

Ag burns send plumes of smoke into Valley air

By Glen Faison

Porterville Recorder, Tuesday, Aug. 5, 2008

A pair of agricultural burns today in the South County sent sizeable plumes of black smoke into the air, clearly visible from Porterville.

One of the ag burns took place shortly before noon in the vicinity of Avenue 112 and Road 224 near Terra Bella. Ag burning was also taking place today near Strathmore in the area of Avenue 216 and Road 228.

The ag burning took place as air quality in Tulare County was rated as unhealthy for sensitive groups based on concentrations of ground-level ozone. The forecast from the San Joaquin Valley Air Pollution Control District calls for moderate air quality today in Tulare County, again for ground-level ozone.

Light-rail shuttle to begin Zinfandel run by November

Cathy Locke

Modesto Bee, Wednesday, August 6, 2008

Residents and employees in the city's new neighborhoods and business parks may soon find peak-hour travel a bit easier.

The city is preparing to roll out the first phase of a local transit system by early November.

The initial beneficiaries will be residents and employees south of Highway 50, where new developments have been assessed fees to support public transit.

Those fees, along with a \$900,000 grant from the federal Congestion Mitigation and Air Quality program, will fund a pilot shuttle service and development of a five-year transit plan, said Cyrus Abhar, city public works director.

The shuttle, operated by Sacramento Regional Transit, will travel the Zinfandel Drive corridor primarily, connecting areas south of Highway 50 with the Zinfandel light-rail station north of the freeway.

Bill would charge fees at ports for cleaner air

Samantha Sondag, Chronicle Sacramento Bureau

S.F. Chronicle, Wednesday, August 6, 2008

Sacramento -- Cargo shipping companies that send goods through ports in Oakland, Long Beach and Los Angeles would be charged new fees to fund efforts to reduce pollution under a bill approved Tuesday by the state Senate and sent to the governor.

Health advocates lauded the legislation as a tool to combat what they described as dangerous levels of pollution near the ports, while opponents said it would hurt business. The bill passed by a 22-9 vote.

If Gov. Arnold Schwarzenegger signs the measure, shippers would pay a \$30 fee beginning in July for every 20 feet of loaded containers that go into or out of the ports. Local authorities and the ports would spend half the revenue on projects that curb air pollution and half on infrastructure improvements.

Analysts predict that Oakland's port, the fourth-largest in the nation, would collect \$54 million a year based on a \$60 fee being collected for an average 40-foot container.

"We have world-class ports that dump containers into a Third World transportation system," said Sen. Alan Lowenthal, D-Long Beach, who authored SB974. "Right now we're subsidizing our health to send cheap goods to the rest of the nation."

An estimated 3,700 Californians die prematurely every year from pollution originating at ports, said Dr. John Maa, a surgeon at the UCSF Medical Center and spokesman for the American Heart Association.

Trucks, trains and ships emit nitrogen dioxide, carbon monoxide, diesel and other pollutants, which increase the risk of heart and lung disease and strokes.

Although the governor has not issued an official statement on SB974, he worked with Lowenthal on the measure and has expressed support for the concept, said spokeswoman Rachel Cameron.

Schwarzenegger vetoed an earlier form of the bill in 2006.

Potential projects include building overpasses for cars to travel on while trains run underneath, eliminating long lines of idling, pollutant-spewing vehicles. Other projects could include running ships at dock by electric power rather than diesel, building on-dock rails, upgrading trucks and developing magnetic levitation technologies.

Most retailers, manufacturers, agricultural exporters and cargo carriers oppose the bill, as they did in its earlier forms.

Erik Autor, vice president of the National Retail Association, said the goods-movement industry already has taken responsibility for its role in port pollution. In 2005, marine terminal operators created the Pier Pass program, which imposed a fee on containers processed during the daytime and decreased port congestion by 40 percent.

"We agree that retailers ought to shoulder their fair share, but it is unfair for us to shoulder the full burden of the costs of these initiatives," he said.

Port of Oakland spokeswoman Marilyn Sandifur said the port plans to charge shippers no more than \$25 per half-container beginning Jan. 1 - six months before the July deadline.

"We needed to create a fee that would keep us competitive and be fair to customers," Sandifur said. "We're interested in providing a basis where businesses can flourish."

Sen. Roy Ashburn, R-Bakersfield, said the legislation's cost would hit consumers when they can least afford it.

"This is going to be a very large new burden at the very time the economy is struggling and people are having a tough time making ends meet," he said.

