

GOLDMAN SCHOOL OF PUBLIC POLICY
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eDIGEST FEATURES

Upcoming Event
Quick Reference List
Alumni and Student Newsmakers
Faculty & Benefactor in the News
Recent Faculty Speaking Engagements
Videos & Webcasts

Thank you for your active interest in and support of GSPP.

UPCOMING EVENTS

1. Competition: Science, Technology, and Engineering Policy white papers
Tuesday, May 2, 5 p.m., 101 North Gate Hall. Food and refreshments provided.

Come listen as graduate students give a brief presentation about some proposals that could someday change the world. They are competing for over \$5,000 in cash prizes and a visit to Washington, D.C. to meet with congressional policymakers -- all part of STEP, the Science, Technology, & Engineering Policy group's annual White Paper competition.

One of the final four is: "A Return to Atoms for Peace: Provision of an Experimental Compact Liquid Metal Fast Reactor to North Korea," by LANCE KIM (MPP candidate 2006), Jay Fahlen and Bethany Lyles.

For more information, go to <http://step.berkeley.edu/> or email info@step.berkeley.edu

2. CLASS OF 2006 COMMENCEMENT
S.F. Mayor Gavin Newsom will give the Commencement Address
May 20, 2006. 10 a.m. Faculty Glade. Reception to follow at the Goldman School.

QUICK REFERENCE LIST

In addition to the print media referenced below, broadcast media coverage includes numerous interviews with DEAN NACHT by KRON TV, KGO TV and KTVU, among others.

ALUMNI AND STUDENT NEWSMAKERS

1. "Paris and San Francisco digital arts partnership most important aspect to Delanoë visit" (SanFranciscoSentinel.com, April 24, 2006); story citing EMILIE MAZZACURATI (MPP cand. 2007);

http://www.sanfranciscosentinel.com/news_in_brief/paris_mayor_press_conf_060424.shtml

2. "Drivers Face 'Tough Summer,' Bush Says. Visiting California on Earth Day, the president laments gas prices while promoting biofuel and 'wise' refinery growth" (Los Angeles Times, April 23, 2006); story citing ROLAND HWANG (MPP 1992); <http://www.latimes.com/news/pri ntedi tition/asection/la-na-bush23apr23, 1, 3763451. story>
3. "Katrina's Tide Carries Many to Hopeful Shores" (New York Times, April 23, 2006); story citing JESSE ROTHSTEIN (MPP 2001); http://www.nytimes.com/2006/04/23/us/23dispora.html?_r=1&oref=slogin
4. "Fuel Economy: Critics say feds' new rules could result in bigger trucks" (Newsday, April 16, 2006); story citing ROLAND HWANG (MPP 1992).
5. "Tacoma/Parkland: Public invited to college talks on oil-global warming connection" (The News Tribune, April 19, 2006); story citing LUKE TONACHEL (MPP 2004); <http://www.thenewstri bune.com/news/local/story/5673932p-5088025c.html>
6. "State forgoes privacy, to track HIV cases by name" (Contra Costa Times, April 19, 2006); story citing MARK CLOUTIER (MPP 1993); <http://www.contracostatimes.com/ml d/cctimes/14376035.htm>
7. "Asians Decry Adidas Shoe as a Misstep" (Washington Post [*requires registration], April 14, 2006; story citing DEBORAH KONG (MPP cand. 2007); http://www.washingtonpost.com/wp-dyn/content/article/2006/04/13/AR2006041301886_pf.html
8. "Higher fees for vehicles urged" Oakland Tribune, April 11, 2006); story citing STUART COHEN (MPP 1997); http://www.insidebayarea.com/search/ci_3697321
9. "Area exec named to transport post" (San Mateo County Times April 8, 2006); story citing STUART COHEN (MPP 1997); http://www.insidebayarea.com/search/ci_3687868
10. "Cost estimate necessary for 'green chemistry'" (Oakland Tribune, April 4, 2006); editorial citing study co-authored by DANIEL CHIA (MPP 2004) and BRYAN EHLERS (MPP 2004); http://www.insidebayarea.com/portlet/article/html/fragments/print_article.jsp?article=3670688
11. "Green Chemistry for California" (San Francisco Chronicle, April 3, 2006) editorial citing study co-authored by DANIEL CHIA (MPP 2004) and BRYAN EHLERS (MPP 2004); <http://www.sfgate.com/cgi-bin/article.cgi?f ile=/c/a/2006/04/03/EDGULIOU201.DTL&type=printable>
12. "Officials plan disaster response. Berkeley: Bike messengers, ham operators could solve high-tech communications failures" (Contra Costa Times [*requires registration], April 3, 2006); story citing CISCO DEVRIES (MPP 2000); <http://www.contracostatimes.com/ml d/cctimes/email/news/14250941.htm?template=contentModules/printstory.jsp>
13. "Going easy on Detroit - New government mileage standards aren't nearly stringent enough" (Times Union, The (Albany, NY), April 2, 2006); editorial citing ROLAND HWANG (MPP 1992).
14. "SANDAG works in anonymity, report says" (San Diego Union-Tribune, April 1, 2006); story citing ELIZABETH HILL (MPP 1975) and report co-authored by MARK IBELE (MPP 1982) and BRENDAN McCARTHY (MPP 2004); <http://www.singonsandiego.com/news/metro/20060401-9999-2m1sandag.html>
15. "San Francisco Sees 10 Percent Drop in New HIV Cases" (Los Angeles Times (LATWP News Service), April 1, 2006); story citing MARK CLOUTIER (MPP 1993);

<http://www.latimes.com/news/local/la-me-sfai ds1apr01, 1, 1137109. story?ctrack=1&cset=rue>

16. "BART Still Trying to Iron Out Kinks - System Crash Delays Come at a Time When Ridership Is Up, But If Problems Persist, Commuters May Leave" (Contra Costa Times, March 31, 2006); story citing STUART COHEN (MPP 1997).
17. "Mitchell director, airline under fire. County supervisors question their roles behind proposal to shift airport control" (Milwaukee Journal Sentinel, March 22, 2006); story citing STEVE AGOSTINI (MPP 1986).
18. "Analyst: Lawmakers Must Direct CA Governor's Climate Change Plan" (Energy Washington Week, March 8, 2006); story citing ELIZABETH HILL (MPP 1975).
19. "Bush's Ethanol Ideas Well Received" (State Journal-Register, February 2, 2006); story citing STEVE FRENKEL (MPP 2000).

FACULTY & BENEFACTOR IN THE NEWS

1. "Green Giants: Mega-producers tip scales as organic goes mainstream" (San Francisco Chronicle, April 30, 2006); story citing VISITING PROFESSOR MARI ON NESTLE; <http://www.sfgate.com/cgi-bin/article.cgi?f=/c/a/2006/04/30/MNGJGI I 7B21. DTL&type=printable>
2. "Field Guide to the Grocery Aisles" (New York Times, April 26, 2006); story featuring VISITING PROFESSOR MARI ON NESTLE; http://www.nytimes.com/2006/04/26/dining/26nestle.html?_r=2&oref=slogin&pagewanted=print&oref=slogin
3. "Vet battled Pentagon on chemical weapons. Man's victory for environment earns award; 5 others around world win Goldman Prize" (San Francisco Chronicle, April 24, 2006); story citing RICHARD N. GOLDMAN; <http://sfgate.com/cgi-bin/article.cgi?f=/c/a/2006/04/24/BAGHQI E6841. DTL>
4. "Vietnam Vet Among Goldman Prize Winners" (Associated Press, April 24, 2006); story citing RICHARD N. GOLDMAN.
5. "Six Grassroots Environmentalists Win \$750,000 Goldman Environmental Prize; Vietnam Vet Fighting Pentagon Nerve Gas Incineration and Champion Of Native Forest Dwellers Terrorized in Liberian Civil War Among Six Winners of World's Largest Prize for Grassroots Environmentalists" (PR Newswire, April 24, 2006); story citing RICHARD N. GOLDMAN.
6. "2006 Goldman Environmental Prize" (Forum, KQED-88.5 FM, Apr 24, 2006); features interviews with GOLDMAN PRIZE honorees. Listen at: <http://www.kqed.org/epArchive/R604240900>
7. "Letter to the Editor: Universal preschool has its fans and foes" (Los Angeles Times, April 22, 2006); letter to the editor by DAVID KIRP; <http://www.latimes.com/news/printedition/opinion/la-le-saturday22.3apr22, 1, 3609372, print. story>
8. "Class in America" (The Oprah Winfrey Show, ABC TV, April 21, 2006); ROBERT REICH is featured guest; http://www.oprah.com/tows/slide/200604/20060421/slide_20060421_350_106. jhtml
9. "Questioning the rules of corporate PR" - Commentary by ROBERT REICH (Marketplace, Public Radio, April 19, 2006). Listen to this commentary at: <http://marketplace. publicradio. org/shows/2006/04/19/PM200604197. html>
10. "G.M. Entangled in Pay-for-Publicity Dispute" (New York Times [*requires registration], April 28, 2006); story citing ROBERT REICH;

http://www.nytimes.com/2006/04/28/washington/28commentator.html?_r=1&oref=slogi&pagewanted=print

