

EPA May Tighten Smog Rules

By H. JOSEF HEBERT, Associated Press Writer

In the N.Y. Times, S.F. Chronicle and other papers, Wed., March 12, 2008

WASHINGTON, (AP) -- States and local officials across the country awaited word Wednesday on whether they will have to further cut air pollution to protect millions of people, especially the very young and the elderly, from respiratory illnesses.

The Environmental Protection Agency is planning to announce whether it will tighten the federal health standard for ozone, commonly known as smog, and leave several hundred additional counties falling short of what the federal government considers healthy air.

The EPA last year said it was considering lowering the standard from 80 parts per billion of ozone per unit of air to between 70 and 75 parts per billion. In recent weeks a broad range of industry groups have lobbying the EPA and the White House to keep the current standard despite warnings from most health experts that it does not adequately protect public health.

The EPA scheduled a news conference to announce its plans. The agency is under court order to come up with a smog ruling by March 13.

EPA Administrator Stephen Johnson has told members of Congress he is convinced that science shows the current standard, enacted more than a decade ago, must be tightened. But he is not expected to lower it as much as many health experts argue is needed.

An independent EPA advisory group of scientists has urged the agency to adopt an ozone standard of 60 to 70 parts per billion, saying that's what is needed to provide an adequate margin of protection to millions of people susceptible to respiratory problems, including the very young and elderly. A similar conclusion was reached by a second advisory board on children's health.

In December, 111 health scientists in a letter to Johnson also urged the EPA to adopt the findings of the science panels. But industry groups representing manufactures, electric utilities, chemical and oil companies, and other groups have lobbying hard in recent weeks against any change in the federal standard. They argued at the EPA, White House and in Congress that lowering the current requirement would be too costly and threaten the economies of areas that will have impose new pollution controls. They contend the health benefits of lowering the smog standard have yet to be proven.

Health advocates disagree.

"Most studies show a steady reduction in the public health burden as the standard is tightened," said Jonathan Levy of the Harvard Center of Risk Analysis.

The EPA has said, based on various studies, cutting smog from 80 to 75 parts per billion would prevent between 900 and 1,100 premature deaths a year, 1,400 fewer nonfatal heart attacks and 5,600 fewer hospital or emergency room visits. A separate study suggests that tightening the standard to 70 parts per billion could avoid as many as 3,800 premature deaths nationwide.

The air quality in about 85 of more than 700 counties currently exceeds the federal health standard for smog during at least some days of the year. If the standard is lowered to 75 parts per billion, that number of counties in noncompliance is expected to roughly quadruple, according to the latest EPA estimates.

The EPA by law is not supposed to consider economic cost in establishing the federal health standard for air quality. The agency has estimated new pollution control efforts to comply with a 75 parts per billion standard would be as much as \$8.8 billion a year, although acknowledging that does not take into account reductions in health care costs which could be even greater.

Environmentalists plan to sue EPA over air quality ruling

Activists say agency wrongly labeled valley as 'clean'

By Garance Burke, AP
Tri-Valley Herald

FRESNO - Environmentalists vowed to sue the U.S. Environmental Protection Agency on Monday after the agency found that air quality in the San Joaquin Valley met federal standards for airborne dust, smoke and soot.

On Friday, the agency ruled the region's air was no longer plagued with excessive levels of PM-10 pollution, tiny airborne particles that are linked to asthma, bronchitis and heart problems.

Monitors throughout the valley showed pollution levels hadn't violated requirements under the federal Clean Air Act over a three-year period, the agency said.

But environmental groups - including three chapters of the Sierra Club and a group of physicians in the valley - say the EPA's data show that federal pollution standards were surpassed nine times from 2003 to 2006.

"They're saying, 'The air is clean, we wash our hands, and whatever the valley's dust problems are now will be the reality from here on out,'" said Paul Cort, an attorney with Earthjustice, an Oakland-based law group that plans to file suit in the 9th U.S. Circuit Court of Appeals. "We believe that if you look out your window in Bakersfield, you can see that the problem has not been solved."

Officials in the EPA's Region 9 in San Francisco said Monday the temporary spikes environmentalists decried were excluded from the records, because the monitors were registering dust kicked up by high winds and construction, the EPA said.

"We all know that the San Joaquin Valley has air pollution problems that need to be dealt with," said Kerry Drake, an associate director in the air division in EPA's Region 9. "It appears to us that this standard has been met. There's no going backward, and there's plenty more work to be done."