Trucking companies, rail lines and shipping lines have said the bill violates the commerce clause of the U.S. Constitution by regulating goods that travel through multiple states.

"It is an illegal tax," said Scott Smith, director of corporate relations at APL of Oakland, one of the world's largest container shipping companies. "I'd say our industry is well into the 90s-percent opposed to this."

How port bill would work

SB974, by Sen. Alan Lowenthal, D-Long Beach, would impose a \$30 fee for every 20 feet of a container going through California's three major ports.

-- Half the revenue would go to traffic congestion-relief projects approved by the California Transportation Commission.

-- Half the revenue would go to air quality improvements approved by the California Air Resources Board.

Masked men: U.S. cyclists enter Beijing in controversial fashion

By Sports Network, The Sports Network
Modesto Bee, Wednesday, August 6, 2008

Four U.S. cyclists worried about pollution created controversy as they opted to wear face masks upon arriving in Beijing.

The cyclists entered the baggage claim area at Beijing Capital International Airport wearing black masks, once again sparking a debate about the air quality in China's capital city.

The quartet of mask-wearing cyclists were identified as Michael Friedman, Sarah Hammer, Bobby Lea and Jennie Reed, all of whom compete in track cycling, an indoor event. Friedman has been named as the ringleader, likely because in 2006 he was diagnosed with a pulmonary embolism, which severely damaged his right lung.

The four issued a prepared apology statement late Wednesday.

"Following our arrival on Tuesday, we offer our sincere apologies to BOCOG, (Beijing's Olympic Organizing Committee), the city of Beijing, and the people of China if our actions were in any way offensive. That was not our intent.

The wearing of protective masks upon our arrival into Beijing was strictly a precautionary measure we as athletes chose to take, and was in no way meant to serve as an environmental or political statement. We deeply regret the nature of our choices. Our decision was not intended to insult BOCOG or countless others who have put forth a tremendous amount of effort to improve the air quality in Beijing.

We are extremely honored to be a part of the U.S. Olympic Team and feel privileged to represent the United States abroad both on and off the field of play. We look forward to putting this incident behind us while we prepare for our competition next week."

The decisions to wear the masks was quickly criticized by members of the U.S. Olympic committee.

"Since it wasn't late October it probably wasn't the best, most opportune time for the athletes to wear those masks," said Jim Scherr, CEO of the U.S. Olympic Committee. "They were a little bit over-conscious when they went through the airport."

USOC head Peter Ueberroth added, "Unfortunately you never want to go to somebody's place and cause any embarrassment, but in this case I think they did a little bit."

Nissan shows test models of electric car, hybrid

By YURI KAGEYAMA, The Associated Press
Washington Post, Tri-Valley Herald and Modesto Bee, Wednesday, August 6, 2008

YOKOSUKA, Japan -- Nissan showed on Wednesday a spiffy electric car packed with a battery developed by the Japanese automaker to deliver more power than the type common in today's hybrids.

The electric vehicle, set for sale in 2010, carried a 300 kilogram (660 pounds) lithium-ion battery and still zipped around a Nissan Motor Co. test course, accelerating more quickly than comparable gas-engine cars.

It was extremely quiet, absent of engine noise _ a trademark of electric vehicles. Details such as cruising range are yet to be determined, Nissan officials said.

Having fallen behind Japanese rivals Toyota Motor Corp. and Honda Motor Co. in hybrids, Nissan has made the electric vehicle the pillar of its green strategy.

Automakers around the world are trying to develop ecological products amid growing concerns about soaring gas prices and global warming. Electric vehicles are zero-emission.

Last month, Tokyo-based Nissan, with French partner Renault SA, announced a partnership with the Portuguese government to sell electric vehicles there in 2011. Separately, Nissan has announced deals with Project Better Place, based in Palo Alto, California, to mass market electric vehicles in Israel and Denmark in 2011.

Nissan's electric vehicle, shown Wednesday, is being promised to go on sale in Japan and the U.S. in 2010 and globally by 2012.

But Nissan faces competition from other automakers, including General Motors Corp. and Ford Motor Co. of the U.S., which have developed electric vehicles.

Also Wednesday, Japanese rival Mitsubishi Motors Corp., working with Japanese battery maker GS Yuasa Corp., said it was building a plant in Japan to mass-produce lithium-ion batteries for its electric vehicle, planned for rental next year and sale the following year.

Nissan also offered test-drives of its hybrid. Hybrids deliver better mileage than comparable gas-engine vehicles by switching between an engine and an electric motor.

