30,000 TOWARDS PUBLIC HERITAGE ART AND
INTERPRETIVE SIGNAGE AND RECEIVE AN
UPDATE ON HAYWARD HERITAGE PLAZA
CONSTRUCTION**

**EMAIL AND LETTER FROM
JUAN PABLO MERCADO**

From: Mary Thomas <Mary.Thomas@hayward-ca.gov>
Sent: Tuesday, July 2, 2019 3:02 PM
To: Miriam Lens <Miriam.Lens@hayward-ca.gov>; Kelly McAdoo <Kelly.McAdoo@hayward-ca.gov>; Maria Hurtado <Maria.Hurtado@hayward-ca.gov>
Cc: Alex Ameri <Alex.Ameri@hayward-ca.gov>; Kevin Briggs <Kevin.Briggs@hayward-ca.gov>
Subject: FW: City Council Meeting - Hayward Heritage Plaza & El Camino Real Bell

Hi Miriam and Kelly,

Please note the attached letter, which Juan Pablo Mercado has submitted as a comment for tonight's Council meeting, since he is unable to attend. Per his email below, he is requesting that it be shared with Council.

Thank you,

Mary Thomas

Management Analyst • **City of Hayward Fire Department**
510-583-3910 • mary.thomas@hayward-ca.gov

From: Juan Pablo Mercado <>
Sent: Tuesday, July 2, 2019 2:50 PM
To: Veronica Martinez <>
Cc: Mary Thomas <Mary.Thomas@hayward-ca.gov>
Subject: City Council Meeting - Hayward Heritage Plaza & El Camino Real Bell

Veronica,

I am sorry but I won't be able to attend the meeting tonight - I am very disappointed!

I did however prepare a letter (see attached) that I would like to be submitted to the city council and if possible be read during public comments. I'll try to check in with you after the holiday break. Thanks and sorry for any inconvenience this last minute change may have caused...

JP

Juan Pablo Mercado, Ph.D.
History Department, Chabot College
[NACCS NCal Foco Representative](#)



SOCIAL SCIENCE DIVISION - HISTORY DEPARTMENT
Valuing Community, Creativity, and Collaboration

July 02, 2019

RE: HAYWARD HERITAGE PLAZA – ARTISTIC/HISTORICAL FEATURES

Dear Mayor and City Council,

My name is Dr. Juan Pablo Mercado, I am an historian that specializes in the area of public memory and public art. I am a tenure track history professor at Chabot College and would like to share a few thoughts about the Hayward Heritage Plaza.

Regarding the interpretive art piece and sign honoring the native peoples of this region it might be simplistic to contend that the history of this country and specifically the history of this city is thoroughly bound up in the experiences of indigenous peoples both before and after contact with Europeans; yet all too often historical accounts and public memories treat indigenous peoples as if they existed outside of history. **The indigenous of North America are not an ahistorical people and have always played a central role in the history of this nation.** It is imperative that our collective public memory reflect these historical realities. This is an important step by the city of Hayward in recognizing its diverse roots while also marking a belated step towards acknowledging the deep, meaningful and many times difficult history of all of its inhabitants.

On a related note I wish to express my sincere concern for the **reinstallation of the El Camino Real Bell**. The object of the Spanish missions was to convert the native population to Christianity as well as to Hispanicize them, instructing them into the basics of the Spanish language and culture. What actually resulted was a process that involved exploitative labor conditions, violent religious re-conditioning, and virulent sexual abuse. It is critical to understand what we are remembering and how we are remembering it.

Much like the beautiful and stunning Spanish Style architecture all over California that serves to reinforce an aesthetically pleasing and culturally illuminating Spanish fantasy past; this bell also seems to be highlighting the “elegance and progress” of the Spanish Missionaries while simultaneously serving as a marker to erase the violence, trauma, and destruction these religious expeditions wrought on the indigenous inhabitants of this region. I only ask the board pause for a moment and think about the public memory that you want to construct and support and be representative of this city.

Sincerely,

Juan Pablo Mercado, Ph.D.
History Department
Chabot College

ITEM #13 - LB 19-037

**ADOPT A RESOLUTION TO APPROPRIATE
\$30,000 TOWARDS PUBLIC HERITAGE ART AND
INTERPRETIVE SIGNAGE AND RECEIVE AN
UPDATE ON HAYWARD HERITAGE PLAZA
CONSTRUCTION**

**EMAIL AND LETTER FROM
VERONICA MARTINEZ**

From: Veronica Martinez <>
Sent: Tuesday, July 2, 2019 8:47 PM
To: Miriam Lens <Miriam.Lens@hayward-ca.gov>
Subject: Ohlone artwork

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

Hello,

I've attached the document we referenced at the Hayward City Council meeting tonight.

Also, in reference to the mission bell - Ohlone tribes have worked very hard to remove those symbols (see the most recent removal below). While I appreciate the compromise to, at least, install signage to provide history to the bell, it is still likely something many tribes will object. So I ask that we all think very carefully about the bell moving forward.

Thank you.

-Veronica Martinez

Santa Cruz Sentinel 6/21/19: Call for historic mission bell removal begins at UC Santa Cruz

<https://www.santacruzsentinel.com/2019/06/21/call-for-historic-mission-bell-removal-begins-at-uc-santa-cruz/>

This is the top story on the Sentinel's website right now and will run front page tomorrow I believe

LA Times 6/21/19: Essential California: For Whom the Mission Bell Tolls

<https://www.latimes.com/newsletters/la-me-ln-essential-california-20190621-story.html>

This is a really great article! It came out the morning of the bell removal (prior to the removal) and was based on an interview with Val and the press release.

KPIX CBS evening 6/21/19: UC Santa Cruz Removes Controversial Replica Mission Bell (video)

Featuring Julisa Lopez!

<https://sanfrancisco.cbslocal.com/video/4110091-uc-santa-cruz-removes-controversial-replica-mission-bell/>

YouTube version: <https://www.youtube.com/watch?v=xkMU39pNkE>

MSN rerun: <https://www.msn.com/en-us/weather/video/uc-santa-cruz-removes-controversial-replica-mission-bell/vp-AADfIPY>

Yahoo rerun: <https://news.yahoo.com/uc-santa-cruz-removes-controversial-054300504.html>

Spot On California rerun: <https://spotoncalifornia.com/san-francisco/1083501/uc-santa-cruz-removes-controversial.html>

KION 5/46 El Camino Real mission bell to be removed from UC Santa Cruz campus

<https://www.kion546.com/news/el-camino-real-mission-bell-to-be-removed-from-uc-santa-cruz-campus/1088211737>

Originally posted as an article, the KPIX video w/ Julisa Lopez was added later. The author directly quotes sections of the press release including "Lopez says the missions bring millions of dollars in revenue from tourism to the Catholic Church, the State of California and local businesses, but most of the tribes that survived mission times still lack basic resources."

KSBW feature 6/21/19: Mission bell removed from UCSC campus (video)

Featuring Kagen Holland, Martin Rizzo— this was their featured story

<https://www.ksbw.com/article/mission-bell-removed-from-ucsc-campus/28144005>

YouTube version: <https://www.youtube.com/watch?v=ttxUUWc5ixg>

Yahoo News rerun: <https://news.yahoo.com/mission-bell-removed-ucsc-campus-013918447.html>

Citizen Tribune rerun: https://www.citizentribune.com/news/national/ca-uc-santa-cruz-removes-mission-bell/video_6458e72e-f27b-57c8-b858-dd42d05f289d.html

MSN.com rerun: <https://www.msn.com/en-us/weather/video/mission-bell-removed-from-ucsc-campus/vp-AADfy3W>

ABC 7 News 6/21/19: 'Symbol of racism' removed from UC Santa Cruz campus

<https://abc7news.com/society/symbol-of-racism-removed-from-uc-santa-cruz-campus/5357984/>

AP story with Cody Glenn's photos: internationally syndicated. Appears in many more outlets but the links below give a sampling.