Pollutants from tailpipes, smokestacks and livestock waste all contribute to smog in the valley, which is one of the nation's dirtiest air basins.

The valley still exceeds federal standards for ozone and fine particle pollution.

EPA smog rule near

By H. JOSEF HEBERT, Associated Press Writer
The Modesto Bee, Wednesday, March 12, 2008

WASHINGTON --The Environmental Protection Agency is postponing an announcement Wednesday on whether it plans to tighten federal air quality requirements for smog.

Officials and lobbyists said they had been told the EPA was ready to announce it would tighten the federal ozone, or smog, standard to 75 parts per billion. That's a concentration that falls short of what health experts have said is needed to protect children and the elderly. Business groups have argued that the current 80 parts per billion should not be changed.

EPA spokesman Jonathan Shradar confirmed that the announcement was being postponed and said he could not say whether it would be rescheduled.

A tougher smog rule would force many counties to find more ways to reduce air pollution.

Good news for West Park: State might give \$25 million

TIM MORAN
The Modesto Bee, Wednesday March 12, 2008

The plan to bring short-haul freight trains to Crows Landing got another boost this week with a recommendation for millions of dollars in funding from the California Transportation Commission staff.

The controversial short-haul rail proposal between the Port of Oakland and Crows Landing should get \$25 million from the state's \$3 billion Trade Corridor Improvement Fund, according to the recommendation.

The rail project is part of a 4,800-acre business and industrial park proposal by PCCP West Park LLC on land in and around the county's Crows Landing Air Facility. The rail link would launch as many as six round-trip trains a day, bringing consumer goods from Asia to Crows Landing for distribution up and down the coast, and shipping valley agricultural products to Oakland destined for Asian markets.

The recommended grant amount is \$1 million less than West Park and the county requested. The transportation commission is expected to vote April 10 on how the Trade Corridor Improvement Funds should be spent.

"It's a great endorsement to have the staff recommendation," West Park developer Gerry Kamilos said Tuesday.

"It further validates what we are trying to achieve here in Stanislaus County. It means from the staff perspective, Stanislaus County is very much in play as a recognized participant in the Northern California trade corridor system."

County Supervisor Dick Monteith, a proponent of the project, also was pleased with the funding recommendation. "I think they grasp what we are trying to do," he said of the transportation commission staff.

The county is pursuing the project for the thousands of jobs the industrial park promises to create, Monteith said, but the benefits to air quality may be what is swaying the commission staff.

"I believe the rail project is the first real solution presented in California to address the valley air pollution issue," he said.

The short-haul rail system would, in theory, remove thousands of trucks now driven into Oakland over the Altamont Pass.

Many West Side residents oppose the project because of added traffic congestion, potential disruptions caused by trains and loss of prime farmland.

"I still don't think it's a good project," Patterson Mayor Becky Campo said. "We felt we would be able to convince the CTC staff. I'm just disappointed, that's all."

Air pollution and congestion in the vicinity of the Crows Landing industrial park will be worse, Campo said.

"With the extra trucks, we will be inheriting Oakland's problems," she said. "Hopefully, the entire CTC will see more than what the staff is looking at, and vote to deny it."

Supervisor Jim DeMartini, who represents the West Side and is a vocal opponent of West Park, said he was surprised by the CTC staff recommendation.

"With all the projects that are vital to moving goods, I can't see where the CTC staff is coming from," he said. "Short-haul rail is a money loser. I don't see this as a viable project."

No funds for track right of way

The commission staff did not recommend funding \$75 million for the San Joaquin Council of Governments project to acquire Union Pacific track right of way through the Altamont Pass. West Park intends to use those tracks for its short-haul trains, and was working with the San Joaquin Regional Rail Commission on an operating agreement.

Without the San Joaquin COG acquiring the right of way, West Park will have to negotiate with Union Pacific to use the tracks, said West Park transportation consultant D.J. Smith.

Andre Boutros, the transportation commission deputy director for staff, said the San Joaquin right of way project application was unclear on when the public benefit would be realized. Commission guidelines want a public benefit by 2013.

The staff also was trying to stay within \$825 million for Northern California projects, Boutros said. The Northern California projects recommended by the staff total \$824.89 million.

The West Park project request was pared by \$1 million because the staff did not want to recognize the county's lease of land for the inland port as part of the matching funds, Boutros said.

Kamilos said the loss of the \$1 million wouldn't pose a big obstacle for West Park.

Smith sounded a cautious note on the recommendation: "This is pretty positive, but the fat lady is not singing yet. That won't happen until April."