Nissan now purchases its hybrid system from Toyota for the Altima hybrid sold in the U.S. but is promising vehicles with its own system by 2010.

Nissan's hybrid system still has some bugs to work out. Shown on an Infiniti luxury model, it seemed to lurch a little when the gas engine kicked in as speed picked up.

Nissan engineer Mikio Nozaki said the system delivers the mileage of a compact car, although he refused to give numbers.

The hybrid comes with Nissan's lithium-ion battery, although they are much smaller than the version in the electric car.

Hybrids such as the popular Toyota Prius has a nickel metal hydride battery, which is less powerful than lithium-ion. Automakers are competing to develop lithium-ion batteries for green cars.

Nissan also showed a side-collision prevention feature that uses sensors to recognize approaching vehicles, even in blind spots, and warns drivers when they are switching lanes.

The warning feels like a tug, delivered through very slight braking, either on the left wheels or the right, Nissan Senior Manager Junichi Kobayashi said. When that will become available on commercial models is still undecided.

Safety features that maintain a safe distance with the car in front and prevent dangerous lane departures are already available.

[Bakersfield Californian, Commentary, Wednesday, Aug. 6, 2008:](#)

Agency mows over public input

BY LOIS HENRY, Californian staff writer

If you've never visited the Bitter Creek National Wildlife Refuge area, you should. It's incredible country in southwestern Kern County. Its rugged, stark beauty can take your breath away.

Unfortunately, it's being run by a unit of the U.S. Fish and Wildlife Service that also leaves me breathless (OK, sputtering), for their incredible arrogance.

I learned about the Bitter Creek controversy last week when the Kern County Board of Supervisors was told by the Planning Department that refuge managers, located in Ventura, proposed to limit grazing as a management tool on the refuge and instead use fire - on more than 9,000 acres. Granted, they wouldn't burn it all at once, but that's a lot of grass to torch, even a little at a time.

Fish and Wildlife held no public meetings on the proposal and when our Planning Department stumbled over the plan (they weren't even notified) and requested a public hearing, Fish and Wildlife said no.

In its environmental assessment, Fish and Wildlife says a public meeting wasn't considered because of the limited "intensity of environmental impacts anticipated" and the lack of "anticipated controversy."

Uh. Wrong.

Funny thing, but we in Kern County might think burning off thousands of acres of grass would have an "Intense environmental impact" on [our already fouled air basin](#). And some of us might like to have a say in the matter before it's a done deal.

That's just scratching the surface, though. Dig deeper and things get worse.

After reading the environmental assessment, which includes the bone-headed burning proposal, I was shocked by the contradictions contained in the document as well as what it lacked.

But here's the bottom line: They don't like cows.

Seriously, if Fish and Wildlife could load up a crop duster with "cow-b-gone," I think they'd coat that refuge an inch thick, no matter how much the Fish and Wildlife spokesman I spoke with might deny an anti-cow bias.

Chris Barr, deputy project leader for the Hopper Mountain National Wildlife Refuge Complex, which includes Bitter Creek, stressed that the proposal prefers seasonal grazing. It's really a pro-grazing document, he told me.

But seasonal grazing as outlined in the proposal wouldn't be economical for ranchers, according to Richard Snedden who ranches next to the refuge and Art Steinbeck who had leased the ground for nearly 20 years before he was shut out by Fish and Wildlife in 2005 while they "rested" the land.

The seasonal grazing concept doesn't allow ranchers any flexibility, they explained. The document even lays out what type of cattle are preferred - steers, not cows. Steers, according to Fish and Wildlife, don't bunch up like cows and don't revisit already overgrazed areas.

Actually, according to both ranchers and a U.C. Davis rangeland specialist I talked to, the exact opposite is true. Clearly, a rangeland specialist did not help prepare the environmental assessment.

The assessment also states that "stair stepping" - the trails cattle make across hillsides - promotes erosion. The rangeland specialist I spoke to said he'd never heard of a study showing that to be the case.

Responsible grazing is a natural way to reduce fire hazards and increase biodiversity, Snedden said.

"They know they need it, but there's just a negative bias toward cattle," he said.

For background purposes you should know that Bitter Creek was a working cattle ranch for more than 100 years before the U.S. government bought it in 1986 as a refuge for the California condor, which had been feeding and nesting there, right alongside the cows, for as long as anyone can remember.

The environmental assessment, however, is rife with anti-cow angst.

