

In The News 04-19-07

Big west refinery expansion delayed for now

Kern planning chief urges more study out of caution

BY JAMES BURGER, Californian staff writer
Bakersfield Californian, Thursday, April 19, 2007

Expansion of the Big West refinery on Rosedale Highway has been delayed for at least a couple of months while county officials make sure plans for expansion won't endanger people who live, work and shop nearby.

"Given the nature of this project, given the nature of the chemicals and processes that are being used, given the surrounding land uses, we want to side on the side of caution," said Kern County Planning Director Ted James.

Gene Cotten, vice president and manager of the Big West refinery, said "we pretty much agree with him."

A detailed environmental study finished a 45-day public review period in early April, James said.

Significant concerns were raised by worker unions and Kern County Environmental Health about plans to use highly dangerous hydrofluoric acid, known commonly as HF, to "crack" heavy petroleum products at the refinery, James said. And San Joaquin Valley Air Pollution Control District officials wanted more detailed investigations of the project's impacts on air quality.

So James stopped the project's progression, canceling a hearing for the project scheduled for May 10.

Big West officials will be required to deal with concerns and update environmental documents before planners will allow the project to move forward.

Then the public will have a new 45-day period to read and comment on the project.

"My sense is it will be a couple of months before this will go out to a public review," James said.

Cotten said Big West officials understand the need to give the project a serious, careful review.

"We would like the project to move forward," Cotten said, "but we want to make sure everyone feels comfortable with what we're doing."

He said the company is sure they will be able to build a "very safe" facility.

Big West has already agreed to use a modified form of HF that is less likely to form lethal clouds of gas if it escapes into the atmosphere. The refinery initially planned to use an unmodified form of HF that can form dense clouds that can travel several miles, corrode skin and dissolve bone.

Plans to expand the refinery would grow the facility by about half its current size and increase the amount of domestic gasoline products currently produced there.

Panel passes bill on dairies

By Jake Henshaw, Sacramento Bureau
Visalia Times-Delta, Thursday, April 19, 2007

SACRAMENTO - With the Assembly speaker leading the charge Wednesday, busloads of supporters of a buffer zone around Col. Allensworth State Historic Park overwhelmed Tulare County opponents trying to defend a plan for new dairies within two miles of the park.

In a sometimes emotional hearing, the Assembly Committee on Water, Parks and Wildlife voted 9-3 for a bill that would create a 2.5-mile protective zone around the park, which backers said would prevent odors, flies and water contamination in the onetime African-American community.

"This is simply the haves against the have-nots," said a smiling Nettie Morrison, a 31-year resident of the town of Allensworth, "and the have-nots came out victorious."

Allensworth park preserves the site of the first African-American community established in California.

Tulare County representatives led by Supervisor Steve Worthley and Paul Saldana, executive director of the Tulare County Economic Development Corporation, said the bill threatens local control and private property rights while also ignoring park protection provided by local regulations.

"I heard a lot of fears" in the hearing, Worthley said, "but fears are not facts."

Despite the strong opposition, he and Saldana promised that the county will continue to try to defeat the bill- while hoping that separate negotiations to buy easement rights or otherwise compensate the dairy property owners will succeed.

"We are not going to walk away just because there was a committee vote," Saldana said. "We have to continue to fight for the rights of property owners and the rights of the residents of Tulare County and their right to choose."

Assembly Bill 576 by Assemblywoman Wilma Amina Carter, D-Rialto, next goes to the full Assembly, where a vote could occur as soon as next week.

Spokesman Bill Maile said Gov. Arnold Schwarzenegger hasn't taken a position on the legislation.

The bill, which originally would have established a five-mile buffer zone, would prohibit construction of two dairies as proposed by Visalia dairyman Sam Etchegaray and approved as meeting environmental rules by the Tulare County supervisors.

The measure would allow any existing dairies in the buffer zone to continue operating, but there are none within the 2.5 mile protection area, according to the county. The proposed dairies are 1.4 miles and 1.5 miles from the park, Worthley said.

The proposed dairies still need approval from the regional air and water agencies, and Worthley estimated Wednesday that they are six months to a year away from clearing all the reviews.

The county supervisors' environmental signoff on the proposed dairies likely will spark a legal challenge, said Victor Carter of Bakersfield, president of Friends of Allensworth.

David Kravets, spokesman for Attorney General Jerry Brown, also said the state's top law-enforcement officer is reviewing the issue.