AP 6/21/19: <https://www.apnews.com/458083e05fdf48c7a5d8d06123a3ecff>

New York Times: <https://www.nytimes.com/aponline/2019/06/21/us/ap-us-california-mission-bell-removed.html>

Washington Post: https://www.washingtonpost.com/national/religion/california-campus-removes-bell-marking-catholic-missions/2019/06/21/51b70bfe-946d-11e9-956a-88c291ab5c38_story.html

San Francisco Chronicle: <https://www.sfgate.com/news/education/article/California-campus-removes-bell-marking-Catholic-14029127.php>

ABC News: <https://abcnews.go.com/US/wireStory/california-campus-removes-bell-marking-catholic-missions-63872546>

CBS 13 Sacramento: <https://sacramento.cbslocal.com/2019/06/21/bell-mission-catholic-uc-santa-cruz/>

KPIX 5 CBS SF Bay Area: <https://sanfrancisco.cbslocal.com/2019/06/21/uc-santa-cruz-removes-el-camino-real-mission-bell/>

San Luis Obispo Tribune: <https://www.sanluisobispo.com/news/nation-world/national/article231844118.html>

Napa Valley Register: https://napavalleyregister.com/news/state-and-regional/california-campus-removes-bell-marking-catholic-missions/article_6a5cd6f2-144d-5121-ac28-585cdd86afb8.html

Seattle Post-Intelligencer: <https://www.seattlepi.com/news/education/article/California-campus-removes-bell-marking-Catholic-14029127.php>

Toronto City News: <https://toronto.citynews.ca/2019/06/21/california-campus-removes-bell-marking-catholic-missions/>

Miami Herald: <https://www.miamiherald.com/news/nation-world/article231844118.html>

Merced Sun Star: <https://www.mercedsunstar.com/news/state/california/article231844118.html>

US news: <https://www.usnews.com/news/us/articles/2019-06-21/california-campus-removes-bell-marking-catholic-missions>

Fox 5 Vegas: https://www.fox5vegas.com/news/us_world_news/california-campus-removes-bell-marking-catholic-missions/article_672736d7-301a-5d25-bc45-65dd53178952.html

Houston Chronicle: <https://www.houstonchronicle.com/news/education/article/California-campus-removes-bell-marking-Catholic-14029127.php>

Cox.net: <https://www.cox.com/residential/myconnection/news/california-mission-bell-removed.html>

Rapid City Journal: https://rapidcityjournal.com/news/national/california-campus-removes-bell-marking-catholic-missions/article_1555bab7-ae33-522a-8015-4c9dfd033fb7.html

Omaha World-Herald: https://www.omaha.com/news/nation/california-campus-removes-bell-marking-catholic-missions/article_e8d8ee4e-6bb4-5083-a675-27f6b00fdaa3.html

Killeen Daily Herald: http://kdhnnews.com/news/nation/california-campus-removes-bell-marking-catholic-missions/article_6d996e50-7c6e-5b6d-8536-0e0d0d4d1e85.html

Kansas City Star: <https://www.kansascity.com/news/nation-world/article231844118.html>

Tampa Bay Times: https://www.tampabay.com/ap/national/california-campus-removes-bell-marking-catholic-missions-ap_national458083e05fdf48c7a5d8d06123a3ecff

The Wichita Eagle: <https://www-1.kansas.com/news/nation-world/article231844118.html>

CBS GoodDay CW31 Sacramento: <https://goodeywordsacramento.cbslocal.com/2019/06/21/bell-mission-catholic-uc-santa-cruz/>

St Louis Post Dispatch: https://www.stltoday.com/news/national/california-campus-removes-bell-marking-catholic-missions/article_08466d82-c194-5211-8cc4-28ad31dacfe9.html

Nambucca Guardian News (Australia): <https://www.nambuccaguardian.com.au/story/6235158/us-uni-removes-racist-catholic-bell/?cs=10970>

7news (Australia): <https://7news.com.au/news/social/us-uni-removes-racist-catholic-bell-c-179120>

San Antonio Express News: <https://www.expressnews.com/news/education/article/California-campus-removes-bell-marking-Catholic-14029127.php>

My San Antonio: <https://www.mysanantonio.com/news/education/article/California-campus-removes-bell-marking-Catholic-14029127.php>

Longview News-Journal: https://www.news-journal.com/ap/national/california-campus-removes-bell-marking-catholic-missions/image_f39e2947-de87-5b6d-8062-8ff306c73203.html

Star Tribune: <http://www.startribune.com/california-campus-removes-bell-marking-catholic-missions/511645942/>

Ledger Dispatch: http://www.ledger.news/california-campus-removes-bell-marking-catholic-missions/article_3894de8b-d704-57e9-8be0-9f7b6b49683f.html

Wtop 6/21/19: <https://wttop.com/national/2019/06/california-campus-removes-bell-marking-catholic-missions/>

The Daily Journal (abbreviated version): https://www.smdailyjournal.com/news/bay_area/university-of-california-santa-cruz-campus-removes-bell-marking-catholic/article_fde864fe-9468-11e9-a039-8767966879af.html

KTIV Siouxland (abbreviated version): <https://ktiv.com/2019/06/21/california-campus-removes-bell-marking-catholic-missions/>

Greenwich Time: <https://www.greenwichtime.com/news/education/article/California-campus-removes-bell-marking-Catholic-14029127.php>

News Press Now: http://www.newspressnow.com/news/national/california-campus-removes-bell-marking-catholic-missions/article_ad69bc45-468b-58c0-b934-d63ff9651da2.html

WHEC (Rochester, NY): <https://www.whec.com/national/california-campus-removes-bell-marking-catholic-missions/5398541/?cat=10036>

KTAR News: <https://ktar.com/story/2624247/california-campus-removes-bell-marking-catholic-missions/>

Bluefield Daily Telegraph: https://www.bdtonline.com/news/california-campus-removes-bell-marking-catholic-missions/article_698d0460-1c3f-5358-b9e7-8737b097e586.html

Chippewa Herald: https://chippewa.com/news/national/california-campus-removes-bell-marking-catholic-missions/article_962619e0-b56c-569e-bdf5-2c64b68a113d.html

Lufkin Daily News: http://lufkindailynews.com/news/us/article_2de6e40e-3b90-51b2-b64f-9d2b75d5dc8a.html

Morris

Broadband: http://www.morrisbroadband.net/news/read/category/us/article/the_associated_press-california-campus-removes-bell-marking-catholic-mi-ap

Scottsbluff Star Herald: https://www.starherald.com/news/nation_world/california-campus-removes-bell-marking-catholic-missions/article_cb558269-be36-5e44-9ba0-1465d30715e1.html

WREX: <https://wrex.com/category/2019/06/21/california-campus-removes-bell-marking-catholic-missions/>

Journal-Gazette: https://jg-tc.com/news/national/california-campus-removes-bell-marking-catholic-missions/article_4aec4bb-86c0-5305-a81b-93d24c6c8dcd.html

Herald Standard: https://www.heraldstandard.com/news/national/california-campus-removes-bell-marking-catholic-missions/article_68d56892-9d82-5a8c-8c86-5b417ec6da9d.html

KULR 8: https://www.kulr8.com/news/national/california-campus-removes-bell-marking-catholic-missions/article_a58a7186-ac02-5f1f-8376-e20c3eb83dcb.html

MyWave: http://www.nwcable.net/news/read/category/us/article/the_associated_press-california-campus-removes-bell-marking-catholic-mi-ap

Daily Nonpareil: https://www.nonpareilonline.com/news/national/wire/california-campus-removes-bell-marking-catholic-missions/article_9e4eab32-551a-5d4b-9c76-091efd8ff40c.html

The State: <https://www.thestate.com/news/nation-world/national/article231844118.html>

Tacoma News Tribune: <https://www.thenewstribune.com/news/nation-world/article231844118.html>

The Herald Sun: <https://www.heraldsun.com/news/nation-world/national/article231844118.html>

Biolxi Sun Herald: <https://www.sunherald.com/news/nation-world/article231844118.html>

Roanoke Times: https://www.roanoke.com/news/nation/wire/california-campus-removes-bell-marking-catholic-missions/article_d7f3101b-fa36-5b6c-96c5-a4ab13f272f1.html

Record Landmark: https://www.statesville.com/news/state/ap/california-campus-removes-bell-marking-catholic-missions/article_1bde3369-9b4a-56a3-a4ff-60c156f045f9.html

Herald-Whig (Quincy, IL): <https://www.whig.com/article/20190621/AP/306219745>

Atlantic

Broadband: http://www.atlanticbb.net/news/read/category/us/article/the_associated_press-california-campus-removes-bell-marking-catholic-mi-ap

WQOO: <https://wqow.com/news/national-news-from-the-associated-press/2019/06/21/california-campus-removes-bell-marking-catholic-missions/>
Reading Eagle (Pennsylvania): <https://www.readingeagle.com/ap/article/california-campus-removes-bell-marking-catholic-missions>
Missoulan: https://missoulian.com/news/national/california-campus-removes-bell-marking-catholic-missions/image_15db947a-cf0f-508f-b283-e9166cb062a4.html
Tucson.com: https://tucson.com/news/national/california-campus-removes-bell-marking-catholic-missions/article_146481c7-5fc6-59f0-8f02-e4b40ea7902d.html

NBC KNDO 23 / KNDU 25: CA: UC Santa Cruz Removes Mission Bell (video)

Poorly edited film featuring bell removal and Martin Rizzo. Nationally syndicated and appearing in many more places than listed below.

https://www.nbcrightnow.com/national/ca-uc-santa-cruz-removes-mission-bell/video_3ffc5c6f-e4d5-51aa-8bb9-bbca5b1cf949.html

Star Local Media: https://starlocalmedia.com/news/national/ca-uc-santa-cruz-removes-mission-bell/video_ebe8b8c0-8eb6-5dcc-bf15-8390608285b9.html

Manchester Times: https://www.manchestertimes.com/news/national/ca-uc-santa-cruz-removes-mission-bell/video_1bda8c6b-b208-5eec-9cc1-4fb92f19b250.html

Anchorage Press: https://www.anchoragepress.com/national/news/ca-uc-santa-cruz-removes-mission-bell/video_bbe97faa-2092-5a65-bb10-d0120322e5e3.html