It cites a number of studies (some not specific to the land in question and many from decades past) that say, among other things, that cattle introduce noxious weeds and non-native grasses, cause soil compaction and erosion, push out native deer and other hooved animals, foul the water, step on kit fox burrows and are just flat ugly.

I'm not making that up. Of all the alternatives listed in the study, only cattle get an F in "aesthetics." (Oh, the refuge is closed to the public, by the by, so I'm not sure who's so offended by the sight of cows.) Cows are also dinged because their manure is visible from the road. Not even burning and its inherent scarring gets a mention for aesthetics.

Once you read something like that, it's hard to take the rest seriously.

My biggest concern, however, was about what wasn't in the document - studies that show whether grazing has adversely affected the condors, or any other species for that matter.

Not in there.

Barr told me that surveys had previously been done on the land, such as one in 2002 that assessed the grazing fees and program.

That's not the same as a study that looks at whether responsible grazing harms a species. I asked several times about baseline studies as well as why a rangeland specialist wasn't consulted and continued to get a polite but evasive, non-responsive response.

As for the lack of public input, Barr told me the agency has received 53 comment letters and would accept any new ones even though the official public comment window has already closed. But the National Environmental Policy Act doesn't require public hearings.

Supervisors and U.S. Rep. Kevin McCarthy are still going to try.

They've sent letters to Fish and Wildlife seeking a hearing and, if they decline, McCarthy and the Planning Department will hold their own hearing and Fish and Wildlife will be invited to participate.

I hope someone in U.S. Fish and Wildlife figures out that this refuge is a part of Kern County.

But they're already so far out there, we may be waiting till the cows come home.

[Bakersfield Californian, Commentary, Tuesday, Aug. 5, 2008:](#)

Sounding Board: Everyone wants to save a buck

For the first time in two months, the national average retail price of gasoline fell below \$4 a gallon last week. But the California average remained much higher at \$4.32.

At a time of year when Americans typically hit the highway on vacation, many are staying home or taking shorter trips. A survey by AAA found 1.3 percent fewer Americans traveled during the July Fourth weekend compared with a year ago. And this has brought down gas prices at least temporarily.

The Californian asked members of its Sounding Board to describe just ONE thing they are doing to save money and cut costs whether it's at home, during leisure time or on the road. Following are some of their answers:

What are you doing?

We are trying to consolidate shopping into as few trips as possible and as few days as possible.

Thomas Haslebacher of Bakersfield is a water geologist.

To save gas, time and money, I've been "listing." You may do it too. But you might not know there is a name for it.

"Listing" is making an incredible grocery list and only going shopping once every Saturday or Sunday morning at one store for one hour before it gets hot and before it gets busy.

Aim to buy at least half of the items on sale. It takes serious dedication to write down EVERYTHING you could possibly need for the week.

If you forget something, you have to have the dedication to make do without it. The next week, it's the same idea, but a different store. It forces you to look for the best products with the best expiration dates at the best prices. You save a ton of money, a ton of gas, and most of all a ton of time.

Kacie Hathaway is a teacher at Bakersfield High School.

I've parked the car and left it parked unless driving is absolutely necessary. All of my bicycles are tuned up and ready to ride, plus my feet are always a good source of transportation! How nice it is to go for a walk after dinner and return the rental videos, instead of getting the car out and driving the mile. The more folks get out of their cars and onto their feet or their bicycles, [the cleaner our air will be for us all!](#)

Arin Resnicke is a Bakersfield architect.

We are going to "car pool" our summer road trip with another couple. Splitting the cost of gasoline with them will mean we are effectively only going to pay about \$2 per gallon.

Carl Bryan is a high school math teacher.

The price of gas and food has already affected many of my habits, although some were already in place. I arrange my errands to fit effectively into one trip, consider what route to take to make each stop, and ensure that I don't backtrack. I do more shopping online, rather than drive from place to place, and I call businesses ahead to check their hours and ensure they can meet my needs.

Donna Hegelein of Bakersfield is a group home supervisor.

Nationwide, Americans share the problem we face in Kern County high energy costs. Our daily needs are shipped to our local stores. Energy costs drive up the cost of the goods we use. Responding to this crisis is three pronged.

- We need to prioritize our driving needs along with driving at a slower speed, which gives better mileage. Most vehicles can gain at least a couple of miles per gallon if they are driven at 65 mph on freeways.
- We need realize that while alternative energy sources are important, we also need to expand our exploration and drilling in off shore areas, the Alaska wilderness and the various other pockets of oil reserves. We need to build and expand refineries. Citizens must demand Congress stop pandering to environmental groups and start protecting the interest of all Americans.
- We need to stop looking in the past and start looking to the future for efficient and inexpensive ways to transport our mobile society. We need to stop listening to the big three automakers and look to creative minds to solve this crisis.