"In the strictest sense, we are weighing our options and may or may not get involved," Kravets.

Assembly Speaker Fabian Nunez, D-Los Angeles, released a letter to Schwarzenegger pointing out questions raised by state parks and game agencies about the Tulare County environmental report on the dairies and asking the governor to take legal action to address these issues.

The deadline to challenge the county's report is today, Nunez said.

"We are in the process of reviewing the letter right now," Maile said.

The AB 576 day began with a rally in the Capitol Park - complete with a fake cow - where participants led by Nunez invoked memories of baseball legend Jackie Robinson, civil rights leader Martin Luther King and former President Ronald Reagan, who as governor created the Allensworth park.

"It's kind of cute when you have a cow like this," Nunez said to the two busloads of supporters from the San Joaquin Valley, Los Angeles and Oakland. "But 12,000 cows in an industrial mega-dairy that is adjacent to an historical state park is inappropriate."

Both in the rally and the committee hearing, proponents repeatedly argued that the Allensworth park represents a unique window on California history that requires state protection from local action that endangers its viability.

"If a group can come in and impinge on the integrity of this park, they can do it for someone else," said Josephine Blodgett Smith of Los Angeles, the 92-year old great granddaughter of Col. Allensworth.

Assemblyman Jared Huffman, D-San Rafael, a committee member, added that "we have no shortage of mega-dairies. We have only one Col. Allensworth state park."

"This is kind of a watershed vote," said Assemblyman Gene Mullin, D-San Francisco, a committee member.

Assemblywoman Nicole Parra, D-Hanford, a co-author of the bill, outlined her experiences with the park but she also urged backers of the measures from the cities to respect the contributions of the Central Valley and its agriculture industry.

"Everyone here drinks milk?" she asked rhetorically, without contradiction.

That didn't impress Saldana, who said he was disappointed with her support of the bill.

"We're going to lean on Assemblywoman Parra in particular to bring a resolution to this issue in a manner that doesn't require this type of state legislation," Saldana said.

He and opponents repeatedly said they respect Allensworth park and also recognize its value in increasing visitors to the county.

"The county is very aware of the cultural sensitivity of this park," Worthley said. "If I thought for one second that the concerns that were raised by the people in there [in the hearing] were a reality, I would have been the first supervisor to vote against this."

Instead AB 576 opponents chided its supporters for failing to recognize the changes both in the quality of the county's land use regulations in recent years and of the dairy industry's cleaner operating technology.

They also said - to laughter - that the prevailing winds generally would blow any dairy odors away from the park under the approved plan.

"There is nothing on proof [on] record saying there is harm" to the park from the proposed dairies, Assemblyman Bill Maze, R-Visalia, said.

With backing from the California State Association of Counties, AB 576 opponents repeatedly said that the bill could set a precedent for future state interference in local land use decisions.

"Our concern is about the intrusion into local control," Worthley said.

"In this case, it's a great precedent to set," said Assemblyman Ted Lieu, D-Torrance, a committee member. Allensworth park preserves the site of the first African-American community established in California.

Panel OKs dairy ban near park

Bill to protect Allensworth site moves on in Assembly.

By E.J. Schultz / Bee Capitol Bureau
Fresno Bee, Thursday, April 19, 2007

A bill to ban dairies near the Colonel Allensworth State Historic Park passed its first legislative test Wednesday, drawing cheers from black leaders who say pollution from two proposed dairies would desecrate what they consider to be sacred ground.

With the colonel's 92-year-old granddaughter looking on, the Assembly Water, Parks and Wildlife Committee approved the bill on a 9-4 vote. Republicans on the committee, including Visalia's Bill Maze, opposed the measure as a precedent-setting threat to local oversight of land-use decisions.

Tulare County gave the dairies plenty of scrutiny, Maze said. "If we allow this kind of bill to pass, we've thrown all that out."

But Democrats, including Hanford's Nicole Parra, said it is the Legislature's duty to protect state parks.

"If local government does harm to a state park, the state not only has the authority, we have an obligation to step in," said Assembly Member Ted Lieu, D-Torrance.

The bill next goes to the full Assembly. With backing from Democratic leadership and the Legislative Black Caucus, the bill has a good chance of making it to Gov. Schwarzenegger's desk.

The governor has yet to take a position. Assembly Speaker Fabián Núñez, D-Los Angeles, on Wednesday asked him to intervene immediately, citing environmental concerns.