Hermann Advertiser-Conrier: https://www.hermannadvertisercourier.com/news/national/ca-uc-santa-cruz-removes-mission-bell/video_317f814a-4c7b-5a96-9175-22debad9562e.html

KURL 8: https://www.kulr8.com/news/national/ca-uc-santa-cruz-removes-mission-bell/video_76773951-d03e-5b01-bbff-ff58c6cfe9e6.html

Barron News Shield: https://www.news-shield.com/news/national/video_a403636b-91a3-557a-8971-0d97d3950959.html

Stowe Today News &

Citizen: https://www.stowetoday.com/news_and_citizen/news/world_news/ca-uc-santa-cruz-removes-mission-bell/video_d82bcc97-3a01-5bc6-9d3d-2797ee6ea017.html

Idaho County Free Press: https://www.idahocountyfreepress.com/news/national/ca-uc-santa-cruz-removes-mission-bell/video_763656bd-759b-599f-a2d8-47d4dd85b7c4.html

Northwest Signal: https://www.northwestsignal.net/news/video_edda7788-8e62-557e-bd69-0f2d79e550ac.html

Hood River News: https://www.hoodrivernews.com/news/national/ca-uc-santa-cruz-removes-mission-bell/video_c9b220ec-752f-587d-b903-aa9fc35f93c3.html

Crow River Media: https://www.crowrivermedia.com/national/news/ca-uc-santa-cruz-removes-mission-bell/video_61082b15-bd3c-5e18-8074-89c83948f2fb.html

Purdue Exponent: https://www.purdueexponent.org/news/national/video_f2de6fd2-988a-5982-9bd8-eb0c1de0a8be.html

Apache Junction & Gold Canyon News: https://www.ajnews.com/news/national/ca-uc-santa-cruz-removes-mission-bell/video_427cc586-6e14-5ca3-b437-6cfe6a950120.html

Derby Informer: http://www.derbyinformer.com/news/national/ca-uc-santa-cruz-removes-mission-bell/video_1dc537b6-ce48-5b03-87f4-6b08dfaf6711.html

The Green Sheet Farm Forum: https://www.farmforum.net/news/national/ca-uc-santa-cruz-removes-mission-bell/video_c539e870-54a5-5400-884d-6ef6aa0e7982.html

Newstime: https://www.newstime-mo.com/news/national/ca-uc-santa-cruz-removes-mission-bell/video_f3cfb8d5-ecf0-571d-8c1e-f30f2a881b7e.html

KHQ Q6: https://www.khq.com/national/ca-uc-santa-cruz-removes-mission-bell/video_7781ae82-d496-5f2a-9bbd-8e5f350864fa.html

Caledonian Record: https://www.caledonianrecord.com/news/world/ca-uc-santa-cruz-removes-mission-bell/video_adcf915c-d40d-5ce6-b0eb-454b7264380e.html

Aberdeen News: https://www.aberdeennews.com/news/national/ca-uc-santa-cruz-removes-mission-bell/video_3dd64436-841b-5c8d-a70f-dad7551c4b58.html

inForney: https://www.inforney.com/news/national/ca-uc-santa-cruz-removes-mission-bell/video_954ba29d-e8ff-5f0f-be36-c73184dfc158.html

NewsGraphic (Georgetown, KY): http://www.news-graphic.com/news/national/ca-uc-santa-cruz-removes-mission-bell/video_5da3167b-67d1-555b-8503-9b590ed2c7cd.html

The Trentonian: https://www.trentonian.com/news/national/ca-uc-santa-cruz-removes-mission-bell/video_f75a2169-cc85-56ad-85e5-63818913bb16.html

WDEL: https://www.wdel.com/news/national/ca-uc-santa-cruz-removes-mission-bell/video_54e32e1b-d62f-5d8f-8ede-b79478eb8c87.html

Lake Geneva Regional News: https://www.lakegenevanews.net/news/national/ca-uc-santa-cruz-removes-mission-bell/video_73e2dd71-c683-5166-bdd6-3d3693a7650e.html

Hartford City News Times: http://www.hartfordcitynewstimes.com/news/nation/ca-uc-santa-cruz-removes-mission-bell/video_99f8e716-dd06-5868-b296-094334a56205.html

Wellsboro Gazette: http://www.tiogapublishing.com/news/nation/ca-uc-santa-cruz-removes-mission-bell/video_76705c00-2381-504a-83ca-9214eea402f5.html

Kenosha News: https://www.kenoshanews.com/news/national/ca-uc-santa-cruz-removes-mission-bell/video_5eb2965b-bdec-5cef-a008-033bbab4fc1d.html

Hazard Herald: https://www.hazard-herald.com/news/national/ca-uc-santa-cruz-removes-mission-bell/video_2cacf5f4-0cdf-5f97-800b-472b11db081b.html

Purcell Register: http://www.purcellregister.com/news/national/ca-uc-santa-cruz-removes-mission-bell/video_e1f56147-2953-56d1-a2c1-07a255280415.html

Corydon Times-Republican: https://www.corydontimes.com/news/national/ca-uc-santa-cruz-removes-mission-bell/video_1532c05d-d3a6-556e-95b9-e6d5e0d27b2a.html

Elk Valley Times: https://www.elkvalleytimes.com/news/national/ca-uc-santa-cruz-removes-mission-bell/video_82dea68e-29a4-5024-9ed2-b89c1cb8983d.html

McDuffie Progress: https://www.mcduffieprogress.com/news/national/ca-uc-santa-cruz-removes-mission-bell/video_14363cd8-fb01-575f-9040-978226fea83e.html

Winchester News Gazette: http://www.winchesternewsgazette.com/news/nation/ca-uc-santa-cruz-removes-mission-bell/video_b8b67a23-77c9-5301-977f-ff109f137390.html

Northcentral PA: https://www.northcentralpa.com/news/national/ca-uc-santa-cruz-removes-mission-bell/video_0472cd7f-c88e-5b70-be66-dcf72d8ecae3.html

Wilson Post: https://www.wilsonpost.com/news/national/ca-uc-santa-cruz-removes-mission-bell/video_1e8007ae-801d-5151-b300-cc10f524056d.html

Fort Bend Herald: https://www.fbherald.com/news/national/ca-uc-santa-cruz-removes-mission-bell/video_86f7a57d-6998-526d-8153-204427ec5cf9.html

Home News Here: http://homenewshere.com/national/news/video_74f2b66b-d4aa-5684-9421-65a5219a851b.html

Sulphur Daily News: http://www.sulphurdailynews.com/news/ca-uc-santa-cruz-removes-mission-bell/video_811930d2-a3e6-5f69-9362-c6fb289615f1.html

Monroe Now: https://www.monroenow.com/news/national_world_cen/ca-uc-santa-cruz-removes-mission-bell/video_e4211600-5e6f-50fd-938b-4e3350d37361.html

Albia Newspapers: http://www.albianews.com/news/national/video_590eddf9-cb7c-5eda-b5d0-04a9b4bc21d0.html

The News Herald: https://www.news-herald.com/news/nation-world/ca-uc-santa-cruz-removes-mission-bell/video_066b95e6-1630-5384-98d2-91bd80a44fe9.html

Jefferson County Leader: https://www.myleaderpaper.com/news/national/ca-uc-santa-cruz-removes-mission-bell/video_bab21b58-3841-558b-b74f-43dfe78a1dde.html

Emporia Gazette: http://www.emporiagazette.com/news/national/video_4868780c-4797-5b3c-aea1-e1cc9953b985.html

Rhea Herald News: http://www.rheaheraldnews.com/news/video_f36ac9a9-5e18-5f87-a9a7-0982580d0874.html

New Haven Register: <https://www.nhregister.com/news/education/article/California-campus-removes-bell-marking-Catholic-14029127.php>

Daily Post Athenian: http://www.dailypostathenian.com/news/national/video_2bb1fa7d-ed94-5903-b59b-d5668cde9038.html

Katy Times: http://katytimes.com/news/national/video_9f7b3d04-2152-5213-976e-5f09b1dcc3be.html

Albany Times Union: <https://www.timesunion.com/news/education/article/California-campus-removes-bell-marking-Catholic-14029127.php>

Approved Themes and Criteria for Public Art for Hayward Heritage Plaza

Purpose: Commission artwork to honor the Ohlone Nation both past and present.

We propose:

- 1) One original art work
- 2) And 2 plaques:
 - Describing the artwork & artist.
 - Describing the Chechenyo/Muwekma history.

The artwork should make a strong aesthetic and educational statement, as well as beautify the Plaza.

Overall, we are interested in artwork that does the following:

- Beautify Plaza;
- Have meaningful content;
- Preserve an often marginalized history;
- Demonstrate respect for indigenous community;
- And demonstrate the value of the global community.

Approved Themes for artwork: Themes of interest include Ohlone culture, Indigenous Peoples, and multiculturalism/diversity. At the same time we encourage artistic freedom so we see this as a collaboration between artist and committee.

The committee encourages artists to learn about Ohlone People and engage in dialogue with interested parties, throughout the creation process. See resources below.