11. "Major new power line under consideration" (San Francisco Chronicle, April 18, 2006); story citing DAN KAMMEN;
<http://sfgate.com/cgi-bin/article.cgi?f=/c/a/2006/04/18/BAG511A0931.DTL>
12. "Former Labor Secretary Robert Reich, and Steve Moore of the Wall Street Journal discuss economic outlook for US" (Kudlow & Company, CNBC, April 13, 2006); features commentary by ROBERT REICH.
13. "Attention, shoppers: avoid the center aisles. Nutritionist Marion Nestle's goal is to help consumers decide what to put in their grocery carts and on their plates" (Berkeleyan, April 13, 2006); story featuring interview with VISITING PROFESSOR MARION NESTLE; http://www.berkeley.edu/news/berkeleyan/2006/04/13_nestle.shtml
14. "Curbing emissions to affect economy. UC analysts tout efforts, while opponents say regulating gases will raise nation's energy prices" (Oakland Tribune, April 5, 2006); story citing MICHAEL HANEMANN;
http://www.insidebayarea.com/localnews/ci_3674477
15. "Governor Is Urged to Push for Monitoring of Emissions" (Los Angeles Times, April 3, 2006); story citing study by MICHAEL HANEMANN;
<http://www.latimes.com/business/la-fi-greenhouse3apr03,1,7009057.story>
16. "Bipartisan plans look to cut greenhouse gas. State could be the first to force industry to reduce emissions linked to global warming" (Sacramento Bee, April 4, 2006); story citing study by MICHAEL HANEMANN;
<http://www.sacbee.com/content/politics/story/14238609p-15058990c.html>
17. "Op-Ed: Climate Action Plan moves state in the right direction" (San Jose Mercury News [*requires registration], April 5, 2006); op-ed citing study by MICHAEL HANEMANN;
<http://www.mercurynews.com/mlid/mercurynews/14267429.htm?template=contentModules/printstory.jsp>
18. "State action urged on emissions. Critics say governor must get moving on pledge to clean the air" (Sacramento Bee, April 9, 2006); story citing MICHAEL HANEMANN and MARGARET TAYLOR;
<http://www.sacbee.com/content/politics/v-print/story/14241055p-15060653c.html>
19. "Editorial: California can lead nation by tackling global warming. But Legislature And Governor Must Put Aside Partisanship, Do What's Right" (San Jose Mercury News [*requires registration], April 9, 2006); editorial citing study co-led by MICHAEL HANEMANN;
<http://www.mercurynews.com/mlid/mercurynews/news/opinion/14302552.htm?template=contentModules/printstory.jsp>
20. "New Study Shows How the U.S. Can Reduce Foreign Oil Dependency" (PRNewswire, April 6, 2006); story citing study by DAN KAMMEN;
<http://biz.yahoo.com/prnews/060406/phth013.html?v=54>
21. "Commentator Robert Reich talks about savings and how little is being done about it" (Marketplace, Public Radio, April 5, 2006); commentary by ROBERT REICH; listen to this commentary:
<http://marketplace.publicradio.org/shows/2006/04/05/PM200604054.html>
22. "Book Review: 'Fair Trade For All,' by Joseph E. Stiglitz and Andrew Charlton. The Poor Get Poorer" (New York Times [*requires registration], April 2, 2006); review by ROBERT REICH;
<http://www.nytimes.com/2006/04/02/books/review/02reich.html?pagewanted=print>
23. "The zero-sum globalization game nightmare. Robert Reich asks Joseph Stiglitz a

hard question" (Salon.com, April 3, 2006); story citing ROBERT REICH;
http://www.salon.com/tech/htww/2006/04/03/fair_trade_review/index.html

24. "Will New Fuel Rules for SUVs Cut U.S. Oil Use?" (National Geographic News, March 30, 2006); story citing DAN KAMMEN;
http://news.nationalgeographic.com/news/2006/03/0330_060330_oil_SUV.html

25. "Companies hold keys to ethanol distribution - New supply chain could mean a mint" (Telegraph Herald, March 5, 2006); story citing DAN KAMMEN.

ALUMNI AND STUDENT NEWSMAKERS

1. "Paris and San Francisco digital arts partnership most important aspect to Delanoë visit" (SanFranciscoSentinel.com, April 24, 2006); story citing EMILIE MAZZACURATI (MPP cand. 2007);
http://www.sanfranciscosentinel.com/news_in_brief/paris_mayor_press_conf_060424.shtml

By Pat Murphy

Positioning Paris as a world leader in digital arts technology was the most important aspect of his visit to San Francisco last week, Paris Mayor Bertrand Delanoë told the French media Friday.

Delanoë emphasized the importance he places on that goal by turning to San Francisco first, "The Mecca of new technologies," Delanoë explained.

He sees the new technology as means to a new economy.

The first socialist Mayor of Paris since 1871 spent the last five years trying to modernize Paris economy by forging an alliance among the private sector, academia, and government - with the private sector taking the lead, Delanoë related in a midday Ritz Carlton Hotel press conference in San Francisco.

"It gives private firms control and our authorities are there to help," stated Delanoë.

The Parisian effort is in keeping with a national French Government initiative to promote private-public partnership, he explained...

"I will always be a pragmatist," stressed Delanoë, likening San Francisco Mayor Gavin Newsom's pragmatism to his own.

"It's none of my business, but I hope America will give a lot of attention to Gavin Newsom," Delanoë smiled.

He invited Newsom to Paris for the United Nations Conference of Local Governments at the UN to promote the San Francisco-Paris Digital Sister Cities initiative signed April 20 in San Francisco. And a Newsom Administration team will visit Paris soon to study Parisian policy on immigration, discrimination and homelessness.

SanFranciscoSentinel.com translation services provided by EMILIE MAZZACURATI. Mazzacurati is a graduate of Institut d'Etudes Politiques of Paris. She worked in the office of the deputy-mayor of Paris in charge of the environment, Yves Contassot, where she designed and monitored policy implementation in the field of urban parks management, environmental education and community gardens. MAZZACURATI IS CURRENTLY EARNING A MASTER OF PUBLIC POLICY AT THE GOLDMAN SCHOOL OF PUBLIC POLICY AT UC BERKELEY.

2. "Drivers Face 'Tough Summer,' Bush Says. Visiting California on Earth Day, the president laments gas prices while promoting biofuel and 'wise' refinery growth" (Los Angeles Times, April 23, 2006); story citing ROLAND HWANG (MPP 1992); <http://www.latimes.com/news/print/edition/asection/la-na-bush23apr23,1,3763451.story>

By James Gerstenzang and John O'Dell, Times Staff Writers

West Sacramento, Calif. -- President Bush, who has never had easy relations with environmentalists, combined his oft-stated interest in using technology to reduce the nation's energy problems with the surge in gasoline prices to deliver an Earth Day declaration on Saturday that warned the nation it would face "a tough summer" because gasoline supplies are already tight....

"When that price of gasoline goes up," he said, "it hurts working people. It hurts our small businesses."

But Bush offered no short-term solutions as he sought to draw attention to what he said were signs of progress in cleaning up the nation's air, water and land and as he encouraged work on what experts agree is at best a long-term answer: the development of engines that run on mixes of gasoline and fuel from crops, or on electricity created by hydrogen fuel cells.

At the same time, he encouraged the expansion of the nation's oil refineries, in a "wise" manner....

Anticipating the president's focus, the Natural Resources Defense Council, an independent environmental group, praised Bush for spotlighting one potential response to the nation's search for energy independence. But it said that fuel cells were not a "quick fix" and should not be "exploited for short-term political cover."

"If the president is serious about ending our oil addiction, he needs to commit to accelerating the solutions available today, like stronger fuel-economy performance standards for all vehicles, hybrid vehicles, and clean-burning fuels made from plants grown by American farmers," said ROLAND HWANG, THE COUNCIL'S VEHICLES POLICY DIRECTOR....

[This story also reported in Daily Press (Newport News, VA), Deseret News, Press of Atlantic City, et al.]

3. "Katrina's Tide Carries Many to Hopeful Shores" (New York Times, April 23, 2006); story citing JESSE ROTHSTEIN (MPP 2001); http://www.nytimes.com/2006/04/23/us/23diaspora.html?_r=1&oref=slogin

By Jason DeParle

One afternoon last August, a young bus driver headed to an office in a suburb of New Orleans, humming the song to ["The Jeffersons," a sitcom about a dry cleaner and his wife who had risen to the black bourgeoisie]. He arrived just before his wife, who was pregnant with their first child and escorting four troubled teenagers from the alternative school where she worked.

At 24, the driver, Whitney Marcell, weighed 300 pounds, and answered to the name Big Man. His wife, Jeralyn, who goes by Fu, had just turned 28. She brought along the hard-faced adolescents because her own hard life had presented her with a gloriously teachable moment: Big Man and Fu, up-from-nothing products of New Orleans's roughest projects, were about to buy their first home....

Two days later, Hurricane Katrina struck with biblical force, destroying the Marcell's new home, and chasing them to the outskirts of Atlanta, where they became part of the largest American diaspora since Dust Bowl days. But despite the loss of nearly everything they owned, the Marcell's say they have moved up again.

The median household income in their new neighborhood is nearly twice that in the Lower Ninth Ward, and more than four times that in the projects where they had lived. Though they had recently worked their way out of poverty in New Orleans, the Marcellis say this mostly black suburb offers much safer streets, better schools and a stronger economy.

The Marcellis' journey illustrates one surprising benefit from an otherwise terrible storm: the exodus took low-income families to areas richer in opportunity.

The New York Times analyzed relocation patterns in 17 counties in and around Atlanta and Houston, two leading destinations for Katrina evacuees. Like the Marcellis, the average evacuee has landed in a neighborhood with nearly twice the income as the one left behind, less than half as much poverty, and significantly higher levels of education, employment and home ownership....

"It looks a lot better than I would have guessed," said Myron Orfield, a law professor at the University of Minnesota who studies regional inequality. "I would have guessed that Katrina families would have been relocated in tracts much more disadvantaged and more segregated than the region as a whole."

JESSE ROTHSTEIN, A PRINCETON ECONOMIST, agreed. "These are better neighborhoods than I would have expected," Mr. Rothstein said....

4. "Fuel Economy: Critics say feds' new rules could result in bigger trucks" (Newsday, April 16, 2006); story citing ROLAND HWANG (MPP 1992).

By Harry Stoffer - Autoweek

Washington - The Bush administration insists that its new fuel economy rules will force sport utility vehicles, pickups and minivans to get better gasoline mileage. But skeptics wonder whether the Law of Unintended Consequences will overtake that goal.

Critics say the new standards could encourage automakers to build bigger trucks, potentially wiping out the promised fuel savings. That's because the standards set different fuel economy targets for different sizes of light trucks.

The classifications are based on the area bounded by a truck's four wheels, called its footprint. The bigger the footprint, the lower the mileage requirement.

"The complex new sliding scale and the secrecy of automakers' product plans will submerge any accountability for achieving fuel savings in an oil slick of confusion,".

The new rules, [says Joan Claybrook, president of the consumer group Public Citizen and a former head of the National Highway Traffic Safety Administration], give car companies an incentive "to cut out more efficient vehicles altogether."

NHTSA projects that BMW, which mostly builds small and medium-size SUVs, will have to meet a 2011 truck fleet standard of 25.8 mpg. For General Motors, which makes more large trucks, the standard would be 23.2 mpg.

ROLAND HWANG, VEHICLES POLICY DIRECTOR OF THE NATURAL RESOURCES DEFENSE COUNCIL, says his group and others asked Bush administration officials for a "backstop" provision that would have required a certain level of improvement by each automaker, regardless of product mix. "They rejected that, of course," he says. With lax standards and no backstop, "there is a danger and an incentive to continue to upsize the fleet."...