Stanislaus County staff is likely to recommend that the Board of Supervisors delay a final vote on the West Park proposal until the CTC votes April 10, according to Keith Boggs, county deputy executive officer.

The transportation commission will meet today at 1 p.m. in the CalPERS Building in Lincoln Plaza, 400 P St., Sacramento, to discuss the staff recommendations. A public comment period will be included.

At EPA, Unions Break From Management

By Christopher Lee

Washington Post, Tuesday, March 11, 2008

Unions at the Environmental Protection Agency have pulled out of a long-standing partnership with management, saying Administrator Stephen L. Johnson has failed to deal in good faith on issues such as scientific integrity and job evaluations.

In a Feb. 29 letter to Johnson, 19 union leaders, who represent 10,000 EPA employees, complained that he and other top managers have ignored the advice of unionized workers and the agency's own principles of scientific integrity. They cited issues that include fluoride drinking-water standards, a California bid to limit greenhouse gases, and mercury emissions from power plants.

The agency's scientific-integrity principles, jointly developed by unions and managers during the Clinton administration, call for employees to ensure that their scientific work is of the highest integrity, and to represent it fairly, acknowledge the intellectual contributions of others and avoid financial conflicts.

"EPA boasts of the principles of scientific integrity before the Congress and the public as an example of EPA's dedication to using only good science in its decision making, but refuses to agree to an adjudication process for resolving disputes arising from alleged violations," the union leaders wrote.

EPA spokesman Jonathan Shradar said Johnson "has and will continue to value the expertise and advice of his staff at all levels. The administrator is faced, when given the facts and the law, with making some difficult decisions. . . . He takes the science very seriously, and he makes the decisions based on the science within the bounds of the law."

The Bush administration drew criticism in December when Johnson, a 27-year veteran of the agency, denied California's petition to limit greenhouse-gas emissions from cars and trucks, overruling the unanimous recommendation of the EPA's legal and technical staffs. Johnson has said that higher fuel economy standards and increased renewable fuel requirements that President Bush signed into law last year will do more to address global warming than "a confusing patchwork of state rules."

Last month, a federal appeals court threw out the EPA's approach to limiting mercury emissions from coal-burning power plants, ruling that agency officials had followed their own desires rather than the law in imposing new standards that were favorable to plant owners.

J. William Hirzy, executive vice president of Chapter 280 of the National Treasury Employees Union, one of the union locals that sent the letter, said there have been other internal fights over the dangers of fluoride in drinking water and certain ingredients in pesticides.

"It's not so much that we're looking for influence over policy decisions. We're looking to have our science recognized," said Hirzy, a senior scientist in EPA's risk assessment division who emphasized that he was speaking as a union official.

Created during the Clinton administration, the EPA's Labor-Management Partnership Council, like its counterparts in other agencies, is intended to head off internal disputes and delays by discussing issues such as changes in work schedules and the introduction of new technology before final decisions are made. Bush dissolved the agency councils by executive order in 2001, but EPA officials maintained a working relationship with the unions.

The letter announcing the unions' withdrawal cites a lack of union input on the design of a performance appraisal system and a failure to engage unions before implementing changes in work rules.

"It's gotten worse than ever in terms of the agency just doing unilateral decision-making," Hirzy said. "We're tired of it."

PM Says Australia Will Meet Kyoto Target

By ROD McGUIRK, AP

Washington Post, Tuesday, March 11, 2008

CANBERRA, Australia -- Australia is on track to meet its greenhouse gas emission target, Prime Minister Kevin Rudd said Tuesday as United Nations protocols for reducing carbon pollution took effect.

Rudd told Parliament that government modeling showed that Australia would meet its target of containing carbon emissions to 8 percent above 1990 levels by 2010.

"From today, Australia officially becomes part of the global solution on climate change, not just part of the global problem because from today, Australia's ratification of Kyoto enters into force," he said.

The first act of Rudd's center-left government after taking office in November last year was to ratify the 1997 Kyoto Protocols climate change treaty. The treaty came into force in Australia on Tuesday, 30 days after Rudd handed the ratification documents to U.N. Secretary-General Ban Ki-moon in Indonesia on Dec. 12.

Under the policy settings of the government of former Prime Minister John Howard, Australia would not have met the target, he said.

Rudd also said he sent the U.N. a report Tuesday on how Australia measures its carbon emissions. The report was delivered a year ahead of schedule.