Basic Criteria: Required criteria, including but are not limited to the following:

- Proposed art shall display a high level of artistic quality and craftsmanship that supports and enhances the General Plan of Hayward;
- Honors the intended group(s);
- Historically accurate;
- Manageable for the proposed site at Hayward Heritage Plaza;
- Weatherproof and positioned for long-term visibility;
- Shall be structurally sound, be accessible to the public, and present no environmental or safety hazard;
- Subject to review by the Committee, Library Commission, Hayward City Council, and any experts those groups seek to retain in order to determine completion.

Committee:

Mary Thomas Mary.Thomas@hayward-ca.gov

Veronica Martinez vmmartinez@chabotcollege.edu

Member of the Amah Mutsun Tribal Band, Board member of the Amah Mutsun Land Trust, downtown Hayward resident, and Communication Studies Instructor at Chabot College.

Juan Pablo Mercado jmercado@Chabotcollege.edu

History Instructor at Chabot College, with emphasis on History and Public Art.

(And a Muwekma tribal member TBD)

Potential Artist Resources:

<https://heydaybooks.com/book/the-ohlone-way-indian-life-in/>

<https://kanyonkonsulting.com/ohlone-california-native-resources-introduction/>

<http://cla.berkeley.edu/languages/chochenyo.php>

<http://www.muwekma.org/index.html>

<https://www.pbs.org/native-america/home/>

<https://anniesburke.com/films/>

PUBLIC COMMENTS

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The war on Southern California smog is slipping. Fixing it is a \$14-billion problem

Tony Barboza, Rahul Mukherjee / Los Angeles Times / 2-Jul-19

Air quality has slipped in recent years, and regulators are falling far short of raising billions they say is needed to clean ozone pollution in time to avoid tough economic sanctions. Here, smog hangs over downtown Los Angeles in 2018. **(Wally Skali / Los Angeles Times)**

The war on smog has been called one of America's greatest environmental successes. Decades of emissions-cutting regulations under a bipartisan law — the 1970 Clean Air Act — have eased the choking pollution that once shrouded U.S. cities. Cleaner air has saved lives and strengthened the lungs of Los Angeles children.

But now, air quality is slipping once again.

Health effects from ozone pollution have remained essentially unchanged over the last decade — “stubbornly high,” according to a study published this year by scientists at New York University and the American Thoracic Society.

Nowhere is the situation worse than in Southern California, where researchers found a 10% increase in deaths attributable to ozone pollution from 2010 to 2017. The region has long reigned as the nation's smog capital and has seen a resurgence of dirty air in the last few years, one that has sharpened the divide between wealthier coastal enclaves with cleaner air and lower-income communities farther inland with smoggy air.

By the end of this year, California regulators must present the federal government with a plan demonstrating they are on track to slash ozone pollution. Officials say it will take billions in spending to meet smog-reduction deadlines under the Clean Air Act. But no one knows where the money will come from. **(Rahul Mukherjee / Los Angeles Times)**

There are other obstacles, such as the Trump administration's efforts to roll back emissions standards that California relies on to reduce pollution from cars and trucks. With each passing year, Southern California smog regulators are falling further behind in raising the \$14 billion they say is needed to pay for less-polluting vehicles and clean the air to federal health standards.

Within Southern California, the amount of pollution you breathe is highly dependent on where you live.

Smog has eased considerably across the region compared with decades ago. The gains are particularly dramatic in areas closer to the coast such as L.A.'s Westside and downtown,

which are now largely spared persistent unhealthy levels of ozone pollution. It's another story farther inland, where communities such as San Bernardino continue to suffer more bad air days, elevated smog levels and some of the highest asthma rates in the state.

In 2018, there were only two bad air days for ozone pollution on the Westside and just four in downtown L.A. Not far away in the San Fernando Valley there were 49. San Bernardino had 102 — more unhealthy days than the city has logged since the mid-1990s, air monitoring records show.

“We’re not seeing the same improvements as people living near the coast,” said Anthony Victoria of the Riverside County-based Center for Community Action and Environmental Justice. “When you’re in San Bernardino you look toward the mountains and it’s not clear. You have layers of smog you can see in the sky. You have people with asthma struggling to breathe, and it’s a devastating thing.” **(Rahul Mukherjee / Los Angeles Times)**

The disparities are largely a function of weather and topography. Southern California’s persistent sea breeze blows emissions from cars, trucks and factories inland, where it bakes in the abundant heat and sunlight to form ozone pollution. The smog gets trapped against the mountains, while strong inversion layers keep it close to the ground where millions of people breathe.

“Our geography is perfect for forming ozone, and that’s what makes it such an intractable problem,” said Suzanne Paulson, a professor of atmospheric chemistry who directs the Center for Clean Air at UCLA.

Climate change is another reason ozone pollution has stopped improving, air quality experts say. Higher temperatures make smog harder to control by speeding up the chemical reactions that form ozone.

An American Lung Assn. report this year found air pollution rising across much of the nation in 2015, 2016 and 2017 — the three warmest years on record globally. The National Climate Assessment by U.S. federal agencies last fall said “there is robust evidence from models and observations that climate change is worsening ozone pollution.”

President Trump, meanwhile, has sought to roll back an array of air quality and climate change regulations and taken other steps to undermine the science underpinning them. His administration’s move to weaken the nation’s auto emissions standards, while taking away California’s ability to set its own tougher limits, could further hamstring the ability to curb vehicle pollution in the state and 13 others that follow its rules.

The stakes are high not just for health but also for the economy.

If California regulators fail to submit an adequate smog-reduction plan by the end of this year, the U.S. Environmental Protection Agency could begin imposing a series of escalating

sanctions, including increased restrictions on polluting industries and the loss of federal highway funds. Even more draconian measures could take the form of no-drive days and gas rationing. Airports and shipping harbors could also face limits on emissions.

Some clean-air experts say that's a remote possibility, but the region's top air quality regulator, Wayne Nastri of the South Coast Air Quality Management District, disagrees. At a May public meeting, he said the Trump administration "would jump at the opportunity to withhold funds immediately — even beforehand if they could."

An EPA spokeswoman responded with a statement saying "EPA will continue to work closely with South Coast AQMD on air quality improvement plans."

To meet looming federal deadlines, regulators say the region must slash emissions by more than half in the next several years — a feat that will require a rapid shift to electric vehicles and other cleaner technologies.

The South Coast air district is falling short of that goal. The smog cleanup plan it adopted two years ago relies on finding \$1 billion a year to help pay for cleaner vehicles and equipment, with a total of \$14 billion needed by 2031. So far, officials are on track to raise only about a quarter of that amount.

Air district officials, after first floating a hike in vehicle registration fees, had been pinning their hopes on Senate Bill 732, legislation that would allow them to seek voter approval to raise the sales tax in L.A., Orange, Riverside and San Bernardino counties and generate billions for clean-air projects. In May, the air district-sponsored bill was pulled by its author after running into opposition from cities, transportation agencies and taxpayer groups, and it isn't expected to be taken up again until next year.

State lawmakers added constraints in their latest budget by diverting greenhouse gas-reduction money to pay for clean drinking water projects, putting out of reach more dollars that could have been used to clean the air.

"We'll go to the feds and to the state," South Coast air quality board Chairman William A. Burke said. "Our Plan B and C was our Plan A."

<https://www.latimes.com/local/lanow/la-me-smog-southern-california-20190701-story.html>

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

The Major Breast Cancer Risk Factor That Isn't Being Talked About—But Should Be

By Maggie O'Neill / Health / June 28, 2019

Public health campaigns have warned us for years to kick tobacco to the curb. And with good reason: Up to 90% of lung cancer cases in the US are linked to smoking cigarettes.

But there's another habit tied to cancer that nobody talks about—one that happens regularly at the family dinner table, during social gatherings, and even at work events. You might be surprised to learn it's drinking alcohol.

Most people associate alcohol's danger with excessive drinking, which can lead to problems like liver disease, addiction, and drunk driving accidents. What you probably didn't know is that alcohol has been directly linked to seven cancers—so far. These include cancers of the throat, esophagus, mouth, voice box (larynx), colon and rectum, liver, and breast. The American Cancer Society (ACS) says alcohol might also lead to pancreatic and stomach cancer.

When Sarah Cate, MD, an assistant professor of breast surgery at Icahn School of Medicine at Mount Sinai in New York City, speaks with patients in preventive settings and after a cancer diagnosis, they're shocked to learn about the cancer-alcohol connection. They ask questions like: "How can this be that everyone at my job goes out for drinks a couple times a week? How can it be bad for you?" she tells Health.

And yet, we know that alcohol use accounts for an estimated 5-11% of breast cancer cases in the UK and may be a risk factor for all age groups, according to a recent report in the medical journal BMJ Open. In the US, up to 16% of all breast cancers can be attributed to alcohol consumption, Susan Gapstur, PhD, senior vice president of behavioral and epidemiology research at the ACS, tells Health. This means alcohol might play a role in roughly 53,000 breast cancer diagnoses last year alone.

Although alcohol use has been clearly linked to breast cancer, most women don't know it increases their odds of developing the disease. Only about 20% of women surveyed by the UK researchers knew alcohol raised their chances of having breast cancer.