5. "Tacoma/Parkland: Public invited to college talks on oil-global warming

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connection" (The News Tribune, April 19, 2006); story citing LUKE TONACHEL (MPP 2004); <http://www.thenewstribune.com/news/local/story/5673932p-5088025c.html>

By Susan Gordon, The News Tribune

The relationship between oil dependence and global warming will be the topic of programs at Pacific Lutheran University in Parkland and the University of Puget Sound in Tacoma.

The public is invited to attend the programs, titled "Securing America: Solving America's Oil Dependence through Innovation."

LUKE TONACHEL of the Natural Resource Defense Council is scheduled to speak. The sponsor is a group called Americans for Informed Democracy....

6. "State forgoes privacy, to track HIV cases by name" (Contra Costa Times, April 19, 2006); story citing MARK CLOUTIER (MPP 1993); <http://www.contracostatimes.com/ml d/cctimes/14376035.htm>

By Barbara Feder Ostrov, Knight Ridder

Moving to protect up to \$50 million in federal HIV/AIDS money, California has scrapped its costly and cumbersome system of tracking HIV cases by an alphanumeric code for one that uses patients' names.

Gov. Arnold Schwarzenegger signed legislation Monday requiring the names of patients who test positive for HIV to be reported to local and state health officials....

California is one of the last states to abandon the HIV case codes that were intended to provide more confidentiality for patients, but were assailed for creating an inaccurate picture of the HIV/AIDS epidemic....

California has required the names of patients with full-blown AIDS to be reported to health authorities since 1983. Now, HIV infection will join a list of more than 80 diseases, including tuberculosis and syphilis, that must be reported by patient name.

Whether to report the names of HIV patients to health authorities has long been a contentious issue among patient advocates and public health experts. But as the face of HIV/AIDS has changed, so have opinions about how to track it.

"It's a very good idea, very necessary," MARK CLOUTIER, EXECUTIVE DIRECTOR OF THE SAN FRANCISCO AIDS FOUNDATION, said of the new name-reporting system. "This will result in a more accurate system, so we can do better planning for how to manage the epidemic."...

Patients will still be treated confidentially and will still have the option to be tested at anonymous testing centers, said CLOUTIER. In that case, patients' names will be reported only if they seek treatment. Also, patients' names will not be reported to the federal government; state health officials will provide only case statistics....

7. "Asians Decry Adidas Shoe as a Misstep" (Washington Post [*requires registration], April 14, 2006; story citing DEBORAH KONG (MPP cand. 2007); http://www.washingtonpost.com/wp-dyn/content/article/2006/04/13/AR2006041301886_pf.html

By Michael Tunison, Washington Post Staff Writer

A new, limited-edition shoe from Adidas-Salomon AG, part of the "Yellow Series" and decorated with the face of a character who has buck teeth, a bowl haircut and

slanted eyes, has provoked a heated debate about the lines dividing racism, art and commerce.

The character on the shoe is the creation of a San Francisco graffiti artist, Barry McGee, who is half Chinese. McGee, who calls the character Ray Fong after an uncle who died, said the image is based on how the artist looked as an 8-year-old.

"You have to look at it as a piece of artwork," said McGee, 40, who used Ray Fong as a graffiti tag in the late 1990s and later in art installations and catalogue covers. "The way we put it all together, it becomes a collectible as art."...

DEBORAH KONG, 33, A GRADUATE STUDENT AT THE UNIVERSITY OF CALIFORNIA AT BERKELEY'S GOLDMAN SCHOOL OF PUBLIC POLICY and a former newspaper reporter, heard about the shoe from her brother and sent an e-mail to friends and Asian American organizations to start a letter-writing campaign to Adidas.

"There has been some discussion on blogs about whether this constitutes racism, or whether it's an artist's response to racism," the e-mail states. "But we think it is, at the very least, a bad marketing decision on the part of Adidas. And, taken out of context, it represents an outdated stereotype."

In 2002, the clothing chain Abercrombie & Fitch Co. drew complaints from Asian Americans because several T-shirts it produced bore characters with similar attributes and racially charged slogans.

KONG, who covered that controversy for the Associated Press, said the Adidas shoe does not bother her as much as the Abercrombie shirts but that she thought it was a good opportunity to raise debate on issues that she said Asian Americans are typically hesitant to confront.

"I would like to see an apology, however," she said...

8. "Higher fees for vehicles urged" Oakland Tribune, April 11, 2006); story citing STUART COHEN (MPP 1997); http://www.insidebayarea.com/search/ci_3697321

By Erik N. Nelson, Staff Writer

Area transportation and environmental advocates will join with elected officials today to propose raising state vehicle fees by \$10 per year for motorists in nine Bay Area counties to finance transit, local roadway and ecological improvements.

Assembly Bill 2444, authored by Assemblyman Johan Klehs, D-San Leandro, would levy twin \$5 vehicle registration fees, one for local transportation projects such as improving expressway on- and off-ramp configuration and the other for environmental mitigation, such as installing storm-drain traps to catch toxic runoff that washes off pavement.

Gov. Schwarzenegger has vetoed several similar measures, such as a bill last year that would have levied a fee in five Bay Area counties. The bill's backers believe that after Schwarzenegger's getting drubbed in last fall's special election, in which all of his initiatives failed, he might be more inclined to go along to get along.

"We felt that if we got the whole Bay Area delegation together, that it would be much more difficult, politically, for the governor to veto," said STUART COHEN, EXECUTIVE DIRECTOR OF THE OAKLAND-BASED TRANSPORTATION AND LAND USE COALITION, which promotes eco-friendly transportation alternatives as part of its environmental and social justice program....

9. "Area exec named to transport post" (San Mateo County Times April 8, 2006); story citing STUART COHEN (MPP 1997); http://www.insidebayarea.com/search/ci_3687868

By Erik N. Nelson, Staff Writer

Gov. Arnold Schwarzenegger named a Bay Area construction executive, whose company built the latest BART extension as well as Boston's controversial Big Dig project, as his newest high-ranking transportation official this week.

The governor named Jim Bourgart, a vice president for government relations and business development with Parsons, Brinckerhoff, Quade & Douglas since 1990, as the new deputy secretary of transportation and infrastructure....

The appointment was well-received by several people involved in East Bay transportation planning.

"I think he's well qualified, because what Jim has is really a ton of experience on the nuts and bolts of how to run the transportation system," said STUART COHEN, EXECUTIVE DIRECTOR OF THE TRANSPORTATION AND LAND USE COALITION, made up of groups that support transportation initiatives, especially those that improve transit, bicycling and walking.

"What he'll bring to Sacramento is a really strong base of how to get things on the ground and look at transportation from a real objective, kind of multi-modal perspective," COHEN said....

10. "Cost estimate necessary for 'green chemistry'" (Oakland Tribune, April 4, 2006); editorial citing study co-authored by DANIEL CHIA (MPP 2004) and BRYAN EHLERS (MPP 2004); http://www.insidebayarea.com/portlet/article/html/fragments/print_article.jsp?article=3670688

The global economy is changing the way we think of many things in both business and labor. According to university researchers, it should also change the way we think about health and environmental problems.

We support UNIVERSITY OF CALIFORNIA, BERKELEY RESEARCHERS' recommendation for the formation of a state legislative task force to study the issue and outline a legislative response. Normally, we steer away from yet another government task force. In this case, however, the topic is new enough to warrant systematic study. The cost of adopting the environmental changes, not included in the research report, should definitely be considered by the task force.

It's called "green chemistry," the reduction of toxic chemicals in manufacturing. The European Union is cracking down on the use of such chemicals in industries. One law, for example, bars lead and mercury in electrical and electronic equipment sold in countries that are members of the European Union.

The UC report says California industry will be at a disadvantage if it doesn't work to reduce harmful chemicals.

"We don't need to shut down the chemical industry and go back to the Stone Age; we can design greener chemicals," said Michael Wilson, the lead author of the report commissioned in 2004 by the state Senate Environmental Quality Committee and the Assembly Committee on Environmental Safety and Toxic Materials.

The report recommends that the state adopt laws to require chemical producers to provide information on the toxicity of chemicals, strengthen the state's ability to identify chemical hazards, and support research and development of green chemistry.

Those are solid suggestions. We only wish the report had addressed the cost of such efforts....

Still, we must face the future of the global economy, consider green chemistry, address the problems of chemical hazards and educate ourselves about the cost of

reforms.

[Read the full UC report, "Green Chemistry in California: A Framework for Leadership in Chemicals Policy and Innovation," at:
<http://coeh.berkeley.edu/FINALgreenchemistryrpt.pdf>]

11. "Green Chemistry for California" (San Francisco Chronicle, April 3, 2006) editorial citing study co-authored by DANIEL CHIA (MPP 2004) and BRYAN EHLERS (MPP 2004);
<http://www.sfgate.com/cgi-bin/article.cgi?file=/c/a/2006/04/03/EDGULIOU201.DTL&type=printable>

Californians are being inundated with chemicals, with little knowledge about their impact on their health or the environment.

That's the depressing portrait that emerges from a landmark report titled "Green Chemistry in California" commissioned by the state Legislature.

The report asserts that each day the United States produces or imports 42 billion pounds of chemicals -- the equivalent of 623,000 gasoline trucks, each carrying 8,000 gallons, which, if lined up end-to-end, would stretch from San Francisco to Washington and back. Over the next 25 years, the Environmental Protection Agency expects to see 600 new hazardous waste sites each day. That's in addition to 77,000 existing sites.

The report also describes serious deficiencies in federal regulations, such as the Toxic Substances Control Act, which are supposed to regulate chemicals in the environment.

The result? "Chemicals are already causing an array of problems for health and the environment, business, industry and government in California," the report, authored by research scientist Michael Wilson [DANIEL CHIA, and BRYAN EHLERS], concludes.

But the report does far more than just document problems. It also presents a compelling vision of how California can become a leading force in the United States by developing a "comprehensive chemicals policy" to deal with the issue...

In a welcome contrast, the Chemical Industry Council of California has responded in a refreshingly constructive way. A spokesman said his organization "welcomes a discussion regarding innovation in green chemistry that is rooted in science and risk assessment ... at the 30,000 foot-level, we agree on many things, but the devil is in the details."