The legislation would ban dairies from within 2.5 miles of the park, a monument to Col. Allen Allensworth, the Civil War veteran who founded the Allensworth colony in 1908 as a haven for blacks.

Black leaders fear that two dairies planned about a mile and half from the park would bring flies and odors, deterring park visitors.

"You're not going to be able to see the cows, but you're going to be able to smell the residue," said Assembly Member Wilmer Amina Carter, D-Rialto, author of Assembly Bill 576.

She spoke at a prehearing rally on the Capitol lawn, joining Núñez, black lawmakers and one of Allensworth's granddaughters, Josephine Blodgett Smith -- who sat next to a life-size plastic cow.

Blacks "feel very violated," Carter said. "They feel abandoned. They feel their history is not important to the local leaders of Tulare County."

The Tulare County Board of Supervisors approved the dairies in March and oppose the bill.

Testifying Wednesday, Supervisor Steve Worthley said prevailing winds would keep dairy smells away from the park.

"There would not be significant impacts to the park," he said, adding later that, "We are concerned, as a county, about the intrusion of state action."

For Parra, whose farm-heavy district includes the park, the bill has forced a balancing act -- with statewide Democratic interests and the concerns of local officials at opposite ends of the scale. She did not attend the pre-hearing rally, but voted for the bill -- only after she lectured attendees about the importance of dairies.

"Everyone here drinks milk, right?" she said. "Milk comes from cows."

In an interview after the hearing, Parra said she voted yes because the dairy applicants did not reach out to residents.

"The dairy owners never attempted to even meet with the community when they first started to begin this project," she said.

The two dairies, housing more than 12,000 cows, are proposed by Sam Etchegaray of Visalia, who did not attend the hearing. The project still needs air and water permits.

David Albers, Etchegaray's attorney, disputed Parra's characterization.

"We were certainly at every hearing talking to people," he said in a phone interview. "There was a lot of support in the community."

Etchegaray is in negotiations to sell the land to The Trust for Public Land, a private nonprofit whose mission is to conserve natural and historic lands. If the parties can cut a deal -- the land is being appraised - the dairies would not be built.

In a letter sent to the governor Wednesday, Speaker Núñez asked the administration to "take immediate legal action to address the serious environmental concerns" raised in the public comment phase of the environmental review submitted to Tulare County.

The administration is still reviewing the request, said spokesman Aaron McLear.

Various state agencies voiced concerns about effects on water, air, wetlands and native habitat, according to an analysis of the bill by the Democratic-controlled Water, Parks and Wildlife Committee.

Worthley said almost all of the concerns have been addressed and that issues raised by one agency -- the Department of Fish and Game -- were submitted late.

"They were five months after the fact," he said.

Air board measure clears hurdle

By Hank Shaw - Capitol Bureau Chief
Stockton Record, Thursday, April 19, 2007

SACRAMENTO - Legislation that would make the San Joaquin Valley Air Pollution Control District Board more reflective of the rapidly urbanizing region cleared a significant obstacle Wednesday.

State Sens. Dean Florez, D-Shafter, and Michael Machado, D-Linden, want to expand the board to include permanent seats for large cities such as Stockton as well as two governor-appointed air-related professionals, such as a respiratory doctor or an air-quality scientist.

Machado has tried to pass the bill for years but has been blocked by rural and agricultural interests that see the change as eroding their influence on the board, which can regulate nearly anything that pollutes the air.

On Wednesday, the Senate Local Government Committee passed the measure 4-0, with "aye" votes from Chairwoman Gloria Negrete-McLeod - who had voted against it several times in years past - as well as Sen. Dave Cox, a Republican who represents the Mother Lode.

Machado and Florez say the changes they propose could lead to more aggressive action by the district, which they said is needed given the Valley's air-quality problems.

A companion bill by Florez would link up to \$50 million a year in state transportation bond money to the regional board's efforts to clean the Valley's air. It would also let the board increase annual clean-air fees on cars and trucks from \$6 to \$30.

That bill is expected to be debated in committee Tuesday.

So far the regional board is staying out of the debate. The board had actively opposed earlier versions of Machado's bill, which now heads to the Rules Committee.

More details of the bills, SB719 and SB240, are at www.leginfo.ca.gov.