Under Howard's center-right government, Australia joined the United States in becoming the only industrialized countries to refuse to accept Kyoto targets.

Waxman wants EPA correspondence with White House on Calif. waiver

By ERICA WERNER, AP

Capital Press Ag Weekly, Monday, March 10, 2008

WASHINGTON (AP) - A House committee chairman accused the EPA Monday of withholding hundreds of communications between EPA, the White House and the Justice Department over EPA's refusal to let California regulate greenhouse gas emissions from cars and trucks.

Rep. Henry Waxman, D-Calif., threatened in a letter to EPA "to require production of the documents" if they weren't turned over.

Waxman already has issued one subpoena to the Environmental Protection Agency over the California waiver denial and aides said more were possible. Waxman chairs the House Government Reform and Oversight Committee.

EPA spokesman Jonathan Shradar said, "We respect the committee's oversight responsibility and continue to work with their staff in response to these requests. The administrator has been transparent during this process and no amount of review will change his decision on the waiver."

At least 16 other states were also blocked from implementing the emissions reductions sought by California when EPA Administrator Stephen L. Johnson denied California the required federal waiver last December.

Johnson's decision was applauded by the auto industry, and critics contended it was political, not based on science. Johnson has denied that, but has refused to say whether he was advised against the waiver by the White House, which has adamantly opposed mandatory controls on greenhouse gases.

In response to investigations by Waxman and Sen. Barbara Boxer, D-Calif., internal EPA documents about the decision have slowly been emerging.

They have shown that top career staff at the agency strongly advised Johnson to grant the waiver, arguing that California had made the case for needing its own tailpipe emissions law because of its unique problems with pollution, water supply, sea rise and other issues. California's law would have forced automakers to cut emissions of carbon dioxide and other greenhouse gases by 30 percent in new cars and light trucks by 2016.

But so far Boxer and Waxman have been unable to get their hands on substantive communications between the White House and EPA over the waiver.

Noting that EPA has already missed a series of deadlines, Waxman gave the agency until close of business Wednesday to say when the documents would be produced.

"If no acceptable voluntary schedule is established, I anticipate taking steps to require production of the documents," Waxman said, adding that EPA staff has indicated that there are "hundreds of documents" being withheld involving EPA, the White House and the Department of Justice

Johnson has defended his decision to deny the California waiver by saying the problem of global warming is not limited to California, so California doesn't meet the Clean Air Act criteria allowing it to implement its own pollution reduction controls. He's said a better approach is Congress' new law raising fuel efficiency standards, while California officials contend their law is stronger and would act faster.

ENVIRONMENT- Air Pollution Plan Approved

Washington Post Tuesday, March 11, 2008

The Metropolitan Washington Council of Governments has approved a plan to reduce one kind of harmful air pollution in the region, officials said yesterday. The plan deals with fine-particle pollution -- particles just a few microns wide, which can lodge themselves deep inside human lungs and exacerbate heart disease and other health problems.

The region was declared out of compliance with Environmental Protection Agency standards for fine-particle pollution in 2004. It now must meet new federal standards, limiting the amount of pollution produced in a year, by 2009.

The plan calls for reductions in the amount of fine particles emitted from power plant smokestacks in the area. Joan Rohlf, an official at the council of governments, said that monitoring shows that the region's pollution appears to meet the 2009 standards now and that the new plan was intended to further reduce pollution.

-- David A. Fahrenthold

[Letter to the Fresno Bee, Wed., March 12, 2008:](#)

Organize against environmental hypocrisy

I read Jay Ambrose's commentary (March 7) about the Earth Liberation Front's attacks on homes in Washington. I remember a similar attack here in Fresno.

Here is the thing that I don't understand: For a group that is so radically environmental, where is the logic in setting things on fire, sending thick, black, toxic smoke into the air? Did they walk to the site, so as not to pollute the air with their vehicle emissions? This is like vegetarians who lecture you about eating meat while sporting their new leather sneakers.

Let's all take a look at how we are living our own lives before we start pointing fingers at other people. I think I should start the Down With Hypocrisy Liberation Front.

I have children with breathing ailments, so believe me, I am all for cleaning up the environment and breathing clean air. I just don't think that it is anyone's right to force it upon us. Relax! Let us all do our part -- in a way that is truly environmentally friendly.