Dialogue along these lines is exactly what's called for. Remarkably, all major industry groups -- including even the American Chemistry Council -- are planning a daylong conference May 10 in Los Angeles to discuss and respond to the report. They've invited Wilson, the report's [lead] author, as well as a representative of the European Union, who will describe extremely promising approaches to managing chemicals in Europe.

State Sen. Joe Simitian, D-Palo Alto, who chairs the Senate Environmental Quality Committee, has announced he will hold a hearing on the report, and convene a "work group" to guide the Legislature on devising a chemical policy for the state.

All these are positive signs. Instead of sniping at each other, all constituents who care about the future of the state must come together to develop a unified plan to manage hazardous chemicals in our environment.

California can -- and must -- take the lead.

12. "Officials plan disaster response. Berkeley: Bike messengers, ham operators
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could solve high-tech communications failures" (Contra Costa Times [*requires registration], April 3, 2006); story citing CISCO DEVRIES (MPP 2000); <http://www.contracostatimes.com/ml d/cctimes/email /news/14250941.htm?template=content Modules/printstory.jsp>

By Martin Snapp, Contra Costa Times

Who needs FEMA when you've got Critical Mass?

That's one of the conclusions to come out of a recent conference among Berkeley's top officials and their counterparts at UC Berkeley, Alta Bates Summit Medical Center, Vista College, Lawrence Livermore Lab, Alameda County, Bayer Healthcare, and the state of California.

They met to plan a coordinated response to the next disaster, natural or man-made....

CISCO DEVRIES, CHIEF OF STAFF TO MAYOR TOM BATES, said one of the lessons of Katrina is that high-tech communications will be among the first things to go down, including cell phones, land lines, pagers, satellite phones and Internet connections.

"In Louisiana, they were literally dropping notes out of helicopters," he said.

So Berkeley has come up with a low-tech solution: ham operators and bicycle messengers....

DEVRIES said Berkeley and the Bay Area are better prepared than most regions.

"But we're still likely to get hit really hard, especially if there's a major quake on the Hayward fault. The damage to the Bay Area would be on a par with Katrina."

Among the grim predictions: At least 1,000 dead, 100,000 homeless, half the homes without water, one-third of all hospital beds unusable, 550 fires and destruction of all the major highways leading in and out of the region.

"It'll be at least a week before any help can get to us," said DEVRIES. "We'll be an island of catastrophe."...

13. "Going easy on Detroit - New government mileage standards aren't nearly stringent enough" (Times Union, The (Albany, NY), April 2, 2006); editorial citing ROLAND HWANG (MPP 1992).

While Transportation Secretary Norman Mineta is surely right to call the government's new gas mileage rules "the most ambitious fuel economy goals for light trucks ever developed in the program's 27-year history," that's hardly cause for celebration. The truth is, the new mileage standards are way overdue and won't significantly reduce the nation's addiction to oil....

Under the new rules, an automaker's fleet of light trucks would have to achieve an average of 21.6 miles per gallons for 2006, and 22.2 miles per gallon in 2007. By 2011, when the rules are fully phased in, the fleetwide average would have to be 24 miles per gallon. That works out to a modest total increase of 2.4 miles per gallon. As the Natural Resources Defense Council notes, if the standard were raised by one mile per gallon per year over the next five years, to 27.2 miles a gallon, or about the same as the standard for automobiles, the U.S. would save three-quarters of its daily imports from Saudi Arabia.

By contrast, the Union of Concerned Scientists estimates the new rules will save only two weeks of gasoline a year over the next two decades.

In a way, though, it doesn't matter what the government standards are. What matters

is the marketplace, and rising consumer demand for greater fuel efficiency in the face of high gasoline prices. If Detroit can't respond to that demand, and soon, then it will continue to lose market share to foreign automakers that have already gained a foothold in the hybrid market.

ROLAND HWANG, VEHICLES POLICY DIRECTOR FOR THE NRDC, observes that the Big Three automakers are reeling today because "management bet the farm on gas guzzlers." If the automakers fail to learn from that mistake, then all bets on their survival will be off.

14. "SANDAG works in anonymity, report says" (San Diego Union-Tribune, April 1, 2006); story citing ELIZABETH HILL (MPP 1975) and report co-authored by MARK IBELE (MPP 1982) and BRENDAN McCARTHY (MPP 2004); <http://www.singonsandiego.com/news/metro/20060401-9999-2m1sandag.html>

By Ed Mendel, Staff Writer

Sacramento -- A little-known but powerful association of local governments in San Diego County, which allocates transportation funds, has an appointed governing board with limited accountability to voters, nonpartisan LEGISLATIVE ANALYST LIZ HILL said in a report this week.

The San Diego Association of Governments, or SANDAG, has more power than many similar regional councils of government, said the report. But a poll commissioned by SANDAG last year found that only 49 percent of respondents had heard of the agency and few knew what it does....

"Because the public does not elect the members of the SANDAG board, there is no process to ensure that views of SANDAG representatives necessarily align with the views of San Diego residents," said the analyst's report.

Pointing to another shortcoming, the report said that SANDAG makes nonbinding recommendations for land use, which can be ignored by local governments as they make development decisions.

"Our review found that local agency land use plans are not well aligned with SANDAG's policy recommendations," said the report. The analyst discussed several ways to address the weaknesses identified in the report, but did not recommend a solution....

The 71-page report is available on the Web site of the Legislative Analyst's Office, www.lao.ca.gov.

15. "San Francisco Sees 10 Percent Drop in New HIV Cases" (Los Angeles Times (LATWP News Service), April 1, 2006); story citing MARK CLOUTIER (MPP 1993); <http://www.latimes.com/news/local/la-me-sfai ds1apr01, 1, 1137109.story?ctrack=1&cset=rue>

By Michelle Keller

New cases of HIV in San Francisco dipped nearly 10 percent in the last five years, marking the first drop in infections since the late 1980s, according to preliminary estimates from the city's Department of Public Health....

"This is great news. We're making progress," said MARK CLOUTIER, EXECUTIVE DIRECTOR OF THE SAN FRANCISCO AIDS FOUNDATION. "But I think it is both bad planning and bad public policy to look toward the future based on a (short-term) trend. We don't know how long this will last."

He and others cautioned that the estimated decrease was moderate, especially compared with the plunge in cases two decades ago. And although overall rates seem

to have dropped, nonprofit workers and health officials say rates for black and Hispanic men who have sex with men continue to rise....

[This story, distributed by Associated Press, also reported in Washington Post, Chicago Tribune, South Florida Sun-Sentinel, et al.]

16. "BART Still Trying to Iron Out Kinks - System Crash Delays Come at a Time When Ridership Is Up, But If Problems Persist, Commuters May Leave" (Contra Costa Times, March 31, 2006); story citing STUART COHEN (MPP 1997).

By Mike Adamick, Times Staff Writer

Computer software updates that shut down the four-county BART system three days in a row this week and left passengers stranded for hours were supposed to be performed on the weekends, not during rush-hour, officials said....

But with five months to go before the new \$5 million software update is complete, commuters could be in for more delays as BART has yet to figure out what caused the new system to crash.

The system shutdowns come at a time when BART has been making gains in ridership, from 300,000 a few years ago up to 330,000 this year, and they highlight the difficult task transit agencies face in trying to attract more customers and keep motorists off the road.

One misstep -- like the chaotic response to a track fire earlier this month or the commute-hour delays this week -- can send riders elsewhere.

"In some ways, people get so used to BART being on time or close to on time, that it becomes headline news when it's late," said STUART COHEN, EXECUTIVE DIRECTOR OF THE TRANSPORTATION AND LAND USE COALITION, a transit advocacy group.

BART's on-time average stands at 93 percent, compared with 96 percent for San Jose light rail, 92 percent for Caltrain and 66 percent for San Francisco's MUNI....

17. "Mitchell director, airline under fire. County supervisors question their roles behind proposal to shift airport control" (Milwaukee Journal Sentinel, March 22, 2006); story citing STEVE AGOSTINI (MPP 1986).

By Larry Sandler; Staff; Milwaukee Journal Sentinel

Mitchell International Airport's top administrator and biggest tenant could face the wrath of Milwaukee County supervisors after a failed bid to spin the airport off to a regional authority.

Most supervisors opposed the bill to take away county control of the airport. And now they're raising questions about the roles that Airport Director C. Barry Bateman and Midwest Airlines executives played in the discussions leading to the bill's introduction.

State Rep. Jeff Stone (R-Greendale) and Sen. Jeff Piale (D-South Milwaukee) introduced the bill to create the authority, at the urging of business interests that said the airport was too crucial of a regional economic asset to leave in the hands of one county -- and believed future expansion would be easier if elected officials were out of the picture.

But supervisors argued that the county had run the airport well. After County Executive Scott Walker joined them in opposition, a state Assembly committee refused to vote on the bill, effectively shelving it for the year....

The documents [released after another open records request from the Journal Sentinel] show that Midwest Airlines and Northwest Airlines helped shape the bill --

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even though County Board Chairman Lee Holloway had said publicly that top Midwest executives had sworn to him that their airline was not involved. Documents also show that Bateman, a county employee, sat in on the discussions.

Walker had supported the concept of an airport authority in his 2002 and 2004 campaigns....

But Walker ultimately came out against the bill, after COUNTY BUDGET CHIEF STEVE AGOSTINI argued strongly that it could financially handicap the cash-strapped county.

Each year, the county temporarily moves money from the self-supporting airport into the general fund to plug gaps in cash flow before property taxes and state aid arrive, AGOSTINI said. Without the airport money, the county could be forced into short-term borrowing at unfavorable rates, he said.

Also, the airport pays county agencies millions of dollars for services ranging from security to legal advice, AGOSTINI said....

18. "Analyst: Lawmakers Must Direct CA Governor's Climate Change Plan" (Energy Washington Week, March 8, 2006); story citing ELIZABETH HILL (MPP 1975).

A California legislative analyst is recommending lawmakers take over direction of Gov. Arnold Schwarzenegger's Climate Change Initiative, in part by determining the feasibility of its emission-reduction targets, the costs and benefits of its chief implementation measures and whether the air board should take over program oversight. These determinations are critical to developing an overall climate change policy that should be put into statute, according to LEGISLATIVE ANALYST ELIZABETH HILL.

The analyst's recommendations are expected to help shape legislative proposals this year on greenhouse gas (GHG) emission reductions and inform debate over the governor's proposed fiscal year 2006-07 budget for the plan, according to sources. Assemblywoman Fran Pavley (D-Agoura Hills) is drafting amendments to what is expected to be the premier GHG-reduction bill in the Legislature, AB 32. The bill is expected to place a cap on industrial GHG emissions and implement mandatory reporting on facilities in multiple industry sectors....