Stan Harper of Bakersfield owns a temporary employment agency and is a political consultant.

I'm doing everything I can to cut all of the silly things I've gotten used to spending money on. I don't go to the grocery store every week. I don't go out to dinner as often. And I don't buy "flavored water" any more. When I started to really look at some of the ridiculous things my family and I have gotten used to, it was easy to cut them out. The reward is I can now go from paycheck to paycheck with a lot more money in my account and in my savings.

Janice Smith of Shafter is the co-owner of a car dealership.

We are raising the room temperatures on our thermostat to 80 degrees in the summer, and only cooling one side of the house at a time, depending on where we are during the day.

(We have two air conditioners in a split-wing house of 3000 square feet.)

We are also planning to spend most of the summer in the Bay Area, and, we have solar heating for our pool, plus solar panels to cut down on electricity costs.

Leslie Watson is a Bakersfield business consultant.

We set the thermostat to 82 in the summer and 68 in winter, when I wear sweaters indoors. In the summer, we open windows and turn on fans as soon as the outside temperature is cooler than inside. We also use a portable evaporative cooler for our bedroom when it turns really hot.

Bruce Jones is a retired Cal State Bakersfield professor.

We rarely, if ever, start the car unless we can get several things done in the same trip. If we need something special from the grocery store, we walk.

Craig Holland of Bakersfield is a high school teacher.

Besides grouping errands, I've been trying to lay off the gas pedal more. For example, if I'm a block or so away from a signal that has just turned red, I take my foot off the gas and coast.

Of course, I have had a few people jet around me with the one finger salute. I just laughed because they got to the signal before me and still had to wait.

Maureen Buscher-Dang is a public relations consultant.

This year is my 25th wedding anniversary. We had planned for a couple of years to go to England, Scotland and Ireland. However, with increased cost, we had to change that plan and go somewhere closer to home. Hopefully someday travel will become more reasonable and we can make that trip of a lifetime.

David Richmond of Bakersfield is the director of a civics education program.

I love my truck, but it's parked in the garage unless I need to haul something in it. We're fortunate that my wife drives a company vehicle to and from work so I can drive her more fuel-efficient car for my 90-mile round trip work commute.

Mark Wagner of Bakersfield is a plant operator at a hazardous waste disposal facility.

To help our environment, we purchased a Honda Civic Hybrid two years ago. It gets around 40 mpg in the city and around 50 mpg on the highway.

Liz Keranen of Bakersfield is a retired high school language teacher.

I'm curtailing driving. This is tough with two college students and one car between the three of us. New rules are in place: no single-destination drives. We gang up errands on a particular day or to coincide with required trips to work or dentist appointments.

I no longer drop my son at his work site and pick him up later. Since he usually works evenings, when I'm not at the office, he takes the car. It means I'm doing without a car at my disposal, but we're saving car trips and gas, which means we're saving money.

Another way I'm cutting back on driving is something I never thought I'd do. I'm having groceries delivered. If I plan it right, I can have my week's worth of groceries brought to my house for a relatively small fee. I save gas, time, wear and tear on the vehicle, and someone else does the heavy lifting on flats of water, tubs of kitty litter, etc.

The escalating price of gas has me looking from every angle to find ways not to expend the fuel in my tank.

Michele Bresso is a communication professor at Bakersfield College.

[N.Y. Times columnist, Tuesday, Aug. 5, 2008:](#)

Learning to Speak Climate

By Thomas Friedman

Ilulissat, Greenland -- Sometimes you just wish you were a photographer. I simply do not have the words to describe the awesome majesty of Greenland's Kangia Glacier, shedding massive icebergs the size of skyscrapers and slowly pushing them down the Ilulissat Fjord until they crash into the ocean off the west coast of Greenland. There, these natural ice sculptures float and bob around the glassy waters near here. You can sail between them in a fishing boat, listening to these white ice monsters crackle and break, heave and sigh, as if they were noisily protesting their fate.

You are entirely alone here amid the giant icebergs, save for the solitary halibut fisherman who floats by. Our Greenlandic boat skipper sidles up to the tiny fishing craft, where my hosts buy a few halibut right out of his nets, slice open the tender cheeks and cut me the freshest halibut sushi I've ever tasted. "Greenland fast food," quips Kim Kielsen, Greenland's minister of the environment.