Amid global warming, ag helps Valley keep its cool

By Mark Grossi / The Fresno Bee

Thursday, April 19, 2007

Global warming may be melting the polar ice caps, but in the San Joaquin Valley, scientists say temperatures are unexpectedly low -- thanks to the irrigation of farmland.

The latest research shows that summer afternoons in Valley farming areas are up to 13 degrees cooler than they should be.

Even as greenhouse gases drive up temperatures worldwide, the region's No. 1 industry -- agriculture -- appears to mask global warming here, said Lara Kueppers, an ecosystems scientist at the University of California at Merced.

"It's like air conditioning when you pass by an irrigated field on a hot day," she said.

The cooling effect emerged from a computer model that simulates the region's climate, taking into account factors such as topography and irrigation. Green farm fields, damp soil and higher humidity from irrigation water don't allow the temperature to climb as high as it otherwise would, scientists said.

A scientific journal, *Geophysical Research Letters*, published the results earlier this year. Kueppers wrote the paper with two co-authors, UC Santa Cruz researchers Lisa Sloan and Mark Snyder.

Kueppers said the work raises questions about how much Valley farmland should be paved over for buildings and parking lots. She warned that, due to urban expansion, the cooling effect might not last.

"Greenhouse gases have been increasing," she said, but "we don't expect to see any big increase in irrigated land in the future."

Greenhouse gases include carbon dioxide and methane, which trap heat in the atmosphere. Scientists say the gases, which come from vehicles, factories and many other sources, are linked to rising temperatures worldwide.

The cooling effect in the Valley may seem hard to believe, especially after Fresno had five consecutive days last July with maximum temperatures of at least 112. In the torrid streak, the temperature spiked above the century mark for 18 of 20 days, which is not considered unusual in July.

The temperature in Fresno is higher than in surrounding fields because buildings, asphalt, concrete and other urban structures hold heat, scientists said. Kueppers' computer model accounted for such factors, but the research was focused on the more widespread effects of cooling from billions of gallons of irrigation water.

The temperatures in July and August were 13 degrees cooler than expected. In June and September, the temperatures were 11 degrees cooler.

Kueppers' results are supported by preliminary work at Lawrence Livermore National Laboratory that examines temperature trends over many decades.

The work suggests a cooling of up to 9 degrees on summer afternoons, said Livermore climate scientist David Lobell, who is working on the study.

Kueppers' findings "are very consistent with what we've seen so far for daytime temperatures during summer," Lobell said.

Cities are expected to grow, however, and temperatures may rise as a result, scientists said.

Fresno County lost more irrigated farmland between 2002 and 2004 than any other county in the state, closely followed by Kern County, according to the state Department of Conservation, which tracks such trends.

Of the 8,825 acres of Valley land newly classified as "urban and built-up," state officials said 38% was in Fresno County. The eight-county region from Stockton to Bakersfield covers 16 million acres.

Kueppers said studying such change will be complex.

"In places with golf courses, for instance, water is applied to a lot of vegetation, which is similar to irrigating crops," she said. "But, at some point, we could suddenly see temperature rises as urban development paves over more areas."

Sen. Boxer sees action on global warming legislation

By ERICA WERNER, Associated Press Writer
In the S.F. Chronicle, Thursday, April 19, 2007

WASHINGTON, (AP) -- Sen. Barbara Boxer said Wednesday she sees a bipartisan consensus developing on her Environment and Public Works Committee in favor of legislation to curb global warming emissions.

The Bush administration and many congressional Republicans have resisted such an approach. But the liberal California Democrat predicted a 2008 voter backlash against the GOP if Republicans don't act on climate change.

"There will be an electoral price to pay if they do nothing," Boxer, chair of the environment committee, said in a speech to the National Press Club.

"I think the margin in Congress is at stake, I think the presidency itself is at stake," she said. "The people of this country want action."

Boxer promised to move climate change legislation to the Senate floor as soon as she has the votes in committee to produce strong bills, adding that she did not intend to wait for a filibuster-proof 60-vote margin in the full Senate.

Boxer supports legislation to reduce greenhouse gas emissions by 80 percent below 1990 levels by 2050, which is modeled on California's landmark global warming law signed last year by Gov. Arnold Schwarzenegger.

Even some fellow Democrats won't go that far, but Boxer said she could settle for less and might move bills to address emissions in specific industries rather than economy-wide. Boxer noted that a Republican on her committee, Sen. Lamar Alexander of Tennessee, is introducing legislation to curb pollution from power plants including the carbon dioxide that is a main greenhouse gas.