Environmentalists are supporting the LAO's recommendations. "I consider the LAO's review to be a good argument for legislation, like the bill Pavley is preparing, to put into statute the foundations for a statewide greenhouse gas reduction plan," said a Sierra Club source. "Without legislation, the executive branch already has authority to implement many specific programs to reduce emissions, but California also needs an overall enforceable cap on emissions on the statute books."

[This story also reported in Risk Policy Report, and Inside Cal/EPA.]

19. "Bush's Ethanol Ideas Well Received" (State Journal-Register, February 2, 2006); story citing STEVE FRENKEL (MPP 2000).

By Dori Meinert and Steve Tarter, Copley News Service

Washington - Corn growers and ethanol producers in Illinois and across the country on Wednesday praised President Bush's call for a 22 percent increase in funding for research into alternative fuels, such as ethanol, made from agricultural waste.

In his fiscal 2007 budget request to Congress next week, he plans to ask for \$150 million, a \$59 million increase from the current funding level, to research an efficient way to produce cellulosic ethanol, which could be made from wood chips, corn stalks or switchgrass.

In his State of the Union address Tuesday night, Bush outlined his "advanced energy initiative," a plan he said would reduce the nation's reliance on Middle East oil by 75 percent by 2025. As part of that plan, he also said he'll ask Congress for increased funds to accelerate research into clean-coal technology, new battery technologies for hybrid vehicles, and wind and solar power.

Illinois would stand to benefit, assuming Congress goes along with the funding requests, state officials said.

"We've got it all - wind, corn, coal and conservation," said STEVE FRENKEL, ILLINOIS GOV. BLAGOJEVICH'S POLICY ADVISOR ON ENERGY AND THE ENVIRONMENT. "We're encouraged by the direction the president is going, but the devil is in the details. We have to wait and see if he makes good. It could be very good for Illinois."...

Bush also plans to include \$281 million for the development of clean-coal technologies and \$54 million for the FutureGen project, aimed at developing an emissions-free coal plant. Illinois and Indiana have joined together to increase their chances of landing the \$1 billion project, which they hope will expand the market for high-sulfur Illinois Basin coal.

"We've got big coal reserves here. Plans for more coal gasification plants are very promising. We've got four projects in the pipeline now," said FRENKEL in the governor's office....

FACULTY & BENEFACTOR IN THE NEWS

1. "Green Giants: Mega-producers tip scales as organic goes mainstream" (San Francisco Chronicle, April 30, 2006); story citing VISITING PROFESSOR MARION NESTLE; <http://www.sfgate.com/cgi-bin/article.cgi?f=/c/a/2006/04/30/MNGJGI17B21.DTL&type=printable>

Carol Ness, Chronicle Staff Writer

Thirteen-and-a-half million servings of organic romaine, radicchio and baby greens. That's how much Earthbound Farm, the biggest organic produce company in the country, sends across America from its gigantic San Juan Bautista processing plant every single week....

This is the yin of the organic food movement as it plunges headlong into the American mainstream....

The fight over what is or should be organic has been going on for decades, but the growth of big organics and arrival of powerful players has upped the ante....

The center aisles of the supermarket, the domain of cereals, soups, cookies and chips, is a hot spot of organic action. And processed foods raise a new set of questions.

Nutrition is one. Organic means healthy to many people, but MARION NESTLE, a New York University nutrition authority who just finished a guest stint at UC BERKELEY, points out that organic junk food is still junk food.

"Just because these products are organic does not necessarily mean that they are the healthiest options," NESTLE said....

2. "Field Guide to the Grocery Aisles" (New York Times, April 26, 2006); story featuring VISITING PROFESSOR MARION NESTLE;

http://www.nytimes.com/2006/04/26/dining/26nestle.html?_r=2&oref=sl ogi n&pagewanted=print&oref=sl ogi n

By Mari an Burros

When a well-known professor of nutrition writes a book titled "What to Eat," it is fair to wonder what she likes for lunch.

Recently, the PROFESSOR, MARI ON NESTLE, a confessed foodie, chose roasted beets, assorted squashes with hazelnut vinaigrette, roasted brussels sprouts with chèvre and caramelized walnuts....

Her meal mirrored the philosophy outlined in her book: eat locally and, if possible, organically; keep it simple; concentrate on vegetables and fruits and make meat a condiment; and forget about processed foods....

That is why Dr. Nestle, who is on leave for a semester and teaching at the UNIVERSITY OF CALIFORNIA, BERKELEY, can simultaneously be on the advisory board of the Chez Panisse Foundation and a consultant to the World Health Organization. She is also the bane of the food industry, which she has blamed for the country's obesity problem, and she is a favorite of reporters because she knows what she wants to say and her thoughts come out in complete sentences, often with a lifted eyebrow....

Her laserlike view of the food world is evident throughout "What to Eat," to be published next week by North Point Press: "The best evidence that organic standards really do mean something and are not so easy to achieve comes from the U.S.D.A.'s unrelenting efforts to weaken them," she writes.

It was not until she put her observations and opinions in book form that the public and the food industry began to understand the power of her plain-speaking ways. In "Food Politics" (University of California Press, 2002) she blamed the food industry for many of the country's nutritional problems, not the least of them obesity. In her 2003 book, "Safe Food: Bacteria, Biotechnology and Bioterrorism" (University of California Press), she said government oversight of food safety provided far more protection to the food industry than to the public....

3. "Vet battled Pentagon on chemical weapons. Man's victory for environment earns award; 5 others around world win Goldman Prize" (San Francisco Chronicle, April 24, 2006); story citing RICHARD N. GOLDMAN;
<http://sfgate.com/cgi-bin/article.cgi?f=/c/a/2006/04/24/BAGHQIE6841.DTL>

By Erin Allday, Chronicle Staff Writer

It used to be that when Craig Williams told people he was going up against the Pentagon, challenging U.S. defense plans to destroy chemical weapons stashed in communities all over the country, they'd say he was crazy....

It took more than 20 years, but he managed to stop the U.S. military from incinerating stockpiles of chemical weapons in his area and some other U.S. communities. The Pentagon's incineration technique, Williams argued, was dangerous and could accidentally leak such deadly chemicals as sarin into the environment. He persuaded the Pentagon to use safer, healthier processes to destroy the chemical weapons, although the government continued to burn weapons stockpiles in other parts of the country.

For his work, Williams will be awarded the Goldman Environmental Prize today in San Francisco. Created in 1990 by San Francisco philanthropists RICHARD AND RHODA GOLDMAN, the Goldman Prize is among the most distinguished ecological awards in the world....

"We wanted to honor grassroots movements by individuals. We were seeking ordinary

people doing extraordinary things," said RICHARD GOLDMAN, whose wife died in 1996. "Most of them are modest folks who believe in saving the environment for the future. They really do want to make the world a better place."...

4. "Vietnam Vet Among Goldman Prize Winners" (Associated Press, April 24, 2006); story citing RICHARD N. GOLDMAN.

By Terence Chea, Associated Press Writer

San Francisco -- When the Pentagon announced plans to incinerate stockpiles of chemical weapons near his home more than 20 years ago, Craig Williams fought back.

The Vietnam War veteran successfully lobbied to halt the planned incinerator near Berea, Ky., and has since helped build a nationwide coalition to demand safety and openness in the storage and disposal of chemical weapons.

Williams, 58, is one of six winners of the Goldman Environmental Prize, the most prestigious award for environmentalists. The winners, selected from six regions of the world, are to receive \$125,000 each at a ceremony Monday in San Francisco.

"We're trying to protect these communities from our own weapons of mass destruction," said Williams, a cabinetmaker who now heads the Chemical Weapons Working Group. "We didn't have to go to Iraq to find these things. They're right here."...

Philanthropist RICHARD GOLDMAN started the annual prize with his late wife, RHODA. He said the award, which is granted with no strings attached, helps the activists gain respect and credibility with their governments and gives visibility to their causes.

GOLDMAN said he's encouraged that 16 years after the first prizes were handed out, environmental protection has become a bigger priority for governments worldwide.

"People are paying more attention to the environment," GOLDMAN said. "Our way of life is being threatened by this issue more than anything else."

5. "Six Grassroots Environmentalists Win \$750,000 Goldman Environmental Prize; Vietnam Vet Fighting Pentagon Nerve Gas Incineration and Champion Of Native Forest Dwellers Terrorized in Liberian Civil War Among Six Winners of World's Largest Prize for Grassroots Environmentalists" (PR Newswire, April 24, 2006); story citing RICHARD N. GOLDMAN.

San Francisco -- A Vietnam veteran fighting Pentagon plans to incinerate chemical weapons stockpiles, a man who tipped the United Nations to illegal logging in war-torn Liberia and the person behind the creation of the world's largest area of protected tropical rainforest are among the winners of this year's prestigious Goldman Environmental Prize.

"These six winners are among the most important people you have not heard of before," said GOLDMAN PRIZE FOUNDER RICHARD N. GOLDMAN. "All of them have fought, often alone and at great personal risk, to protect the environment in their home countries. Their incredible achievements are an inspiration to all of us." ...

The \$750,000 Goldman Environmental Prize, now in its 17th year, is awarded annually to six grassroots environmental heroes and is the largest award of its kind in the world.

The Goldman Environmental Prize was established in 1990 by San Francisco civic leader and philanthropist RICHARD N. GOLDMAN AND HIS LATE WIFE, RHODA H. GOLDMAN...

Previous Prize winners have been at the center of some of the world's most pressing

environmental issues, including seeking justice for victims of environmental disasters at Love Canal and Bhopal, India; leading the fight for dolphin-safe tuna; fighting oil drilling in the Arctic National Wildlife Refuge; and exposing Monsanto's role in introducing rBGH milk-stimulating hormone in the dairy industry.

Since receiving a Goldman Prize, eight winners have been appointed or elected to national office in their countries, including several who became ministers of the environment. The 1991 Prize winner for Africa, Wangari Maathai, won the 2004 Nobel Peace Prize.

For more info, visit their web site: <http://www.goldmanprize.org/>

6. "2006 Goldman Environmental Prize" (Forum, KQED-88.5 FM, Apr 24, 2006); features interviews with GOLDMAN PRIZE honorees. Listen at: <http://www.kqed.org/epArchive/R604240900>

Forum talks with three grassroots environmentalists who are among the 2006 winners of the prestigious Goldman Environmental Prize. Host: Michael Krasny.

