



Clean Air Performance Professionals

April 26, 2015
Assemblyman Frank Bigelow
State Capitol, Suite #6027
Sacramento, CA 94249-0005
(916) 319-2005
(916) 319-2105 fax

RE: Audit of Lake Tahoe service station ground water

Dear Assemblyman,

Can California audit Lake Tahoe Service Station fuel tank leak compliance?

California water supply is in short supply and fuel leaks has a history of impacting local business at the Lake Tahoe World Class resort.

Charlie Peters
Clean Air Performance Professionals
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Our Attorney General has given attention to southern California water protection but Northern California AB 32 climate change pollution may be getting the short stick

Cc: interested parties

CAPP contact: Charlie Peters

Output of fuel cell cars will top out at 3,000 a year

By Hans Greimel, Automotive News, April 27, 2015

YOKOHAMA, Japan -- Some Japanese customers have a three-year wait for the new Toyota Mirai hydrogen fuel cell car because Toyota Motor Corp. can't make more of the cars, even if it wants to.

The world's biggest automaker, despite its vaunted Toyota Production System, says it lacks the manufacturing sophistication and quality control to churn out fuel cell cars any faster.

"Both in terms of design and manufacturing technology, we need to improve," Mirai Chief Engineer Yoshikazu Tanaka said. "We need to achieve a drastic technological evolution."

The backlog means that people ordering today will receive the designed-for-2015 "car of the future" sometime after 2018. So Toyota is already trying to bump up its production schedule.

It aims to build 700 vehicles this year for Japan, the U.S. and Europe. Next year, it will raise output to 2,000, and in 2017, to 3,000. But 3,000 is the limit with current manufacturing know-how, Tanaka said.

Part of the challenge is the sensitivity of making the fuel cell stack, the costly chemical processor that combines hydrogen and oxygen to make the electricity that runs the car.

The stack has 370 cells, each just 1.34 millimeters thick. Etching the conduit channels on each of the fragile cells is a time-consuming and complex process, Tanaka said. Going beyond 3,000 vehicles a year would require a breakthrough in the way they are manufactured.

Despite the tight supply, the first batch of U.S. customers won't have to wait for their Mirais when the car goes on sale stateside in September. That is because Toyota is setting aside 300 of this year's 700 cars for the U.S. and Europe. The European debut follows the U.S. launch.

Toyota hasn't decided how to divvy up shipments between the U.S. and Europe, Tanaka said. But Toyota's U.S. sales goals are ambitious: It wants to sell 3,000 Mirais there by the end of 2017, or more than half the planned production run.

Early states getting the Mirai will be those with hydrogen pumping stations. They include California and probably New York and Connecticut, Tanaka said.

In Japan, the pumping network is still its infancy. The central government had aimed to have 100 stations in operation this year. But so far, only 24 have been built, and only 19 are operating.

The new target is to have 40 up and running this year.

Cost is one obstacle. The stations cost up to ¥460 million (\$3.86 million) to build. Fueling companies, with the government's support, aim to halve that construction cost by 2020.

Another infrastructure quirk: Japan doesn't allow self-serve hydrogen fueling. Only licensed station attendants are permitted to hook up the nozzles and hit the "refuel" button.

Hydrogen leaks, one attendant says, are the No. 1 concern: "It's very dangerous."

<http://www.autonews.com/article/20150427/OEM01/304279983/toyota-output-of-fuel-cell-cars-will-top-out-at-3000-a-year>

CAPP contact: Charlie Peters

New Lawsuit Seeks to Force San Francisco to Drain, Restore Hetch Hetchy Hetch Hetchy Reservoir, behind O'Shaughnessy Dam, in Yosemite National Park. (Dan Brekke/KQED)

By Dan Brekke, KQED, April 27, 2015

Activists have launched a new round in their long-running campaign to restore Yosemite National Park's Hetch Hetchy Valley to its natural condition by draining the reservoir that serves San Francisco and most of the Peninsula.