"I have a consensus developing in my committee across party lines that we will in fact look at bills that cap carbon," Boxer said. "That's why I think it's such a breakthrough."

"We have the beginnings of the consensus, and when we have the votes for a good bill we will get that bill to the Senate floor immediately," she said.

Boxer also called for swift action from the Environmental Protection Agency in the wake of a key new Supreme Court ruling declaring that the agency has the authority under the Clean Air Act to regulate greenhouse gas emissions from cars and trucks.

EPA Administrator Stephen Johnson is due before her committee next week, and Boxer promised to pressure him to act. The Bush administration has favored a voluntary approach rather than new regulation.

"There is no more excuse for this administration not to take action on capping greenhouse gas emissions," Boxer said.

"The No. 1. thing we're going to do is hound them on this week after week," she added, threatening unspecified consequences if she didn't see action. "Clearly, we will not sit back and do nothing."

Boxer will 'hound' Bush on emissions regulations

Carolyn Lochhead, Chronicle Washington Bureau
S.F. Chronicle, Thursday, April 19, 2007

Washington -- Sen. Barbara Boxer promised to pressure the Bush administration to adopt California-style global warming regulations, saying Wednesday that the Supreme Court "handed us a gift" with its recent landmark decision authorizing the Environmental Protection Agency to reduce greenhouse gases as a pollutant.

The decision "put the wind at our backs," the California Democrat said, vowing at the National Press Club to haul administration officials before her Senate Environment and Public Works Committee to ask them what immediate steps they will take to reduce greenhouse gas emissions, which are produced by the consumption of fossil fuels.

"I will hound them on this week after week after week after week," said Boxer, who chairs the committee. "It doesn't take China doing anything. It doesn't take India doing anything. It doesn't take Congress doing anything."

The administration has the power to act on its own, she said, and "I intend to move to make sure the administration uses its powers."

Among the steps she said she expects the agency to take is providing California a waiver from federal rules, which would allow the state to impose greenhouse gas emissions limits on automobiles. She also wants a similar rule adopted nationwide, as well as new limits on all coal-fired power plants. A national rule would reduce greenhouse gases from cars by 30 percent, she said, while gases from utilities account for 40 percent of emissions nationwide.

EPA chief Steve Johnson is scheduled to appear Tuesday before the committee, along with Carol Browner, who ran the agency under Democratic President Bill Clinton and William Reilly, who headed it under Republican President George H.W. Bush.

Although President Bush embraced global warming as a problem in his January State of the Union address, his administration opposes forcing industry to cut emissions. Boxer faces an uphill struggle to pass a global warming bill in Congress, even though she said Senate Majority Leader Harry Reid of Nevada has made the issue second only to the Iraq war on the Democrats' agenda.

Boxer promised to move a bill out of her committee as soon as she has Republican support. While that support is growing among moderates -- committee member Sen. Lamar Alexander, a Tennessee Republican, is poised to introduce a global warming bill this week -- Boxer conceded it is unlikely that Democrats will be able to overcome the 60-vote filibuster threshold needed to pass global warming legislation in this Congress.

Speaker Nancy Pelosi of San Francisco faces a similar difficulty pushing global warming legislation through the House, despite creating a special committee on the issue and pledging to have a bill by July.

At the first hearing of the special committee Wednesday, Republicans questioned efforts to paint global warming as a national security threat.

"Unfortunately, this debate hasn't been characterized by common sense. It's been characterized by extremism," said Rep. James Sensenbrenner, R-Wis. "While this extremism hasn't done anything to produce effective solutions, it has created a lot of hot air, which hasn't been good for Congress' carbon footprint."

But Boxer, in her speech to the press club, said she is counting on public pressure to force the administration to act before the 2008 elections.

"At some point," she said, "the administration will realize that the price isn't worth it," to stand in the way. "Congress is at stake. The presidency is at stake."

Boxer ruled out a carbon tax, widely viewed by economists as an efficient and quick way to encourage energy conservation and reduce fossil fuel consumption, especially gasoline, by raising prices. For that same reason, it is highly unpopular politically.

"There's no support for it," Boxer said. Clinton attempted early in his first term to impose an energy tax, but was hammered by Republicans, and the idea hasn't surfaced seriously in Congress since.