You don't have to be an addict to put yourself at risk. The more you drink, the more you heighten your risk of having all cancers linked to alcohol. But "even at one drink per day, risk is increased," Elizabeth Platz, ScD, editor-in-chief of the journal Cancer

Epidemiology, Biomarkers & Prevention, tells Health. The ACS says alcohol can raise estrogen levels, which could lead to breast cancer. The risk of developing breast cancer from alcohol use might be especially high for women who don't consume enough of the B vitamin folate through supplements and diet, according to the ACS.

So, just how risky is alcohol consumption? A report published earlier this year says drinking one bottle of wine each week increases a woman's cancer odds the way smoking 10 cigarettes a week does. "One bottle of wine per week is associated with an increased absolute lifetime cancer risk for non-smokers of 1.0% (men) and 1.4% (women)," the report says.

"The main point is that people don't seem to know, [and] raising that lack of awareness is important," Kara Wiseman, PhD, who works in the Division of Cancer Control and Population Sciences at the NIH, tells Health.

So why aren't women being warned? After all, alcohol is everywhere in the US; we drink at social gatherings that run the gamut from college parties to weddings. Is there a chance that, 50 years from now, we'll look back on this era and find it unbelievable that alcohol was the norm? That's a complicated question, Platz admits. But "I think we're going to say, 'Gosh, we didn't realize,'" she says.

"We need a cultural shift. Alcohol's often used as a tool to get people to do certain things. 'Come to our fundraiser. Come to our wedding—we have an open bar!' We have to think through whether we should be using alcohol as a tool to encourage participation. I don't think we should be doing that," Platz says.

Platz adds that people don't yet view the alcohol industry in the same light as the tobacco industry. "The tobacco industry targeted populations. When we finally had that recognition, we got mad. We still don't like the fact they targeted kids for a couple of decades [and] populations of color. The alcohol industry—we don't have the same feeling about it."

But why not? In part, it's because of a competing narrative that says alcohol is good for the heart. "There's always been a counter message: Ethanol raises HDL cholesterol. There's always been this trade off. 'Reduce risk of cardiovascular disease' or 'it's a risk factor for cancer.' What got into the press is, Drinking alcohol is good for you," Platz explains.

The media aren't solely to blame. Health organizations often point out that alcohol can raise HDL cholesterol, the "good" kind linked to lower heart disease risk, but they don't

always prominently highlight the alcohol-and-cancer connection. If trusted health organizations aren't speaking out, how do we expect women to get the message?

"Most women don't know—I'm not sure clinicians know," Platz says. She's right. The authors of the new BMJ Open report quizzed 33 National Health Service (NHS) staff members to see how much they knew about the relationship between alcohol and breast cancer. (The NHS is the UK's government-funded health care system.) Fewer than half of those staff members identified alcohol as a risk factor for breast cancer.

It's an awkward conversation for doctors to have with patients, because doctors don't want to portray the issue in a judgmental way. It can be especially uncomfortable to talk about the relationship between alcohol and cancer after a person has been diagnosed with breast cancer. "It doesn't really help to say, 'Your drinking contributed to this cancer,'" Dr. Cate explains. But when she works with breast cancer survivors, she gives them a list of risk factors so they know, going forward, how to minimize their risk of recurrence.

The available evidence points to the fact that while public health messaging around the world has emphasized that cigarettes are dangerous, similar messaging around alcohol use hasn't yet effectively warned consumers.

Platz points out that this is especially evident at breast cancer research fundraising events where alcohol is served. The line of thinking behind serving alcohol at a fundraising event is obvious: Tipsy attendees might donate more money, Platz says. But this move goes against what clinicians need to be communicating to women about alcohol—that it can raise their chance of breast cancer. "The sole focus is to come donate money, and it's an alcohol fest. To me, that's not right," Platz says.

Events like these suggest that the "alcohol is good for heart health" narrative is pervasive. Platz thinks that when we do reflect on today's widespread alcohol consumption in the future, "We're going to say we didn't realize [the dangers]—because of the balance between cardiovascular disease and cancer."

<https://www.health.com/condition/cancer/alcohol-cancer>

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Who keeps buying California's scarce water? Saudi Arabia

By Lauren Markham / The Guardian / March 25, 2019

Four hours east of Los Angeles, in a drought-stricken area of a drought-afflicted state, is a small town called Blythe where alfalfa is king. More than half of the town's 94,000 acres are bushy blue-green fields growing the crop.

Massive industrial storehouses line the southern end of town, packed with thousands upon thousands of stacks of alfalfa bales ready to be fed to dairy cows – but not cows in California's Central Valley or Montana's rangelands.

Instead, the alfalfa will be fed to cows in Saudi Arabia.

The storehouses belong to Fondomonte Farms, a subsidiary of the Saudi Arabia-based company Almarai – one of the largest food production companies in the world. The company sells milk, powdered milk and packaged items such as croissants, strudels and cupcakes in supermarkets and corner stores throughout the Middle East and North Africa, and in specialty grocers throughout the US.

Each month, Fondomonte Farms loads the alfalfa on to hulking metal shipping containers destined to arrive 24 days later at a massive port stationed on the Red Sea, just outside King Abdullah City in Saudi Arabia.

Alfalfa at Fondomonte Farms in Vicksburg, Arizona

With the Saudi Arabian landscape there being mostly desert and alfalfa being a water-intensive crop, growing it there has always been expensive and draining on scarce water resources, to the point that the Saudi government finally outlawed the practice in 2016. In the wake of the ban, Almarai decided to purchase land wherever it is cheap and has favorable water conditions to produce enough feed for its 93,000 cows.

In 2012, they acquired 30,000 acres of land in Argentina, and in 2014, they bought their first swath of land in Arizona. Then, in 2015, they bought 1,700 acres in Blythe – a vast, loamy, agricultural metropolis abutting the Colorado river, where everything but the alfalfa seems cast in the hue of sand. Four years later, the company owns 15,000 acres – 16% of the entire irrigated valley.

But what business does a foreign company have drawing precious resources from a US desert to offset a lack of resources halfway around the globe?

What Fondomonte Farms is doing is merely a chapter in the long story of water management in the west, one that pierces the veil on the inanities of the global supply chain – how easy it is to move a commodity like alfalfa, or for that matter lettuce or clementines or iPhones, across more than 13,000 miles of land and sea, how much we rely on these crisscrossing supply lines, and at what cost to our own natural resources.

JR Echard, assistant manager of the Palo Verde Irrigation District. The Colorado river as seen from the PVID Diversion dam in Blythe, California

An astonishingly good rate

Though Blythe is a desert, it is adjacent to the lower Colorado river, a river that supplies water to roughly 40 million people and irrigates 4m acres of land.

Bart Miller, Western Resource Advocates' healthy rivers program director, says that over the last 80 years, due to the growth of proximate cities such as Denver, Los Angeles and Phoenix and the expansion of large-scale farms, demands on the river have steadily climbed. The river is also shrinking due to climate change. It has endured a nearly two-decade-long drought, with only waning rain and snowpacks to supply its flow. As a result, the river is at a record low.

The state of the Colorado river can be traced, in part, to a water claim approved by the federal government all the way back in the 1800s when a British gold rush-era prospector named Thomas Blythe first laid eyes on the desert expanse adjacent to the rushing Colorado river and submitted a water claim application to the federal government.

That 1877 water claim, now owned by the Palo Verde Irrigation District, ensures that Blythe has "unquantified water rights for beneficial use"; in other words, as much water as those living and farming within the district could possibly need in this water-scarce region, and for free.

The Palo Verde Irrigation District is not allowed to sell the water – not to the company Calistoga, say, for bottled water, but not to their farmers, either. Blythe farmers are thus only charged to cover the water district's overhead – \$77 an acre a year, an astonishingly low rate.

In other places, people are charged according to how much water they use and are thus incentivized to use less. In Blythe, no matter how much he uses, a farmer gets his water for a cheap, flat rate.

Alfalfa fields and storage warehouses at Fondomonte Farms

It's no surprise, then, that Fondomonte chose to set up shop here. While Saudi Arabia has enacted laws to manage their water resources, in the US we are still governing our water based on compacts made in the 1800s – before the western cities had boomed, before suburban sprawl, before factory farming and a global supply chain and, of course, before climate change.

Water from the Colorado might be limited, but in Blythe, while they still have it, it's there for the taking.

Getting the water from the river to Blythe is a complicated engineering feat. "It's a really unique system," explains JR Echard, assistant manager of the Palo Verde Irrigation District, as he traces how the water moves throughout the valley on a map on his office wall.

"We're in the desert," Echard said, "but we live next to a massive river and have rights to it." Thomas Blythe might have appeared crazy to want to build an empire of agriculture out here in the desert but, in Echard's eyes, Blythe was on to something.

The Colorado river powers a meticulously managed system of canals and dams. Southern water districts like Palo Verde estimate their constituents' water needs and submit corresponding orders to the Parker and Hoover dams upstream which then release the requested water as though turning a great industrial tap. Once in Blythe, the diverted water moves downward into the valley below with the help of gravity and into a 250-mile system of canals that wind through 100,000 acres of cropland.