7. "Letter to the Editor: Universal preschool has its fans and foes" (Los Angeles Times, April 22, 2006); letter to the editor by DAVID KIRP; <http://www.latimes.com/news/pri ntedi ti on/opi ni on/l a-l e-saturday22.3apr22,1,3609372,p rint. story>

The April 14 editorial opposing Proposition 84 is a classic example of "don't trouble me with the evidence" kind of reasoning.

It misrepresents the Rand Corp. report, which is hyper-cautious in estimating that every preschool dollar California invests means a \$2.62 return to the state. What's more, it ignores recent studies of large-scale preschool programs in five states, similar in quality to what's proposed in the June ballot measure. The research by the National Institute for Early Education Research demonstrates that children, poor and middle class alike, benefit academically from quality preschool.

While this may be news to the editorial writer, it should come as no surprise to readers of The Times: I wrote about these studies in an Op-Ed article that ran in the newspaper in December.

DAVID L. KIRP
PROFESSOR OF PUBLIC POLICY
UC BERKELEY

8. "Class in America" (The Oprah Winfrey Show, ABC TV, April 21, 2006); ROBERT REICH is featured guest; http://www.oprah.com/tows/sli de/200604/20060421/sli de_20060421_350_106.jhtml

ROBERT REICH, former Secretary of Labor for the Clinton Administration, is an expert on social policy and class in America. REICH says that a family's ability to provide their children with a quality education, health care and access to other resources determines one's class. "A lot of kids who are poor or working class are not getting the schools that they need and are not having the connections and the models of success that they need."

REICH says there are three common indicators of class: weight, teeth and dialect. In terms of appearance, people who are overweight or have poor teeth are generally regarded as lower class. The way someone talks says even more about their class. "People pay attention to dialect, to language," says REICH. "If you have the local dialect, wherever you're from, you're considered to be not as educated."

These class designators also lend themselves to their own kind of discrimination.

"People speak different forms of English and there is prejudice," says REICH. "We have sexism in this country, we have racism, but we also have classism -- and we are very sensitive to language."

Though REICH calls the rags-to-riches story "a very important part of the American creed," he says the middle class is actually shrinking. He compares the range of incomes and classes in America to a ladder. "That ladder is getting longer and longer and longer," REICH says. "So even though people are working harder than they ever have in their lives, they are not making it today. ... The middle rungs on that ladder are not there any longer."

According to REICH, most people end up in the same class as their parents. "We live in a society in which the most important predictor in where you're going to end up -- in terms of class and also wealth -- is your parents' class and their wealth."

9. "Questioning the rules of corporate PR" - Commentary by ROBERT REICH (Marketplace, Public Radio, April 19, 2006). Listen to this commentary at: <http://marketplace.publicradio.org/shows/2006/04/19/PM200604197.html>

A few weeks ago a public-relations firm working for General Motors phoned to ask if I'd say on the media that the buyback GM was offering to its employees was a good deal for them. GM's PR firm said they'd offer me money if I did this, as a show of respect. I told them I'd look at the deal and make up my own mind, and I told them to keep their money.

Well, I've looked at the deal in detail and I don't know whether GM's buy-back offer is a good thing for its employees or not. That depends on whether the alternative is a GM bankruptcy, in which case anyone who bailed out early and got some cash would be lucky. It's a bit like an over-booked airline offering money to any ticketed passenger willing to give up a seat. It would be a great deal for the passenger who took them up on it if the plane never got off the ground. But I've got to tell you, I did not appreciate getting that call from GM's PR-firm. I don't want to sound prissy or self-righteous or holier-than-thou. But it just seems wrong for a company to offer money to someone like me to express a view the company wants expressed in the media. It's one thing to offer an employee buyout. Quite another to offer an integrity buyout....

10. "G. M. Entangled in Pay-for-Publicity Dispute" (New York Times [*requires registration], April 28, 2006); story citing ROBERT REICH; http://www.nytimes.com/2006/04/28/washington/28commentator.html?_r=1&oref=slogi n&pagewanted=print

By Philip Shenon

Washington, April 27 -- A public relations firm has apologized to General Motors after acknowledging that it may have offered money to former Labor Secretary ROBERT B. REICH in exchange for public comments supporting the automaker's employee buyout program. The offer would violate General Motors's policy against payments to opinion makers....

MR. REICH, who was labor secretary under President Bill Clinton and is now a PROFESSOR AT THE UNIVERSITY OF CALIFORNIA, BERKELEY, had complained publicly about the incident, which he said occurred three weeks ago. He described the offer of payment as a new instance of how "corporate America is paying pundits to shill for them."...

In recent months, the practice by companies of hiring supposedly independent outside commentators to promote their interests has come under scrutiny in Washington.

Jack Abramoff, the Republican lobbyist at the center of an influence-peddling scandal here, paid at least two outside writers for opinion articles supporting the

interests of his lobbying clients. And the Bush administration acknowledged last year that it paid outside writers and commentators to promote the Education Department policy known as No Child Left Behind.

On his personal blog on April 7 and in a subsequent article for The American Prospect magazine, Mr. REICH said that "if we've got to the point in this country when big corporations feel free to offer what are essentially bribes to columnists and commentators, we're really in trouble."...

11. "Major new power line under consideration" (San Francisco Chronicle, April 18, 2006); story citing DAN KAMMEN; <http://sfgate.com/cgi-bin/article.cgi?f=/c/a/2006/04/18/BAG511A0931.DTL>

Mark Martin, Chronicle Sacramento Bureau

Momentum is growing for a plan to create a major new electricity transmission line connecting three interior Western states to California that could be a boon to California's efforts to boost its use of renewable energy -- or could lead to new, high-pollution power plants.

Seven utilities, including PG&E, announced Monday that they would work with state government officials in the four states to determine the feasibility of the so-called Frontier Line, which is proposed to feed the growing energy appetite of the West.

Gov. Arnold Schwarzenegger has hailed the proposal as a way to supply California with cheap, clean electricity, allowing the state to tap into wind and solar power in other Western states. But many environmentalists in the West say the line also could spark the development of several new power plants that would use coal as a fuel and add to global warming and local health problems.

The line would connect Wyoming -- which has an abundance of coal -- with California and run through Utah and Nevada.

"It will either be a wonderful way to access some of the country's best renewable resources or, under cover of environmental rhetoric, foster a whole new generation of dirty plants," said DANIEL KAMMEN, DIRECTOR OF THE RENEWABLE AND APPROPRIATE ENERGY LABORATORY AT UC BERKELEY. "No one can say for sure right now how this will go."

Schwarzenegger administration officials have insisted the Frontier Line will help California cut energy costs and meet growing electricity needs without hurting his goal of reducing greenhouse gas emissions or requiring the state's utilities to generate more power through renewable sources. The state's Public Utilities Commission, which oversees utilities, has announced its opposition to utilities signing contracts for high-polluting power, a step KAMMEN said gave him some confidence the Frontier Line could lead to clean energy for the state....

12. "Former Labor Secretary Robert Reich, and Steve Moore of the Wall Street Journal discuss economic outlook for US" (Kudlow & Company, CNBC, April 13, 2006); features commentary by ROBERT REICH.

Senator HILLARY CLINTON: I'd like to see us pick up the innovative recommendation of a recent bipartisan report by Felix Rohatyn and Senator Warren Rudman, to create a national investment authority to help finance an accelerated commitment to rebuilding our national infrastructure.

LARRY KUDLOW, host: ... That was Hillary Clinton speaking at the Chicago Club of Economics yesterday. And then listen to what else she said, and I'm going to quote. "America did not build the greatest economy in the world because we had rich people. Nearly any society has some of those. We built the greatest economy in the world,

and most of us are beneficiaries of it because we built the American middle class." End quote.

Hmm. Do I hear a little bit of class warfare out there? So anyway, what would a President Hillary Clinton mean for the economy? Here to debate, none other than our dynamic duo. Out there on the Left Coast is BOB REICH, FORMER LABOR SECRETARY, NOW PROFESSOR OF PUBLIC POLICY AT THE UNIVERSITY OF CALIFORNIA AT BERKELEY. Steve Moore, second economics writer from the Wall Street Journal editorial board.

So Bob Reich, a national investment authority. Sounds very French to me. Very, very central planning.

Mr. ROBERT REICH (Former Labor Secretary): Oh, Larry, there you go again. Anything that is French and everything that sounds French is bad. Look it. ...I'm going to give you a very nonpartisan, straight down the middle, non-spin response to this speech. I thought it was terrific. And let me tell you why. Because, obviously, there is a huge problem with public investment in this country. I mean, we're investing in the wrong things. We're building bridges to nowhere in Alaska, we're not investing in the levees in Louisiana. We're not investing in what we ought to be investing in, in terms of everything from mass transit to just the electricity grid. And it can't all be done by the private sector. I think Hillary Clinton understands that. She understands that a middle class is absolutely vital to American productivity. And if our schools go down the tubes then the middle class goes down the tubes....

13. "Attention, shoppers: avoid the center aisles. Nutritionist Marion Nestle's goal is to help consumers decide what to put in their grocery carts and on their plates" (Berkeleyan, April 13, 2006); story featuring interview with VISITING PROFESSOR MARION NESTLE; http://www.berkeley.edu/news/berkeleyan/2006/04/13_nestle.shtml

By Wendy Edelstein, Public Affairs

MARION NESTLE began to hear a common complaint four years ago while she was on the road promoting "Food Politics," her then-current book, which showed how food lobbies undermined and ultimately shaped the federal diet guidelines issued in the early 1990s.

"People would tell me they felt like bursting into tears when they went into a supermarket," recalls Nestle (pronounced Nessel), the Paulette Goddard Professor of Nutrition, Food Studies, and Public Health at New York University and currently a VISITING PROFESSOR AT BERKELEY. "They said they didn't know how to choose food or how to read labels," she says, and they felt anxious about all the health warnings on different food packages. They pleaded with Nestle to help, and she began to pay attention....

Nestle's latest book, "What to Eat: An Aisle-by-Aisle Guide to Savvy Food Choices and Good Eating" ... investigates and demystifies individual areas of the supermarket, drawing a clear link between the food industry's manipulative marketing messages and the public's bewilderment....