Lora Nehring, Kerman

[Note: The following clip in Spanish discusses environmental groups in California intensify their criticism against EPA. For more information on this or other Spanish clips, contact Claudia Encinas at \(559\) 230-5851.](#)

Arrecian en California críticas contra autoridades federales ambientales

Noticiero Latino

Radio Bilingüe, Wednesday, March 12, 2008

Grupos como la organización Sentido Común en California arreciaron críticas por un reporte de la Agencia Federal de Protección Ambiental que declaró a la segunda región del país con el aire más contaminado como libre de riesgos.

Sentido Común informó que en esa conclusión la EPA ignora numerosas violaciones ambientales en el Valle de San Joaquín en California.

Un dirigente de Sierra Club en esa región, Kevin Hall, opinó por su parte que la EPA habría mostrado negligencia hacia los residentes del Valle y protección a empresas contaminantes. La EPA sigue sin responder a esas críticas

[Note: The following clip in Spanish discusses environmental groups warn that they could decide to file a lawsuit against EPA.](#)

Activistas consideran nueva demanda contra Agencia de Protección Ambiental

Noticiero Latino

Radio Bilingüe, Tuesday, March 11, 2008

Varios grupos ambientalistas de California advirtieron que podrían presentar una nueva demanda contra la Agencia Federal de Protección Ambiental por declarar que la segunda región con el aire más contaminado en el país ahora esta libre de riesgo.

Médicos del Valle de San Joaquín y ambientalistas de Sierra Club y Herat Justice dijeron que pueden demandar a esa agencia federal por sus conclusiones.

Según la agencia oficial, el Valle de San Joaquín está libre de riesgo por contaminación que produzca asma, bronquitis y problemas cardiacos.

[Note: The following clip in Spanish discusses truck drivers protest against port authorities in the Long Beach area.](#)

Choferes no se dan por vencidos

Protestan ante los comisionados de puertos en Long Beach; piden revisar su caso

By Isaías Alvarado

La Opinion, Wednesday, March 12, 2008

Les dieron un revés hace menos de un mes negándoles la posibilidad de trabajar como empleados, sin embargo, los choferes de los puertos de Long Beach y San Pedro no quitan el dedo del renglón.

Ayer, antes de que los comisionados del puerto de Long Beach sesionaran, decenas de choferes protestaron porque el 19 de febrero les negaron la posibilidad de convertirse en empleados de las compañías de transporte y no pudieron evitar adquirir por sus medios los vehículos nuevos.

De acuerdo al Programa Camiones Limpios y Seguros se deberá renovar la flotilla de camiones a partir del 1 de octubre del año en curso hasta el 1 de enero de 2012, para disminuir los niveles de contaminación de las comunidades aledañas. En total se desecharán 16,800 unidades en ambos puertos, que en conjunto son la terminal marítima más importante de Estados Unidos.

"Esta es una situación crítica, por el precio del diesel y porque las compañías no pagan nada extra", reclamó César Olivares, un chofer que tiene 27 años trabajando en ambos puertos, quien dijo que no está en posibilidades de comprar un camión de modelo reciente por las altas mensualidades y el mantenimiento.

Para la Coalición para Puertos Limpios y Seguros, que agrupa a organizaciones, compañías y grupos sindicales, la Comisión del Puerto de Long Beach debe cambiar la cláusula donde aceptó que las empresas trabajen con empleados y contratistas independientes.

"Han puesto una carga encima de los camioneros, porque ellos no pueden sostener los pagos de los camiones aunque sean gratis", mencionó Ricardo Hidalgo, representante de la coalición.

Autoridades del puerto han desarrollado tres alternativas financieras para la adquisición de estos camiones.

Una es intercambiar la unidad vieja bajo un acuerdo de arrendamiento de siete años; otra es obtener una concesión de 60 mil a 75 mil dólares y cubrir el resto; y una más establece proveer concesiones de hasta 20 mil dólares para modificar la maquinaria del vehículo.

Art Wong, vocero del Puerto de Long Beach, explicó a La Opinión que el plan aprobado contempla que todos los choferes de esa terminal puedan laborar como empleados si así lo desean.

Un estudio de la consultora Boston, publicado recientemente indicó que ambos puertos podrían perder hasta el 3% de su negocio de carga, que corresponde a 8.5 millones de contenedores, si se adopta la propuesta de emplear a miles de contratistas independientes.

Pero Jorge Mayorga, un chofer que mueve cargas en ambas terminales, señaló que con esta disposición "nos están ahorcando definitivamente".

