

# *Clean Air Performance Professionals*

21860 Main Street Ste A  
Hayward, California 94541

NOTICE:

3 pm (pacific time) Wednesday July 27 2011

Radio Liberty hosted by

# Dr. Stan Monteith

(831) 475-6651

Fax: (831) 464 8427

With guest Charlie Peters

Clean Air Performance Professionals

(An award winning coalition of motorists)

Conversation about the use of Corn Fuel Ethanol in Gasoline

Listen Online

[http://www.soundwaves2000.com/radio\\_liberty/](http://www.soundwaves2000.com/radio_liberty/)

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

# Clean Air Performance Professionals

21860 Main Street Ste A  
Hayward, California 94541  
Sunday, July 17, 2011

Mr. President  
Barack Obama  
The White House  
1600 Pennsylvania Ave NW  
Washington, DC 20500  
(202) 456-1414  
fax: (202) 456-2461

## RE: Jobs and food.

Good afternoon Mr. President,

Thank you for raising the issue of change.

The **genetically modified organism** (GMO) corn fuel ethanol, welfare for Big oil refiners and Government Motors, seems to add more cars on the road.

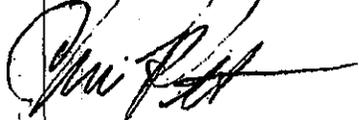
I also was born in Hawaii and left soon after December 7 1941.

## Will GMO corn from ethanol production affect the beef?

*(CAPP is a coalition of motorists)*

Clean Air Performance Professionals

Charlie Peters



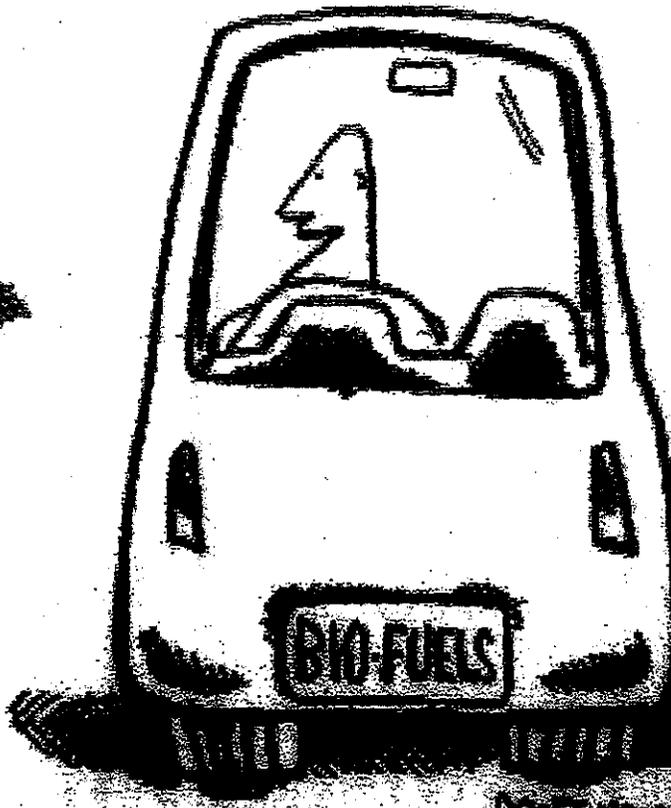
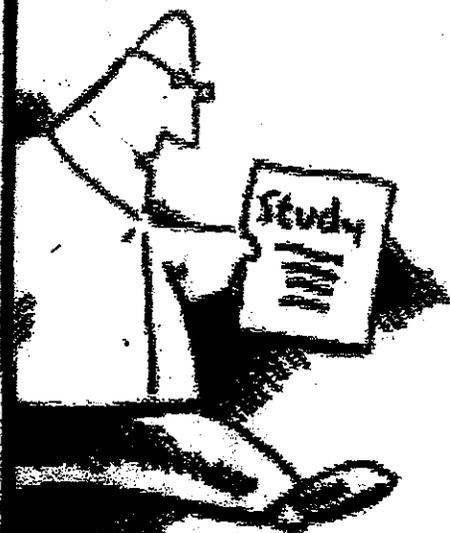
(510) 537-1796

cc to interested parties.