The canals are outfitted with electronic gates that can be opened and closed with the click of a mouse from the Palo Verde Irrigation District's offices.

The Diversion dam on the lower Colorado river, regulated by the PVID

In California, everyone's after whatever water they can get. Because of the low supply, the Palo Verde Irrigation District is currently three years into a 30-year fallowing contract – when farmers are paid not to plant a portion of their fields so the water can instead be sent to cities – with the Metropolitan Water District, which supplies water to big cities like San Diego and Los Angeles.

Fondomonte inherited a fallowing contract, so they are restricted from planting a portion of their land each year. This drives the company mad, an employee whom I will call Jim, told me. He asked not to be named for fear of reprisal from Fondomonte. Alfalfa-hungry Fondomonte would prefer to plant every inch.

Despite its agricultural prowess, 23% of Blythe residents live in poverty (compared with 12% nationally). The town is home to 21,000 people – 6,000 of whom are incarcerated in one of the town's two state prisons. "The prisons were supposed to bring economic development to the city," Echard told me on our way back from the dam as we sped alongside one of the primary canals. "But it hasn't done much at all."

Fondomonte, on the other hand, has been a boon. "Everyone wants to be working here," Jim told me. Not only does the company employ more than 100 locals full-time – as compared with the part-time or seasonal labor found on most farms – and with 401ks, vacation and health insurance, but they also support local farmers by purchasing their alfalfa to add to their bales and ship overseas.

"There are a lot of exporters here," Jim said of US farmers and farm operations selling their crops to overseas markets. "They have been exporting from here for 30 or 40 years. I don't see how this farm is any different."

“The Saudis, they’re here buying up at a good price,” Echard explained. “They’re just the same as everyone else. They buy local. It’s a shot in the arm for the economy.”

A field of alfalfa in Blythe, California

But is it an outrage?

The thing about alfalfa is that it’s perennial; you can grow it all year and stagger the planting in the fields so that there’s nearly always a new crop of alfalfa ready to be cut as well as planted. Once it’s cut, it keeps growing, and they cut it again. A crop can last up to five years, but Fondomonte generally rips up and replants after two or three; any longer than that and the alfalfa grows more stem-heavy, and thus drops in quality.

Each day on their massive, gated farm headquarters, Fondomonte employees take samples of the alfalfa and test its quality: the higher the ratio of leaves to stems, the better the quality, and thus the better the milk the cows will produce.

“Almarai only wants the highest quality,” Jim explained. He broke open a bale with his hands as if tearing off a piece of bread. The outside of the alfalfa was brown, but just inside, was a vivid and surprising green.

Fondomonte employs some of the most hi-tech mechanisms big ag has to offer – computer programs that combine with satellite and drone imagery to delineate the soil characteristics of each speck of land, drones take videos of production in progress, and the company is currently improving their own system of intra-farm canals and electronic gates so that they can irrigate each field with the touch of a button from behind a computer screen in the office. It’s all part of their ongoing effort to maximize their efficiency and crop quality, thus their profit, thus their empire in Saudi Arabia – perhaps, eventually, here as well.

“If it’s raining,” the employee told me, the farm manager “can just farm from behind his desk”. They are entirely self-sufficient, and have expertise in constructing a hi-tech alfalfa empire having already done it in Saudi Arabia.

The storage barns at Fondomonte Farms and a PVID irrigation ditch in Blythe, California

Dan Putnam, an alfalfa expert and UC Davis professor, explained US-grown alfalfa has long been shipped overseas, long before Almarai. Alfalfa is the third largest economic product in the US, but only 4% is exported annually. In the western states, however, which are high producers close to shipping ports to major export markets like China, Saudi Arabia and Japan, about 15% is exported each year. These high-export states are also the states that happen to be grappling with drought, meaning that the most water-strapped states are shipping much of their water overseas, in the form of alfalfa.

When Almarai first began purchasing land in the western US, environmentalists, and many average citizens, were outraged. “Saudi Hay Farm in Arizona Tests State’s Supply of Groundwater,” said an NPR article in November of 2015. “Saudi Arabia is Outsourcing its Drought to California,” wrote Gizmodo.

Yet Putnam takes umbrage with the outrage over alfalfa exports. Why, he wonders, are people so much more outraged over alfalfa using water here only to be shipped overseas, what about almonds, a water intensive crop of which 70% of California's harvest is shipped overseas. Or oranges? Or lettuce?

I suggested to him that it might have something to do with the fact that alfalfa isn't seen as food – it's just a plant, a mega-crop divorced, in common perception, from its value as food. But as the basic element of a larger food chain of the dairy and meat industry, alfalfa, Putnam claims, is critical.

"I have a T-shirt," he told me. "Alfalfa: ice-cream in the making."

Grant Chaffin, owner of Chaffin Farms (left). The baby potatoes grown at Chaffin Farms, Blythe

Putnam, along with many farmers I spoke to, urges people to consider how much water crisscrosses the globe in the current supply chain. It's not just alfalfa, and it's not just agriculture. People will find goods at the cheapest prices, and companies in areas with unstable resources will relocate elsewhere.

While it's hard to then make a clear calculation of exactly how much US water is being poured into alfalfa and then shipped overseas (some evaporates, some filters back into the soil, some is deposited back into the river downstream) it's clearly not nothing. But who knows how long it will last. "For the survival of that country," Putnam said of Saudi Arabia, "they will look to other parts of the world."

On our way back from the dam to the district offices, Echard drove me up along the access roads to get a panorama of the canals, and past some bright fields of alfalfa. We then drove to a part of valley where, in partnership with various environmental organizations, the Palo Verde Irrigation District had planted a large grove of trees to revive some of the habitat that once stretched so abundantly along this part of the Colorado. In August, he told me, it can be 115F (46C) outside, but under this canopy of trees, it might be 20 degrees cooler.

"Here in the middle of the desert, we've got a little forest," he said, proudly. Like the river, this forest, too, is a manmade environment; man's footprint is everywhere.

As we drove back to the office, I pointed out some nice bushy trees along the canal. "Oh, those are saltcedar," Echard said. An invasive species from Asia that drain the water table and leave salt deposits in the soil, which destroys the other plants. "No one wants it," he said, as he yanked the truck into gear and headed back out again amid the bright carpets of alfalfa stretching in all directions.

<https://www.theguardian.com/us-news/2019/mar/25/california-water-drought-scarce-saudi-arabia>

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The Washington swamp is filled with ethanol

Peter Grossman / Washington Examiner / December 08, 2017

December marks the tenth anniversary of the passage of the Energy Independence and Security Act (EISA), and its wildly expansive Renewable Fuel Standard (RFS), better known as the ethanol mandate.

President Trump recently paid homage to the RFS, as all feel they must do to play politics in Iowa. Too bad. Trump, who claims he wants to “drain the swamp,” will never manage it, if he fails to see that the swamp is full of ethanol.

People forget how we wound up with an ethanol mandate worth over \$20 billion per year (and that doesn't include various subsidies). EISA was passed because Americans besieged members of Congress, demanding a solution to soaring gasoline prices. Congress didn't have one, but needed to “do something.” The something they settled on was ethanol.

Chief Political Correspondent Byron York on the expanded Washington Examiner magazine

There are, actually, two stages of the RFS. The first began in 2005 when, amid rising gasoline prices, Congress passed the Energy Policy Act (EPAAct). That bill gave out subsidies for all sorts of energy development, but its main claim to fame was the RFS. Refiners would be required to blend up to 7.5 billion gallons of biofuels, in practice mainly corn-derived ethanol, into gasoline. The Wall Street Journal termed this “a gigantic transfer of wealth.”

But clearly it wasn't gigantic enough. Gasoline prices continued to increase, and even President George W. Bush decided that the 2005 bill, which he'd touted, was inadequate for an America “addicted to oil.”

What did we need? More ethanol, of course. Almost five times as much ethanol as EPAAct had required.

That would have taken more than 100 percent of the American corn crop if we had to make it all from corn. But Bush claimed there was going to be a great technological advance. With government support, he asserted, we'd have “cutting-edge methods of producing ethanol, not just from corn, but from wood chips and stalks, or switch grass.” Ethanol purveyors had convinced him that that development was on the verge of realization and would be ready by 2012. By 2025, America could produce 21 billion gallons of so-called advanced biofuels, mainly cellulosic (wood chips, etc.) ethanol.

Added to that would be twice the 7.5 billion gallons made from corn, (so the farm lobby was all in), and in one stroke we could replace 75 percent of imported Mideast oil with American-grown energy crops.

There was no hope, it seemed, of replacing Mideast oil with American oil. Some experts said little new non-OPEC oil would be found anywhere. The U.S. and most of the world had passed “peak oil,” they said. But American know-how supported by American tax money, would lead to radical innovation—an ethanol Manhattan Project!

Ethanol was also backed by environmentalists and their congressional supporters as part of the solution to climate change. Ethanol would create a “virtuous” circle. When burned it would produce carbon dioxide, which would then be absorbed by the plants used to make ethanol so that the net addition of carbon to the atmosphere would be zero.