The eve of "What to Eat" 's publication finds Nestle at Berkeley, doing triple duty in the GOLDMAN SCHOOL OF PUBLIC POLICY, the School of Public Health, and the Graduate School of Journalism. In addition to teaching an undergraduate course, "Food Politics and Policy," Nestle has been giving numerous talks to Bay Area audiences hungry to hear about ...nutrition, shopping, supermarkets, and the food industry....

14. "Curbing emissions to affect economy. UC analysts tout efforts, while opponents say regulating gases will raise nation's energy prices" (Oakland Tribune, April 5, 2006); story citing MICHAEL HANEMANN; http://www.insidebayarea.com/localnews/ci_3674477

By Ian Hoffman, Staff Writer

Opponents of a Senate move toward regulating greenhouse gases warned Tuesday of economic ruin -- jobs and manufacturing base lost overseas -- as the U.S. economy struggles under a self-imposed "carbon penalty."

Yet Sacramento is rushing where Washington fears to tread, and one reason could be that California in many ways already looks like where the rest of the nation is destined: Californians on average use 40 percent less electricity than their countrymen, and the state's economy is not as reliant on heavy manufacturing powered by fossil fuels.

"We are more intensive in high technology and services and less dependent on old-fashioned industry," said environmental economist MICHAEL HANEMANN, DIRECTOR OF THE CALIFORNIA CLIMATE CHANGE CENTER AT THE UNIVERSITY OF CALIFORNIA, BERKELEY. "We make steel but we make movies a lot more."

Berkeley analysts say plans by Republican Gov. Arnold Schwarzenegger and Democratic state legislators to cut greenhouse gases here probably will keep the economy growing, albeit at only 2.4 percent by 2020, with a net gain of about 20,000 jobs.

Sen. Dianne Feinstein, D-Calif., is pushing one of the two more ambitious ideas for federal greenhouse-gas regulations. She cited the Berkeley study Tuesday saying, "The fear has been economic disadvantage by moving in this direction. Everything I see is economic advantage because sooner or later global warming is going to impact every economic entity as well as every living being on the planet."

One of the reasons that California might handle greenhouse-gas cuts without as much economic pain is vehicles -- the stuff of traffic and other sorts of pain. Unlike for the nation as a whole, transportation is the largest source of greenhouse-gas emissions in California, about 42 percent. Forcing car and truck manufacturers to make cars that emit less carbon dioxide, as state law now requires, will save Californians more in fuel costs than the added cost of more fuel efficient vehicles, economists say.

If Californians' spending patterns stay more or less the same, most of that savings will remain in the state, buying California-produced services and goods, like electronic gadgetry, according to HANEMANN.

"We would switch some spending from out-of-state commodities to in-state services and products," he said. "We would be hurt less and in fact benefit by the changes of climate change legislation."...

15. "Governor Is Urged to Push for Monitoring of Emissions" (Los Angeles Times, April 3, 2006); story citing study by MICHAEL HANEMANN; <http://www.latimes.com/business/la-fi-greenhouse3apr03,1,7009057.story>

By Marc Lifsher, Times Staff Writer

Sacramento -- Gov. Arnold Schwarzenegger's top environmental advisors, in a report on how to combat global warming, are recommending that the state require power plant operators and other heavy industries to report the amount of greenhouse gas they emit...

The release of the administration report is designed to coincide with the planned unveiling today of a bill ...[that] would direct the California Air Resources Board to set mandatory caps on industry that would meet the governor's target of lowering greenhouse gas emissions by 25% over forecasted levels by 2020....

Backers of both the bill and the climate team recommendations agree that California needs a market-based solution for fighting greenhouse gas pollution. They contend that reporting emissions and allowing trading of rights to emit carbon dioxide in

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Limited amounts would create incentives for California scientists and companies to develop new technologies to counter global warming.

They cite a UC BERKELEY STUDY [co-led by MICHAEL HANEMANN] released in January predicting that the governor's greenhouse gas reduction target could create over 20,000 new jobs and add \$60 billion to California's gross state product by 2020....

[To read the UC Berkeley study, "Managing Greenhouse Gas Emissions in California," visit: http://calclimate.berkeley.edu/managing_GHGs_in_CA.html]

16. "Bipartisan plans look to cut greenhouse gas. State could be the first to force industry to reduce emissions linked to global warming" (Sacramento Bee, April 4, 2006); story citing study by MICHAEL HANEMANN;
<http://www.sacbee.com/content/politics/story/14238609p-15058990c.html>

By Chris Bowman and Edie Lau -- Bee Staff Writers

California would become the first state to require power plants and other heavy industry to reduce emissions linked to global warming under bipartisan plans released Monday....

The proposals, applauded by environmentalists, would require power companies, fuel refineries, oil and gas miners, cement manufacturers and owners of landfills to regularly report emissions of carbon dioxide, the principal "greenhouse gas," so named because of its heat-trapping effect in the atmosphere.

The measures do not prescribe precisely how industries should make the cuts.

The governor's advisers recommended a cap-and-trade approach that would allow companies that more than meet the ceilings on global warming pollution to sell emission credits to those that underperform.

Such an incentive-based strategy, combined with the energy savings from cleaner-burning engines, would ensure that the targets would be met, said Alan C. Lloyd, chairman of the 18-member Climate Action Team.

"What's good for the environment has been good for the bottom line," said Lloyd, a former secretary of environmental protection under Schwarzenegger....

The emissions cap is the strongest and most controversial of the advisory group's 46 recommendations, contained in a 1,300-page report, available at www.climatechange.ca.gov.

[Terry Tamminen, the governor's special adviser on energy and the environment] and Lloyd, the governor's top environmental advisers, said companies in Silicon Valley and elsewhere have captured significant savings by switching to more efficient power generators that emit less carbon dioxide.

They cited a UC BERKELEY STUDY [co-led by MICHAEL HANEMANN] released earlier this year predicting that the governor's greenhouse gas reduction target could create more than 20,000 jobs and add \$60 billion to the gross state product by 2020.

[PATRICK WRIGHT (MPP 1987) serves on the California Climate Action Team.]

17. "Op-Ed: Climate Action Plan moves state in the right direction" (San Jose Mercury News [*requires registration], April 5, 2006); op-ed citing study by MICHAEL HANEMANN;
<http://www.mercurynews.com/ml d/mercurynews/14267429.htm?template=contentModules/printstory.jsp>

By Margaret Bruce and Nancy Skinner

A majority of Americans believe global warming is a real problem, and they want something done about it. This finding, from a poll conducted in mid-March by a Republican pollster, was shared by most respondents regardless of political persuasion.

This week, Gov. Arnold Schwarzenegger released the Climate Action Plan, a blueprint of actions California can take to lower global-warming emissions throughout the state....

The Silicon Valley Leadership Group and the Climate Group believe that the recommendations in the Climate Action Plan move California in the right direction. Our companies and communities are already experiencing the economic benefits of energy efficiency and cleaner technologies.

The plan's proposal to reshape state investment strategies should direct funds to California businesses that are developing and utilizing the technologies that will lead our state and the world to a cleaner and lower carbon future. Such investments could also contribute to a range of new high quality jobs and a strong economy. The economic-impact assessment by UC-BERKELEY ECONOMISTS [co-led by MICHAEL HANEMANN] that accompanies Schwarzenegger's plan estimates that implementation could add up to 83,000 jobs to the state's economy and could save Californians up to \$4 billion in energy and other costs.

California needs policy and market signals to spur innovations. Minimizing global-warming emissions can unleash our world-famous innovative spirit and enable the state and our businesses to lead the clean energy technology revolution....

18. "State action urged on emissions. Critics say governor must get moving on pledge to clean the air" (Sacramento Bee, April 9, 2006); story citing MICHAEL HANEMANN and MARGARET TAYLOR;
<http://www.sacbee.com/content/politics/v-print/story/14241055p-15060653c.html>

By Chris Bowman and Edie Lau -- Bee Staff Writers

Sacramento - Gov. Arnold Schwarzenegger wanted nothing to do with it. His top climate advisers endorsed it, then awkwardly retreated. Even environmentalists didn't press for a "gas tax," for fear of political backlash....

It was last June when Schwarzenegger first unveiled the most aggressive goals in the world by directing the state to cut carbon dioxide emissions to 80 percent below 1990 levels, by the year 2050.

"He was like Moses pointing to the promised land," recalled MICHAEL HANEMANN, A UC BERKELEY ECONOMICS PROFESSOR whosat next to the governor on stage when Schwarzenegger declared, "The time for action is now."

"But now," HANEMANN said, "the governor is stepping back and letting the Legislature and agencies figure out how to start going in that direction."

The 2050 target represents the level of emissions reduction many scientists believe the world as a whole must attain to soften the big blows of global warming: rising sea levels, outbreaks of disease and greater frequency of catastrophic wildfires and storms.

Nothing short of a profound shift from a fossil fuel-based economy is required to reach that target, and the time to start moving is now, most climate change experts say

"It's like a supertanker. You can't turn it around quickly. If we delay, things will be even worse then. And there is no morning-after pill," said HANEMANN, WHO LEADS A GROUP OF SCIENTISTS STUDYING THE EFFECTS OF CLIMATE CHANGE IN CALIFORNIA....

Coaxing industries to cut emissions voluntarily - the Bush administration's approach - won't buy much protection, said MARGARET TAYLOR, A PUBLIC POLICY SCHOLAR AT UC BERKELEY.

Mandatory reductions are needed because people by nature are averse to change, TAYLOR said, "and initial changes will always cost something."

Whatever the financing plan, the environmental benefits from today's investments in alternative fuels and technologies are not likely to be realized in this lifetime, said UC Berkeley's HANEMANN. The lag time between emissions and effects in the atmosphere is 40 to 50 years, he said...

[This story also appeared in the Contra Costa Times]

19. "Editorial: California can lead nation by tackling global warming. But Legislature And Governor Must Put Aside Partisanship, Do What's Right" (San Jose Mercury News [*requires registration], April 9, 2006); editorial citing study co-authored by MICHAEL HANEMANN; <http://www.mercurynews.com/ml d/mercurynews/news/opinion/14302552.htm?template=contentModules/printstory.jsp>

Perhaps nowhere is the saying "As California goes, so goes the nation" more true than in the area of environmental leadership. California has pioneered a long string of initiatives to reduce pollution and auto emissions and to promote energy conservation and efficiency.

Now California is poised to lead again, this time on the most serious threat to the environment: global warming.