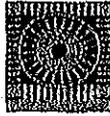
CAPP contact: Charlie Peters (510) 537-1796 cappcharlie@earthlink.net

**WAIT!**  
IT TURNS OUT BIOFUELS  
MAY BE WORSE FOR  
GLOBAL WARMING!

**TOO  
LATE!**



DON'T WORRY  
ABOUT THE SCIENCE? - GUSSE



CITY OF  
**HAYWARD**  
HEART OF THE BAY

June 8, 2011

The Honorable Pete Stark  
United States Congressman  
239 Cannon House Office Building  
Washington D.C. 20515

Re: City of Hayward Resolution Supporting S 871 – the Ethanol Subsidy and Tariff Repeal Act

Dear Congressman Stark,

At the City Council meeting on Tuesday, May 31, 2011, the Hayward City Council unanimously voted to approve the attached resolution supporting S 871. At a time of record Federal deficits coupled with rising food prices, it is time to end the thirty years of taxpayer subsidies afforded to the corn-based ethanol industry, which costs taxpayers approximately \$6 billion annually. Eliminating the Volumetric Ethanol Excise Tax Credit and the import tariff, as proposed in S 871, would serve as a first step in eliminating unnecessary Federal support for corn ethanol.

I am forwarding this resolution to you to encourage you to support S 871 should the legislation come before the House of Representatives for consideration.

Thank you for your continued service to and support of the City of Hayward.

Sincerely,

Michael Sweeney  
Mayor

Cc: Hayward City Council  
Fran David, Hayward City Manager

Bc: Kelly Morariu, Assistant City Manager  
Mirlam Lens, City Clerk

OFFICE OF MAYOR MICHAEL SWEENEY

777 B STREET, HAYWARD, CA 94541-8007  
TEL: 510/583-4340 • FAX: 510/583-3801 • TDD: 510/247-3340  
EMAIL: michael.sweeney@hayward-ca.gov



# So, was Brooke Coleman co-author of the Pacific Ethanol bill, AB 1493 Pavley?

"As cellulosic producers move to large-scale operations, venture capital investors are reluctant to bet on the expensive \$150 million plants, said Brooke Coleman, who heads the coalition." -----

## Analysis: Cellulosic ethanol industry struggles to take off

*By Tom Doggett, Reuters, Mon Jul 25, 2011 3:58pm EDT*

WASHINGTON - The great promise of a car fuel made from cheap, clean-burning prairie grass or wood chips -- and not from expensive corn that feeds the world -- is more mirage than reality.

Despite years of research, testing and some hype, the next-generation ethanol industry is far from the commercial success envisioned by President George W. Bush in 2006, when he pledged so-called cellulosic biofuels would be "practical and competitive" by 2012.

Instead the only real alternative to traditional gasoline is ethanol made from corn, a fuel environmentalists say is not green at all because of the energy-intensive nature of modern farming.

Critics say it is a failure of government policy, not science, that the U.S. is still so dependent on corn for its biofuels. Washington has backtracked on cellulosic ethanol production targets and failed to provide assurances to investors that the sector would be subsidized over the long term.

While there are dozens of pilot and demonstration cellulosic ethanol projects around the country, the groundwork for the first

commercial plants is only now getting underway.

Battered by recession, funding remains scarce for \$100-million-plus plants needed for commercial-scale production so cellulosic can compete against cheaper ethanol-based corn.

"The earliest you're going to see efficient cellulosic ethanol is five years," said Richard Brock, president of Brock Associates, an advisory firm in Milwaukee.

For the industry to take off, investors need to be reassured that Congress will extend a cellulosic production tax credit for several years and cellulosic output targets will be big enough to encourage blenders to lock in future capacity.

"It would certainly increase volumes at a faster rate than what we've seen in the last couple of years," said Mac Statton, biofuels analyst with the Energy Department's forecasting arm.

Gasoline in the United States is blended with up to 15 percent ethanol, which helps reduce oil imports.

In the short term, however, the cellulosic industry's slow growth

will make little difference to either America's addiction to foreign crude oil or the strains on corn supplies that critics claim have pushed up food prices.

Cellulosic biofuels production was supposed to reach 500 million gallons next year under federal mandates that rise each year until it eventually passes corn-based ethanol output.

But no cellulosic production is expected this year and it may grow to only a few million gallons next year.