So elegant did this solution seem, that the main worry, the New York Times said, was that the nation’s forests would be depleted to make wood chips.

A little history would have suggested some skepticism. Cellulosic ethanol had been on the verge of commercialization for 20 years, but still hadn’t gotten past...the verge.

And with fracking, American oil production was expanding not vanishing. Also, the ethanol circle proved not so virtuous after all. Production and use of ethanol has all sorts of environmental problems, and cannot do much, if anything, for the climate.

Nevertheless, in 2006, with the price of gasoline continuing to rise, Democrats had taken control of Congress by pledging to lower energy prices. They began by proposing penalties on oil companies, OPEC and, the newest energy villains, oil futures speculators.

Bush threatened to veto any legislation with such punitive elements, but he and the Democrats could agree on one thing: ethanol. When the price of gasoline rose above \$3 per gallon in October 2007, pressed by constituents, Congress responded with EISA and its bloated ethanol mandate. On December 19, President Bush, with House Speaker Nancy Pelosi, D-Calif., by his side, happily signed.

EISA had no impact on gasoline prices, which kept rising until market forces sent them plummeting. Nor did EISA solve (the phantasm of) peak oil or climate change. Were it proposed today, there wouldn’t be any reason to pass it.

But the swamp will remain a swamp so long as it’s reeking of ethanol.

Peter Z. Grossman is the Efroymsen Professor of Economics at Butler University (Indianapolis), and is the author of U.S. Energy Policy and the Pursuit of Failure (2013).

<https://www.washingtonexaminer.com/the-washington-swamp-is-filled-with-ethanol>

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Clean Air Performance Professionals

January 11, 2013

I'm confused, does Nissan PZEV 15 year 150,000 mile Smog Check obligation to California motorist matter?

California Air Resources Board (CARB) and Bureau of Automotive Repair (BAR) says yes but Nissan opinion of the rules is interesting.

California Governor Brown just might partner with George Valverde, Director of the Department of Motor Vehicles (DMV), Mary Nichols (CARB) & John Wallaich (BAR) to Support Smog Check compliance agreement with Nissan.

Attorney General Kamala D. Harris likes environmental issues and might help improve Nissan compliance with California rules.

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The Bait and Switch

By Stella / Hemmings Motor News / August 2002

In January 2001, California introduced legislation (AB-1058) to require the state Air Resources Board (CARB) to develop and adopt regulations to achieve the maximum feasible and cost effective reductions of greenhouse gasses emitted by motor vehicles.

As of June 28, 2002 AB-1058, also known as the global warming bill, was stalled in the Assembly. Many residents of California had let their representatives know that they didn't want a bill that could take away vehicle choice, impose taxes and subject them to regulations from a bureaucracy. But as the public prepared for their fourth of July vacations the Legislature found an innocuous bill entitled Assembly Bill 1493, which originally dealt with state audits and had nothing to do with emissions. They then proceeded to do what is called a "gut and amend" and remove all the existing language of AB-1493 and replace it with the language of AB-1058, the bill authored by ex-school teacher Fran Pavley to limit CO2 emissions from cars and trucks.

But the public was sidestepped by effectively renaming the bill AB-1493 and rushed it through the Legislature in a matter of two business days. After Friday's "gut and amend," the bill was sent to the Senate floor Saturday night, where it passed in a matter of minutes without any discussion, debate or the customary committee oversight, as the big topic of controversy was the California budget with its \$24 billion deficit.

It came back to the Assembly on, Monday morning, July 1, and was referred to the Transportation Committee, which held a non-noticed public hearing (effectively non-public hearing) in a room the size of your average dining room. It wasn't in the open; it was in a closed room that was inaccessible to the general public. The public didn't have a chance to make their views known. It passed out of committee then it was brought to the floor under another procedure called a WOLF (without reference to file). A WOLF allows a bill to be brought to the floor without public notice that it was going to be heard. It was brought to the floor where it passed with the minimum vote required. There has been much mis-information as to the bill going to the

Governors desk to await his signature. The bill is still sitting at the Assembly desk.

CAPP President, Charlie Peters reported that "Senator Quentin Kopp informed him in January of 1993 that Remote Sensing technology was in the wings to replace the current Smog Check inspections. June 26th CARB held a workshop for another "Pilot Study" on remote sensing. Will this affect the old cars? You Bet! Old cars are NOT exempt from remote sensing."

"Last month, the Speaker of the Assembly's Chief of Staff John Stevens also mentioned that a deal with the Global Warming Bill and the bill to place San Francisco motorists into the Smog Check II Program was under consideration by Senator Burton. It will be interesting to see what happens regarding support for the Smog Check II Bill (AB-2637) now that AB-1493 has moved."

"In my opinion, the "big" global warming game is a shift from oil and internal combustion engines to bio-fuels and fuel cells. Oil is quick and cheap to bring to market and therefore the market cannot easily be controlled. Bio-fuels and fuel cells, however, are the result of government funded public/private partnerships which can control who gets to be a player and how much fuel is available."

"The Pew Charitable Trust's global warming partnerships with business <http://www.pewclimate.org/belc> appear to support the credit trading money game that can, if it is allowed to continue to develop along its present course, eliminate any market competition, in effect, confiscating the market. Bio-fuel/fuel cell carbon tax games may very possibly generate a privatized rapid transit business that can make the devastation of ENRON's energy activities look like a Sunday school picnic."

Sources say, It is prophetic that AB-1493's passage by the Legislature occurred during the week of July Fourth, Independence Day.

More next month ... Stella.

(Officials know ethanol is a carcinogen)

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Greenhouse redux

Orange County Register, May 27, 2002

A.B. 1058, the controversial bill to limit carbon dioxide emissions in California, is scheduled for a possible vote in the Assembly on Tuesday. A final vote was delayed several times due to grassroots opposition and lobbying by the auto industry.

Clearly the pressure is on. Why the urgency?

Part of the reason is the desire of some environmental groups and state legislators for California to be the first state to limit the emission of "greenhouse gases."

But the reasons may go deeper. So far the debate has centered on the harsh measures that might be taken to meet the goals of A.B. 1058. In a report, the California Air Resources Board said it might have to impose gas taxes and sport utility vehicle fees.

Another scenario, however, is being raised: If those remedies prove too controversial, the board could propose ethanol credits to meet the requirements. The costs would be largely hidden in higher gasoline prices and ethanol producers would cash in.

Ah, the ethanol industry.

Midwest-based ethanol industry influence is the chief reason the Bush administration refused to give California a waiver from a mandate to put oxygenates in gasoline. Californians have been using MTBE, but it has proven to be a water pollutant.

The only other practical alternative is ethanol, although some believe it could actually increase smog. So most environmentalists, including the Sierra Club, along with Sens. Boxer and Feinstein, support a lawsuit by Gov. Davis to get the federal oxygenate mandate waived.

Is the ethanol industry also in the 1058 debate? It's not readily apparent, but questions have been raised about a group called the Bluewater Network, a self-described coalition of about 60 businesses and environmentalists. Bluewater stands out as one of the few environmental groups to support federal ethanol mandates. And, Bluewater has aligned itself with ethanol interests by signing an ad promoting ethanol benefits. In a recent Earth Island Journal, Bluewater Network founder Russell Long brags that Bluewater Network wrote A.B. 1058.

Californians should pay close attention to those who could benefit most from A.B. 1058 and how they might be shaping debate.

<http://ocregister.com/commentary/editorial5.shtml>

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>Date: Sun, 31 Mar 2002 01:34:16 -0500
>From: Stella Pyrtek-Blond <(email redacted)>
>Subject: [Fwd: CA CO2 regulation / AB 1058 / April 1, 2002]

FYI: Sources say this bill is coming up on Monday in the California legislature.

I wrote about it in my March letter to Hemmings.

Please inform others of this important piece of legislation.

Stella

>From my March Stella Sez letter in Hemmings

"Regulating CO2 From Cars"

"California could become the first state to regulate gases from cars and trucks that are linked to alleged global warming, opening a new front in the fight against tailpipe exhaust. With AB-1058, the legislation targets carbon dioxide emitted by the state's 23 million passenger vehicles. Fran Pavley, a former schoolteacher from Agoura Hills and elected to the Assembly last year, is the sponsor of the bill. It requires the state Air Resources Board to adopt by January 2004 regulations that achieve the "maximum feasible and cost-effective reduction" of carbon dioxide from cars and light trucks. The controls would take effect in January 2005."

"After three attempts, the bill passed 42 to 24. The interesting part of this story is the number of legislators who declined to vote. It was sent to the Senate despite a claim that it represents the worst form of environmental extremism. "This bill gives the Air Resources Board, a group of un-elected bureaucrats, the ability to create sweeping regulations in less than two years," said Minority Leader Dave Cox (Fair Oaks). "Is there a possibility that (some) of these vehicles will be forced off the road? I think so." Supporters of Pavley's bill said it would allow California to set an example in an area that it has traditionally excelled: control of auto emissions. Some opposed say it is only a mandate for ethanol gasoline.