[Note: The following clip in Spanish discusses record gasoline prices.](#)

Precio récord en gasolina

Araceli Martínez Ortega

La Opinión, Wednesday, March 12, 2008

SACRAMENTO.- Los precios de la gasolina alcanzaron un nuevo récord y el Norte de California tiene los precios más altos de gasolina de todo el país con un costo por galón hasta de 3.75 dólares en el condado de San Mateo y Tahoe City, mientras que en el sur del estado, la media en el precio por galón en Los Ángeles y Long Beach es de 3.56.

Según la Asociación Americana de Automovilistas (AAA), el costo promedio nacional del galón de gasolina es de 3.2272 dólares, superando los 3.2265 dólares que costaba el galón en mayo pasado.

Sean Comey, portavoz de la AAA explicó los altos costos de la gasolina, debido a que el precio del petróleo crudo, el material del que es hecha la gasolina, alcanzó un precio récord de 108 dólares por barril, cuando hace un año estaba a 60 dólares.

En California, el precio promedio por galón de gasolina es de 3.58. En el Norte de California es de 3.60 y en la Bahía de San Francisco, 3.72.

El incremento nacional ha sido en promedio de 46 centavos por galón, en el último mes.

En San Francisco, el precio es de 3.73 dólares por galón de gasolina en promedio, mientras que en Bakersfield, 3.58; el condado de Orange, 3.56; San Diego 3.59 y Ventura, 3.57.

En Hawaii, donde normalmente el costo de la gasolina es muy alto, ayer estaba en 3.61 dólares; aunque en Wailuku, Hawaii, estuvo en días pasados hasta 3.97.

En este momento, ningún estado del país, tiene el precio promedio de gasolina por debajo de los tres dólares.

De hecho, los estadounidenses están gastando hasta un 6% de sus ingresos disponibles - después de hacer sus gastos y pagos de hipoteca, por ejemplo- en combustible para sus autos.

Sin embargo, comentó que otros factores que han influido en el alza de los costos del combustible son la caída del valor del dólar y la especulación financiera.

Cynthia Harris, portavoz de la AAA en el norte del estado, explicó que las razones por las que en el Norte de California los precios de la gasolina son más elevados que en el resto de la nación, tienen que ver con que es una de las zonas más costosas con un nivel de vida más caro.

Esto se debe, detalló, al valor de las propiedades y la alta demanda del combustible. "El transporte público no ofrece muchas opciones, por lo que la gente usa mucho más el automóvil", añadió.

A esto habría que agregarle que en general en California la gasolina cuesta más porque este combustible debe cumplir con las normas de calidad del aire que requiere la Agencia de Protección del Medio Ambiente (EPA) y estas son más altas que en otras partes del país.

Asimismo, en el verano, cuesta más producir gasolina porque se le agregan aditivos que evitan la evaporación debido a las altas temperaturas.

Según Harris, los analistas no predicen que el precio de la gasolina vaya a bajar y, por el contrario, podría incrementarse hasta los cuatro dólares, porque lo que se recomienda tratar de evitar el uso del vehículo.

Gerardo Aguilar, quien trabaja como chef para una cadena de restaurantes tiene que cruzar a diario el puente de la bahía para ir de su casa en Emeryville donde vive a San Francisco.

Entre Emeryville y San Francisco hay unas 12 millas. "Tuve la suerte de que me cambiaran hace dos semanas a un restaurante más cerca de mi casa, si no tendría que manejar el doble hasta San Mateo y gastar más en gasolina", precisa.

"Ahora en San Francisco está a 3.80 dólares el galón, yo lo que hago es ir a Costco a poner ahí gasolina porque siempre me sale más barata", comenta.

Hace dos semanas recuerda que le salió el precio del galón a tres dólares en Costco de la ciudad de Concord. Concord se encuentra a unas 32 millas de San Francisco.

Y platica que a como están los precios del combustible, si no es para el trabajo, prefiere evitar el uso de su auto.

Note: The following clip in Spanish discusses a survey reveals that Californian's support a new environmental law.

Revela encuesta que California apoya nueva ley ambiental estatal

Noticiero Latino

Radio Bilingüe, Monday, March 10, 2008

Una encuesta realizada en Los Ángeles revela que el 64 por ciento de los californianos apoya una ley ambiental estatal, considerada la más severa en el país contra la contaminación.

Sólo un 28 por ciento de los encuestados consideró que la Agencia federal de Protección Ambiental tendría razón en preferir una ley general nacional y negar derechos estatales. Hay un seis por ciento de indecisos.

La encuesta fue realizada por una publicación comercial de Los Ángeles, la zona con la peor contaminación del aire en el país.