We wash it down with Scotch whiskey cooled by a 5,000-year-old ice cube chipped off one of the floating glacier bits. Some countries have vintage whiskey. Some have vintage wine. Greenland has vintage ice.

Alas, though, I do not work for National Geographic. This is the opinion page. And my trip with Denmark's minister of climate and energy, Connie Hedegaard, to see the effects of climate change on Greenland's ice sheet leaves me with a very strong opinion: Our kids are going to be so angry with us one day.

We've charged their future on our Visa cards. We've added so many greenhouse gases to the atmosphere, for our generation's growth, that our kids are likely going to spend a good part of their adulthood, maybe all of it, just dealing with the climate implications of our profligacy. And now our leaders are telling them the way out is "offshore drilling" for more climate-changing fossil fuels.

Madness. Sheer madness.

Most people assume that the effects of climate change are going to be felt through another big disaster, like Katrina. Not necessarily, says Minik Thorleif Rosing, a top geologist at Denmark's National History

Museum and one of my traveling companions. "Most people will actually feel climate change delivered to them by the postman," he explains. It will come in the form of higher water bills, because of increased droughts in some areas; higher energy bills, because the use of fossil fuels becomes prohibitive; and higher insurance and mortgage rates, because of much more violently unpredictable weather.

Remember: climate change means "global weirding," not just global warming.

Greenland is one of the best places to observe the effects of climate change. Because the world's biggest island has just 55,000 people and no industry, the condition of its huge ice sheet — as well as its temperature, precipitation and winds — is influenced by the global atmospheric and ocean currents that converge here. Whatever happens in China or Brazil gets felt here. And because Greenlanders live close to nature, they are walking barometers of climate change.

That's how I learned a new language here: "Climate-Speak."

It's easy to learn. There are only three phrases. The first is: "Just a few years ago ..." Just a few years ago you could dogsled in winter from Greenland, across a 40-mile ice bank, to Disko Island. But for the past few years, the rising winter temperatures in Greenland have melted that link. Now Disko is cut off. Put away the dogsled.

There has been a 30 percent increase in the melting of the Greenland ice sheet between 1979 and 2007, and in 2007, the melt was 10 percent bigger than in any previous year, said Konrad Steffen, director of the Cooperative Institute for Research in Environmental Sciences at the University of Colorado, which monitors the ice. Greenland is now losing 200 cubic kilometers of ice per year — from melt and ice sliding into the ocean from outlet glaciers along its edges — which far exceeds the volume of all the ice in the European Alps, he added. "Everything is happening faster than anticipated."

The second phrase is: "I've never seen that before..." It rained in December and January in Ilulissat. This is well above the Arctic Circle! It's not supposed to rain here in winter. Said Steffen: "Twenty years ago, if I had told the people of Ilulissat that it would rain at Christmas 2007, they would have just laughed at me. Today it is a reality."

The third phrase is: "Well usually ...but now I don't know anymore." Traditional climate patterns that Greenland elders have known their whole lives have changed so quickly in some places that "the accumulated experience of older people is not as valuable as before," said Rosing. The river that was always there is now dry. The glacier that always covered that hill has disappeared. The reindeer that were always there when the hunting season opened on Aug. 1 didn't show up.

No wonder everyone here speaks climate now — your kids will, too, and sooner than they think.

[Note: The following clip in Spanish discusses the Senate Committee asks that Stephen Johnson step down from his position with EPA because he lied to congress and made decisions based on a political agenda and not based on scientific evidence showing proof of dangerous levels of air pollution. For more information on this and other Spanish clips, contact Claudia Encinas at \(559\) 230-5851.](#)

Pide comité del Senado renuncia del administrador de EPA

Manuel Ocaño

Noticiero Latino

Radio Bilingüe, Wednesday, August 6, 2008

Por lo menos cuatro senadores del Comité de Medio Ambiente y Obras Públicas de dicha cámara demandaron que renuncie Stephen Johnson, administrador nacional de la Agencia de Protección Ambiental (EPA, en inglés).

La presidenta del referido comité, Bárbara Boxer dijo que el funcionario debiera renunciar por mentir al Congreso, y por tomar decisiones con base en la política y no en evidencias científicas sobre el peligro de la contaminación del aire.

Según senadores, el administrador decidió pasar a la próxima presidencia la responsabilidad de regular el cambio climático.