Because the cellulosic industry is not able to meet the production goals mandated by Congress, the Environmental Protection Agency has the authority to lower them.

That's what the agency did this month for the third straight year when it proposed lowering the original half billion gallon target for 2012 to between 3.6 million and 15.7 million gallons. EPA issues the final target in November.

The Energy Department doesn't expect cellulosic output to reach its first 1 billion gallons until 2018. Congress, under its mandates, wants 7 billion gallons that year.

The industry has made great progress in bringing down the production costs of cellulosic ethanol from \$5 to \$6 a gallon a decade ago to as low as \$2.50. However, the first cellulosic plants are expensive to build and will add to that \$2.50 cost, putting cellulosic slightly above corn ethanol's cost.

#### GOVT HELP FOR COMMERCIAL-SCALE PLANTS

Coskata Inc. was given a \$250 million federal loan guarantee in January to build a 55-million-gallon a year plant in Alabama to process wood biomass into ethanol. POET LLC, the world's biggest ethanol producer, was awarded a \$105 million loan guarantee this month for a plant in Iowa to produce 25 million gallons of ethanol from corn cobs starting in 2013.

Other companies aiming to produce big volumes of cellulosic ethanol or provide enzymes that break down cellulose feedstocks are DuPont's Genencor, Abengoa Bioenergy, Qteros and Novozymes A/S.

About \$1.5 billion in venture capital poured into the cellulosic industry to help fund initial pilot projects over the last decade,

(Editing by Alden Bentley)

<http://www.reuters.com/article/2011/07/25/us-usa-ethanol-cellulosic-idUSTRE7605J920110725>

From: **Nichols, Mary D. @ARB** <mnichols@arb.ca.gov>

Subject: RE: Cheney could be Condit witness

Date: February 15, 2011 9:54:39 AM PST

To: Clean Air Performance Professionals <cappcharlie@earthlink.net>

"This stuff is now a decade old. Normally I wouldn't bother to respond, but there is enough dirt in the ethanol lobby that you really don't need to drag in Chandra Levy. Alex Farrell is dead. Gary Condit and Dick Cheney are both alive, but not very relevant. Gray Davis is or was working for ADM to advance the cause of Midwest corn ethanol in California. No big surprises there."

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

according to the Advanced Ethanol Coalition that lobbies for the industry.

As cellulosic producers move to large-scale operations, venture capital investors are reluctant to bet on the expensive \$150 million plants, said Brooke Coleman, who heads the coalition.

"The venture capital guys will spend \$20 million or \$30 million on you in the start-up phase," he said. "They don't build plants and like to get in and get out in five years."

It is the big banks, oil firms and major energy companies that will help finance the new commercial-scale plants, but many are scared off by the uncertainty over the \$1.01 tax credit and changes in production goals.

Analysts argue that with oil prices high, it should be easier for cellulosic biofuels to attract investors, but incentives from Congress are a big question mark.

A draft bill unveiled in the Senate would extend the \$1.01 per gallon tax credit for three years and add ethanol made from algae to the list

of cellulosic biofuels eligible to get it.

Extending the credit for cellulosic ethanol is part of a compromise for Congress to end a 45-cent-a-gallon tax credit for corn ethanol, which is exceeding its production targets.

But with lawmakers looking to cut government spending, cellulosic producers may be lucky to get a one-year extension.

"How the hell do you extend a tax credit for a multi-year period, when there's no money in the Treasury," said Christine Tezak, energy analyst at Robert W. Baird.

All the uncertainties, however, hurt the industry. Refineries that blend the fuel don't have a reason to sign long-term contracts with biofuels producers, which would encourage investment in new plants and boost output.

"There's no incentive for anybody on the consuming side to ring up a cellulosic guy and say: 'Hey, I'd like to take care of my renewable fuel standard obligations for the next five years, so I need to secure not only present but future production capacity with you,'" said Tezak.

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

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

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

---

# What They Didn't Say

*Stella, Hemmings Motor News, MARCH 2001*

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

(snip)

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

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

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



YOU'LL  
HAVE TO  
REDUCE YOUR  
CONSUMPTION

CHAPPATTE  
PATRICK CHAPPATTE/LE TEMPS, SWITZERLAND