Sources say that there was a similar bill during Governor George Deukmejian's term of office (1982-90), and that the Governor vetoed it."

Stella

Below are some comments I have received on this legislation:

Dear Senator Sher,

Thanks for your continued dedication toward improving environmental quality, as well lives of your constituents and Californians. Assembly Bill 1058 deserves special attention because it intends to impact carbon dioxide emissions, specifically from mobile sources (cars). As you may know, there are many millions of Americans searching for the true differences between pollution and benevolent emissions, and many millions of us believe carbon dioxide is a most basic, necessary ingredient in the circle of life. For this reason -- and for many many others -- I respectfully ask you to vote "NO" on AB 1058.

Is it possible for plant life to survive without carbon dioxide? Studies have concluded that substantial increases in ambient carbon dioxide levels reduce plantlife's need for water. Is all organic matter on Earth based upon carbon? If any life exists on Earth without carbon in its makeup, please let me know. Is a large portion of that base initially absorbed, from ambient air, as carbon dioxide? If a warmer atmosphere will destroy life, why are the equatorial regions of Earth generally teeming with life while the cold polar regions are generally barren? Furthermore, are other factors to be considered when scientists hypothesize that globe is warming? Many scientists believe the Sun's proximity, solar flares and other natural fluxuations have greater impact on global temperature.

During my 13-year quest to better understand global warming and carbon dioxide, I have become more convinced that carbon dioxide is a benevolent part of our lives. Without it, there is no life. And if carbon dioxide is causing our earth to warm, it's probably to our great benefit. We will thrive.

Sincerely,

David H. Walker
28225 Oak Grove Road
Ardmore, AL 35739

<https://www.triumphexp.com/forum/spitfires-list-archive.16/to-californiaians-ca-co2-regulation-ab.996959/>

"SIPS, SAND and SCOTS"

By Stella / Hemmings Motor News / OCTOBER 2000

California has always been the leader in new ideas. The new chief of Cal-Trans, the man in charge of the California freeways, is ready for the new century and looking for new ways to get people out of their cars and into trains, buses and subways. Cal-Trans Director Jeff Morales said that "...the era of major highway projects is over. In terms of new freeways, new bridges, we're done for all practical purposes. The challenge becomes now operating it." Morales, a former executive at Chicago's mass transit agency, knows he has a big task in front of him, as was reported in the news. And he knows he will have few excuses if he fails. His \$10 Billion budget is nearly three times as big as the entire Nevada state budget. Morales was brought in by Governor Gray Davis to oversee a multi-billion dollar transportation plan that attempts to steer the focus away from roads and toward mass transit. But some in the Capitol wonder whether Morales might be tempted to move on before he gets a chance to produce results. He has close links to the man who could be the next President — Vice President Al Gore.

Old Cars In, New Ones Out?

The Inspection and Maintenance Review Committee (IMRC) has sent CAPP a draft of their evaluation of the Smog Check program. The IMRC Report recommends taking 1966-1973 vehicles off exemption and making them available for crushing. An excerpt from the first page of the document states:

"RECOMMENDATIONS -- Vehicles in Program. 1a) Include 1966-1974 vehicles in the Smog Check Program., 1b) Make all pre-1974 vehicles eligible for the vehicle retirement program. 1966 through 1974 vehicles were included in the Smog Check Program until January 1998 when an exemption [SB-42] went into effect. In addition, pre-1974 vehicles are not currently eligible for the state's vehicle scrappage program.

"From the standpoint of maximizing pollution reductions, exempting these cars was ill-advised. As shown in Figure 1, on average these vehicles have the highest emissions of any vehicles on the road. On-road remote-sensing data show that although these vehicles account for only about 1% of total miles traveled, they account for 7% of total tailpipe HC emissions, 8% of total CO emissions and 4% of total NOx emissions.

"They account for even larger percentages of potential Smog Check benefits. Exempting these vehicles therefore significantly reduces the potential effectiveness of the Smog Check Program. The IMRC evaluation also showed that the Smog Check program is most cost effective for older vehicles (see Figure 2). Excluding pre-1974 vehicles therefore forgoes what is potentially the most efficient and cost effective source of pollution reductions available from motor vehicles.

"These two recommendations will help to ensure that high emitting pre-1974 vehicles are either repaired or retired."

Meeting The SIP With ZIPs

An IMRC meeting was held on August 15th in Sacramento, and CAPP President Charlie Peters and I were able to attend. Of interest was the continuing discussion of new California ZIP codes that accommodate new residents, and that of changed ZIP codes on existing residents. Many new ZIP codes in the Riverside and Orange County area have not received Smog Check notices, reportedly for over a year. This may be affecting the "Smog Check performance evaluation." This situation has been brought to the

attention of the California Air Resources Board (CARB), the Bureau of Automotive Repairs (BAR) and the IMRC over the past several months. Approximately 20% of the affected cars are now starting to be inspected. But, in one of the most polluted areas of the state, most of the cars that fell through the cracks have not been brought in to be tested. The 1966 through 1973 cars are proposed to be brought back into the program to solve the shortfall to comply with California's State Implementation Plan (SIP) shortfall.

Smart Scots

California's Consumer Assistance Program (CAP) program has been heavily promoted in the news, declaring that the clunker purchase program pays off. Newspaper articles boasted about the purchasing, at \$1,000 each, of cars no one wanted to buy, even those the junk yards turned away. "Everyone comes out ahead under the new Consumer Assistance Program," said BAR Chief Doug Laue in the "Repair Reporter." "Those consumers who feel the heaviest burden in complying with our clean air standards can look to the state for help, and our air ends up a lot cleaner. Nothing is quicker at lowering emissions to zero than voluntarily retiring a vehicle."

But "Old Car Weekly" recently reported that a Scottish clunker plan had failed. A Glasgow, Scotland-based bus company offered travel passes worth approximately \$900, to owners of old cars willing to scrap them and use public transportation. However, the cars that were brought in and exchanged were not polluting old clunkers that were still running on the highways, but cars that were only fit for the scrap yard, and would have been scrapped anyway. The organizers also found that, far from hopping aboard the local buses, the ex-owners of the turned-in old cars were driving away in their other cars. The organizers finally threw in the towel and admitted that with the cost of removing scrap cars growing by the day, the thrifty Scottish car owners simply decided to take up the bus company's offer as a way to get rid of an old heap and collect some free bus miles in the bargain.

Touchy, Touchy

At the end of the IMRC meeting, I commented on the Committee's recommendation to "sand" the engines; that is, to pour sand into an engine and run it until it seizes! I then asked for the status of having presentations on remote sensing made by Jay Gordon of Gordon/Darby testing, and by Tom Austin of Sierra Research. I mentioned that I had heard some interesting comments by Mr. Gordon on remote sensing at one of the recent Clean Air Conferences. I knew the suggestion was brought to the IMRC's attention, but I never found out the answer.

Lynn Scarlet, the IMRC Chairlady seemed to go to into a damage-control mode. "Sierra Research wanted three hours plus additional time to answer questions. Otherwise they refused to make a presentation" she said. Then Mr. Skaggs of the IMRC commented that he also requested a Doctor [X] to make a presentation and was never contacted. Then Joel Schwartz made comments to Mr. Skaggs about the Doctor's presentation. The Chairlady again discussed the (now) "two hour" presentation by Sierra Research.

It appeared that each time the Chairlady commented, Mr. Skaggs comments seemed to wave the red cape, causing the Chair to "charge." Then the Chairlady commented to me that she was only a "volunteer," and not able to attend meetings all over the country, like me. Mr. Skaggs also said that I had only asked for the status and requested an apology to me, from the Chairwoman. When I left the podium, I checked to see if I had been wounded in the cross fire. Fortunately, I escaped unscathed.

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

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AG Kamala Harris ... Can we have cleaner air & \$2 gas by 201
Stella Sez, Hemmings Motor News, July 2000 & March 2001

(March 2001) - "Rep. Gary A. Condit (D-Calif.) has introduced legislation, in the opening days of the 107th Congress, to help drive gasoline prices down while protecting the environment. HR 52 seeks to relieve California from federally mandated year-round gasoline oxygenate requirements while preserving the full benefit of California's reformulated gasoline program. Condit introduced the bipartisan legislation with another member of the California delegation, Rep. Chris Cox. 'California already meets Environmental Protection Agency requirements for reducing emissions of toxic air pollutants and ozone-forming compounds,' Condit said. 'When a state meets these requirements, under this legislation, they would not be required to add oxygenates to gasoline'."

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

(July 2000) - "Unlike MTBE, little is known about the impacts of ethanol releases into groundwater or the environment. However, because ethanol is the primary ingredient of beverage alcohol, which is classified by the California Proposition 65 Committee and other cancer experts as a human carcinogen, many are concerned about the possibility that ethanol may pose a cancer risk. Additionally, independent researchers have determined that ethanol in groundwater can extend plumes of other more potent gasoline carcinogens (benzene, toluene, etc.) up to 25%. In addition, ethanol is less effective than MTBE at fighting air pollution, and due to transportation and supply problems, will likely increase gasoline prices."

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

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