In a lawsuit filed last week in Tuolumne County (embedded below), the group Restore Hetch Hetchy renews arguments that featured prominently in a 2012 San Francisco ballot campaign — namely, that the water supply from the San Francisco's Sierra Nevada reservoir can be readily and relatively cheaply replaced by altering management of the Tuolumne River.

San Francisco officials, who have opposed studying the idea of emptying Hetch Hetchy, say the suit is "baseless" and that even suggesting draining the reservoir as the state contends with a severe drought is "outrageous" and "crazy."

The lawsuit alleges that Hetch Hetchy violates a 1928 provision of the California Constitution that requires the "beneficial and reasonable" use of the state's water. The action points to later interpretations of the provision, Article X, Section 2, which have held that "the public interest requires that there be the greatest number of beneficial uses which the supply [of water] can yield.

The suit says San Francisco's use of a swath of Yosemite National Park fails to do that:

[The city has] eliminated or seriously impaired the beneficial

uses of the Tuolumne River as the river flows through the Hetch Hetchy Valley. Respondents' method of diverting the Tuolumne River's waters eliminates important aesthetic, scenic, fish & wildlife habitat, fishing, recreational, and preservational beneficial uses in furtherance of water supply storage for remote cities and replaceable electric power production.

The suit also says the city's water project robs Yosemite visitors "of the wonder that would be experienced by millions ... journeying to view Hetch Hetchy Valley's sublime landscape."

The suit uses an approach similar to the one Restore Hetch Hetchy employed in 2012 as part of its campaign to pass Proposition F in San Francisco. The measure would have required the city to undertake a study of draining Hetch Hetchy and reconfiguring the system that delivers water from the Tuolumne watershed to the city and Peninsula. The suit asks for a court order requiring the city to "prepare an engineering and financing plan for altering" the Hetch Hetchy system.

Prop. F went down to a resounding defeat, with a 77 percent "no vote."

"This is just another attempt to grab the spotlight on an issue where we're talking about taking the water supply away for a large part of California," said Tyrone Jue, spokesman for the San Francisco Public Utilities Commission, which runs the Hetch Hetchy system.

Jue repeated the city's talking points in fighting the 2012 ballot measure: the Hetch Hetchy system is efficient, it delivers pure mountain water and does it inexpensively while producing clean hydroelectric power. As city officials have said for years, he added that the cost of restoring Hetch Hetchy would be prohibitive.

"It was estimated to be between three and ten billion dollars in investment to remove Hetch Hetchy Reservoir and restore the valley," Jue said. "And if you put that cost on each customer, that's a range of approximately 550 dollars per year to two thousand dollars per year is San Franciscans were to have to pay that cost."

But the lawsuit argues that a restored Hetch Hetchy Valley would become a magnet for visitors and become an economic engine generating as much as \$8.7 billion in recreational benefits to visitors and local businesses for the first half-century after restoration.

"We intend to show that the value of a restored valley is greater than the cost of restoring it," said Spreck Rosekrans, Restore Hetch Hetchy's executive director.

And Rosekrans said the process of restoration would itself be a magnet for future visitors.

"You would have tourists going to see this marvelous place almost immediately," he said. "People would come back every five years, every 10 years with their families, with their kids, and it would be a really incredible thing to watch this valley come back to life."

<http://ww2.kqed.org/news/2015/04/27/new-lawsuit-seeks-to-force-city-to-drain-restore-hetch-hetchy>

CAPP contact: Charlie Peters

\$9 A Gallon Gas In Concord?

San Francisco CBS Local, April 28, 2015 10:11 AM



(Yesenia Torres/Claycord)

CONCORD (CBS SF) — Consider it a late April's Fools joke. Some pranksters are likely responsible for the ghastly \$9 a gallon prices spotted at a Chevron in Concord Tuesday.

Local news website Claycord.com first reported the sign advertising regular gas for \$9.34 at a Chevron off Highway 4 and Willow Pass Road.

It gave gas station employees a good chuckle. They said it was probably just kids playing a joke by switching the numbers around.

The Chevron has since moved the prices back to the actual price of \$3.49 a gallon for regular gas.

<http://sanfrancisco.cbslocal.com/2015/04/28/gas-in-concord-california-price/>

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