Boxer instead favors a "cap and trade" system modeled on the approach taken by California's new law and by Europe. Under such a system, the government sets emissions levels and develops a market in emissions, in which companies can earn credits by reducing greenhouse gas emissions, or buy credits from other companies that can do so more cheaply. Such a system was initially adopted by Bush's father's administration to curb acid rain pollutants from power plants. The idea was initially denounced but has since been widely embraced. While leveraging market forces, it has the political advantage of targeting industry, while hitting consumers only indirectly.

"At the end of the day, it does the same thing," Boxer said of a cap-and-trade system versus a carbon tax. "You put a price on carbon."

City seeks 'greener' path

Council names construction, recycling as two ways to become more eco-friendly

By Theresa Harrington, Staff Writer

Contra Costa Times, Thursday, April 19, 2007

After adopting its 20-year general plan last year, the Walnut Creek City Council now must prioritize the hundreds of goals it hopes to accomplish by 2025.

The first step is figuring out what the council wants to do this year.

At its Tuesday meeting, the council strongly indicated that it wants to make "green" building and eco-friendly policies a top priority.

"One thing we're going to be working very hard on is commercial recycling," said Mayor Sue Rainey, noting that the business recycling rate has declined recently.

The council also said it wants the city to join the International Council on Local Environmental Initiatives, or ICLEI, to take advantage of programs that can help Walnut Creek measure its carbon emissions and come up with a plan for reducing them. The council may vote on joining the organization, at a cost of \$1,200, next month.

More than 55 jurisdictions in California have already joined ICLEI, including Contra Costa County, El Cerrito and Hercules, as well as Alameda County and several of its cities, such as Berkeley. As part of its carbon emissions assessment, the city would learn how energy-efficient its buildings and vehicle fleet are.

In addition, the city has recently joined the Build It Green nonprofit organization, which provides guidelines and materials for people interested in constructing or remodeling their homes in ways that cut down on waste and make them more energy-efficient. The city also can take advantage of a \$10,000 grant from the Central Contra Costa Solid Waste Authority to receive free advice from Build It Green on developing ordinances that could improve Walnut Creek's air quality and reduce waste.

Walnut Creek residents interested in getting advice about green building can contact the organization through its "Ask an Expert" hotline at www.builditgreen.org.

Robert Joe, who built a "green house" using recycled steel with straw bale insulation, said the city should consider establishing an advisory committee of residents and others in the community with environmental expertise. He also urged the council to think out of the box as it develops guidelines for redeveloping the former Veterans building site on Locust Street, suggesting a "green" project that would meet platinum requirements for Leadership in Energy Efficiency, or LEED, certification.

Resident Anthony Newey said he and other members of his Unitarian church are very concerned about climate change and he strongly encouraged the council to join other cities in becoming part of a movement to educate the public and push for action at the federal level.

"It does seem to me that all of us are faced with a very urgent problem," Newey said, referring to global warming.

The council agreed that it would be in a better position to begin formulating an action plan after it finds out what its carbon emissions are now. Councilman Gary Skrel suggested the city could host "Community Conversations" about sustainability, direct the Planning Commission to begin working on the issue or possibly set up a task force to discuss ideas for conserving energy, reducing waste and protecting the environment.

Rainey said she wants to include the Chamber of Commerce, Downtown Business Association, schools and other community members in the dialogue about how Walnut Creek can become more environmentally conscientious. Besides concentrating on new construction, the city should encourage residents to use energy efficient light bulbs, Rainey said.

"We do want to move forward and make a difference," she said.

Councilwoman Gwen Regalia said the city can also cut down on pollution by encouraging residential development, such as a proposed BART transit village, in the downtown area near public transportation.

[Sacramento Bee, Commentary, Thursday, April 19, 2007](#)

Environmentalism for the manly man, our governor

By DANIEL WEINTRAUB

Gov. Schwarzenegger is on an environmental offensive, trying to bring his passionate optimism to a cause he says has been slowed by the downbeat nagging of dour tree-huggers.

He's on the cover of Newsweek spinning a globe on his finger. He is on the cover of Outside Magazine dressed in outdoor gear and alligator boots.

In interviews and speeches over the past week, he has been defining a new sort of environmentalism that does not depend on personal sacrifice-- starting with his own Hummers and his private jet.

"For too long, the environmental movement had been powered by guilt," Schwarzenegger said at a conference in Washington, D.C., last week. "But I believe that this is about to switch over from being powered by guilt to being powered by something much more positive, much more dynamic, something much more capable of bringing about major change."

It's "too bad," he said, that "we can't all live simple lives like the Buddhist monks in Tibet. But you know something? That's not going to happen."

So instead of trying to force people to change their lifestyles and to limit personal consumption, Schwarzenegger says he wants to work with industry to bring people more choices that they will make on their own to bring about a greener world.

"I don't think that any movement has ever made it and has ever made much progress based on guilt," he said. "Guilt is passive, guilt is inhibiting, and guilt is defensive. ... Successful movements are built on passion, they're not built on guilt. They're built on passion, they're built on confidence, and they're built on critical mass. And often, they're built on an element of alarm that galvanizes action."

He compared his environmental evangelism to his transformation of the body-building world in the 1970s from a fringe sport that was considered "weird" to accepted in the mainstream.

The same thing, he said, can be done for the green movement, though he probably overstates the extent to which it is perceived as being out of the mainstream today.

Schwarzenegger recently taped a segment for an MTV show called "Pimp my Ride." The show regularly features the reclamation of a junked car into a new, cool model, a low-rider or a muscle car. In Schwarzenegger's segment, the show's mechanics created a car that can go from zero to 60 mph in three seconds -- and runs on bio-fuel.

"You see, now we cut down on the greenhouse gas emissions, so we don't have to really go and take away the muscle cars, we don't have to take away the Hummers or the SUVs or anything like this, because that's a formula for failure," Schwarzenegger said. "Instead what we have to do is make those cars more environmentally muscular. That is what we have to do."

Schwarzenegger's environmentalism, though, is not based only on making the movement more hip. The landmark global warming bill he signed last year will set in motion a wave of state regulation on industry that will almost certainly drive up prices for energy, cement and other inputs into the manufacturing process, at least in the short term.

The same is true for his call to reduce the carbon content of gasoline by 10 percent by 2020.

California already has experience with its own rules on gasoline content. They have given the state the highest gas prices in the nation. The new rule will likely add to that margin.

And now he is talking about erecting trade barriers against countries that do not live up to the U.S. government's environmental standards. That is a policy that would almost by definition drive up prices here for the consumer goods that companies in those nations sell to us.

In fact, his belief in the power of markets to help enforce environmental regulations carries the implicit assumption that, by making our current lifestyles more expensive to maintain, a door will open to cleaner industrial technology that is not feasible under today's economic conditions.

It's possible, even likely, that Californians are willing to pay those higher prices for a cleaner environment. But Schwarzenegger's message would be more accurate if he acknowledged that there is a hidden cost to his policies, even if he is not trying to take away someone's car.

And over the long run, Schwarzenegger may be right that the new policies will not only save the Earth but save consumers money. The new forms of energy, for example, might eventually be cheaper than oil. In the

meantime, he says, the car manufacturers need a nudge from government to build cleaner-burning vehicles, just as they took a shove a generation ago to build more fuel-efficient models.

But all of that comes with a cost. Schwarzenegger might consider it a good investment in the future. The nature of investment, however, is the denial of short-term satisfaction with the hope of long-term gain.

The governor could accomplish a lot more by convincing Californians, and Americans, of that fact than he ever will by saving the Hummer.

[Note: The following clip in Spanish discusses Senator Barbara Boxer's promise to pressure the Bush administration to adopt California-style global warming regulations. For more information, call Maricela at \(559\) 230-5849.](#)

Promete senadora hacer nacional el plan anticontaminación de California

Al hablar de sus planes para convencer a la administración del presidente George W. Bush, para aprobar reglamentos similares a la ley de California, la senadora Barbara Boxer dijo que "los estaré cazando semana, tras semana, tras semana"

Noticiero Latino, Fresno, CA

Radio Bilingüe, Thursday, April 19, 2007

La presidenta del Comité de Medio Ambiente y Obras Públicas del Senado federal, Barbara Boxer prometió que intentará hacer nacional la ley contra el sobrecalentamiento terrestre de California, la legislación más severa en el país contra la contaminación.

Boxer dijo además que se debe aprovechar "el regalo" que hizo la Suprema Corte este mes, al responsabilizar a la Agencia federal de Protección Ambiental, la EPA, de controlar nacionalmente emisiones que contaminan el aire.

Al hablar de sus planes para convencer a la administración del presidente George W. Bush, para aprobar reglamentos similares a la ley de California, la senadora dijo que "los estaré cazando semana, tras semana, tras semana".