Both Gov. Arnold Schwarzenegger and Democrats in the Legislature share the goal of reducing emissions of greenhouse gases to 1990 levels by 2020. Both have now unveiled groundbreaking and like-minded plans to achieve that common goal....

Some critics, including the California Chamber of Commerce, argue that a mandatory emissions cap will simply increase the costs of doing business here and push companies to move to other states or other countries.

But their opposition fails to account for the economic upside. A study by the UNIVERSITY OF CALIFORNIA-BERKELEY [co-authored by MICHAEL HANEMANN] predicted the Climate Action Team plan will create a net increase of 83,000 jobs and \$4 billion in new economic activity by 2020.

Tuesday, Schwarzenegger plans to hold a climate "summit" in San Francisco. He should give his full backing to the Climate Action Team's proposals and vow to work with the Legislature enact a workable cap on emissions this year.

The danger of a global-warming crisis is growing by the day, and a majority of Americans want something done to prevent it. Shamefully, President Bush has chosen to ignore the issue. But if California leads, the nation is likely to follow.

20. "New Study Shows How the U.S. Can Reduce Foreign Oil Dependency" (PRNewswire, April 6, 2006); story citing study by DAN KAMMEN; <http://biz.yahoo.com/prnews/060406/phth013.html?.v=54>

Los Angeles -- America could end the need to import fossil fuels from the Persian Gulf region by 2020, according to a study developed by PROFESSOR DANIEL M. KAMMEN and his colleagues at U.C. Berkeley's Renewable and Appropriate Energy Laboratory (RAEL).

Titled "Towards Energy Independence in 2025," the study details immediate and long-term measures that, applied to the nation's transportation sector and fleet of power plants, could reduce oil imports by more than 30 percent within twenty years. These measures could deliver daily oil use savings of more than 22 percent -- equivalent to the 6.3 million barrels a day America currently imports from the Persian Gulf.

The transportation sector accounts for over 70 percent of U.S. oil use. The study's recommendations include: increased fuel economy standards; the use of biofuels; a major push to make plug-in hybrid vehicles which run on gasoline, or preferably cellulosic ethanol, as back-up; and a general expansion of the use of hybrid vehicles. PROFESSOR KAMMEN notes that, if pursued aggressively and consistently, these currently available and near-term technologies and policies could make possible even larger oil use savings than the study projects....

PROFESSOR KAMMEN notes that his study highlights some of the many opportunities for the U.S. to change what he calls "our fossil-fuel addiction." Observing that energy issues have not had significant national discussion for more than 30 years, KAMMEN suggests, "We have been negligent in investing in energy research and development, as well as in ways to reward clean, domestic sources of power production. This study, and the vision of Americans for Energy Independence, explores how we can make the nation more environmentally sound and geopolitically secure."

In addition to oil use savings and the resulting reduction of oil imports, the study's recommendations could entail a 50 percent reduction in carbon emissions from light duty transportation (small trucks, SUVs and similar fleet vehicles), and a related cost savings of \$1.1 trillion.

"Towards Energy Independence in 2025" is available by request from Americans for Energy Independence, as well as at the group's website, <http://www.ei2025.org>.

21. "Commentator Robert Reich talks about savings and how little is being done about it" (Marketplace, Public Radio, April 5, 2006); commentary by ROBERT REICH; listen to this commentary:
<http://marketplace.publicradio.org/shows/2006/04/05/PM200604054.html>

BY ROBERT B. REICH

Last year's savings rate was negative for the first time since the Great Depression. And it has stayed negative so far this year. Even with the steady advance of the huge baby boom generation toward retirement and decrepitude, even with the Dow breaking through 11,000, even with the economy growing, households still aren't saving a penny.

Americans don't save because they can't save. Corporate profits have nearly doubled since 2000, but the median wage, adjusted for inflation, has gone nowhere. In fact, most people's wages and benefits are dropping. Add in the soaring costs of health care and fuel and you get the idea....

The administration wants to make saving more attractive by expanding tax-deferred savings plans. These plans are great deals if you have lots of taxable income. But if you are like most people, you don't have much income. You don't even itemize your deductions. And you certainly don't have extra money to squirrel away.

Here's a more homespun idea. Companies should raise the wages of their employees and put the raises into 401(k) accounts. With profits nearly doubled since 2000, corporations can give their workers without raising prices. As an inducement, the government should give companies a tax break equal to a quarter of the employee's savings they generate this way. It would be cheaper and fairer means to increase household savings than throwing out more tax breaks to the rich. And it would have the added benefit of allowing millions more Americans to retire with a nest egg.

Robert Reich was secretary of labor for President Clinton. He is now a PROFESSOR OF PUBLIC POLICY AT THE UNIVERSITY OF CALIFORNIA AT BERKELEY.

22. "Book Review: 'Fair Trade For All,' by Joseph E. Stiglitz and Andrew Charlton. The Poor Get Poorer" (New York Times [*requires registration], April 2, 2006); review by ROBERT REICH; <http://www.nytimes.com/2006/04/02/books/review/02reich.html?pagewanted=print>

Review by Robert B. Reich

ROBERT B. REICH IS A PROFESSOR AT THE GOLDMAN SCHOOL OF PUBLIC POLICY AT THE UNIVERSITY OF CALIFORNIA, BERKELEY, and a former United States secretary of labor. He is the author, most recently, of "Reason."

It is not exactly a new debate. ... Most economists and policy makers now accept [David] Ricardo's argument [for the benefits of free trade], although the popular debate over the merits of free trade continues.

The new and more interesting debate is about how the benefits of trade should be shared. ...The world's poorer nations think the richer ones are still offering a lousy deal.

In their provocative book, "Fair Trade for All," Joseph E. Stiglitz, a professor of economics at Columbia, and Andrew Charlton, a research officer at the London School of Economics, argue that the poorer nations are right. A better deal would be for them to move toward free trade gradually, each according to its own particular circumstances. The authors urge richer nations to help poorer ones prepare themselves for trade, while dismantling their own trade barriers, which prevent developing nations from selling them many goods and services....

While Stiglitz and Charlton nobly assert that trade agreements should be viewed as presumptively unfair if they bestow disproportionate benefits on richer nations, they fail to acknowledge that within richer nations free trade is already disproportionately benefiting the best educated and best connected. The wealthy are growing much wealthier while the middle class is being squeezed. In fact, the adjustment mechanisms the authors find lacking in most developing economies -- good public schools, modern infrastructure and adequate social safety nets -- are coming to be less and less available even in America. Free trade surely generates the gains Ricardo claimed for it. But until those gains are more widely shared -- within richer countries as well as between richer and poorer -- we can kiss any further round of trade liberalization goodbye.

23. "The zero-sum globalization game nightmare. Robert Reich asks Joseph Stiglitz a hard question" (Salon.com, April 3, 2006); story citing ROBERT REICH; http://www.salon.com/tech/htww/2006/04/03/fair_trade_review/index.html

By Andrew Leonard

On Sunday, the New York Times finally got around to reviewing a book that I've been talking about here since January, Joseph Stiglitz and Andrew Charlton's "Fair Trade for All." Maybe the reviewer, ROBERT REICH, the former Clinton administration labor secretary, had issues with his deadline. But better late than never -- the review is excellent and it nails a point that has come up with increasing frequency in the ongoing conversation at How the World Works about globalization.

Specifically, Stiglitz and Charlton's vision for fair trade is one in which rich nations are obligated to open their markets to poorer nations, but poorer nations enjoy the privilege of protecting their markets against the rich. This is because rich nations can adapt much more effectively to the competition unleashed by free trade.

"Surprisingly, though Stiglitz has spent some years in Washington, he doesn't answer the obvious next question: How can this commendable agenda be sold to richer nations?" writes REICH. "Their political leaders are in a bind since so many of their own citizens are also losing jobs and experiencing declining incomes and, rightly or wrongly, blaming globalization for their plight. This is one of the major reasons the antiglobalization movement is as strong in the developed world as in the developing."...

I think it's unfair to assert that Stiglitz and Charlton fail to acknowledge the inequality of the distribution of benefits from free trade in the developed world...

But REICH's review does set the table for a challenging question. Liberal economists like Stiglitz and Jeffrey Sachs have focused their energies on trying to make globalization work for the world's poorest regions. In doing so, they run the risk, like Stiglitz here, of demonstrating a lack of concern for the poor and less well-off in their own, highly developed nations. But finding a solution that responds to globalization's pressures, as Stiglitz suggested in the Nation last week, without "trying to enhance the well-being of our citizens at the expense of those abroad who are even poorer" is a desperately hard nut to crack...

24. "Will New Fuel Rules for SUVs Cut U.S. Oil Use?" (National Geographic News, March 30, 2006); story citing DAN KAMMEN;
http://news.nationalgeographic.com/news/2006/03/0330_060330_oil_SUV.html

By John Roach

The Bush Administration on Wednesday announced new fuel economy standards for light trucks that it says will save 10.7 billion gallons (40.5 billion liters) of fuel over the lifetime of vehicles sold between 2008 and 2011.

For the first time, the standards will apply to some of the largest sport utility vehicles (SUVs) on the road, such as the Hummer H2 and the Ford Explorer...

The new standards aim to raise the average fuel economy of light trucks to 24 miles per gallon (10.2 kilometers per liter) by 2011. This is up from 21.6 miles per gallon (9.2 kilometers per liter) on 2006 models...

Environmental groups and advocates for more efficient vehicles say the changes will do little to wean the U.S. off of foreign oil, a goal outlined by President Bush this January in his State of the Union address.

"This is about the most minuscule thing they could possibly do and claim credit," said DANIEL KAMMEN, DIRECTOR OF THE RENEWABLE AND APPROPRIATE ENERGY LABORATORY AT THE UNIVERSITY OF CALIFORNIA, BERKELEY.

According to KAMMEN, the new fuel efficiency standards barely keep up with new fuel-efficient technologies such as hybrid engines, which use a mix of electricity and gasoline to power cars.

Using such technologies with clean-burning ethanol -- an alternative fuel derived from agricultural crops and waste -- may soon reach efficiencies of at least 100 miles per gallon (42.5 kilometers per liter), he said.

KAMMEN hoped the new fuel economy standards would spur U.S. automakers to adopt fuel-efficient technologies. But he said the new rules are likely too little too late.

Other manufacturers such as Toyota, which makes the popular Prius hybrid, aim to make hybrid engines at least an option, if not standard, in all their models by 2010.

The government's new fuel economy standards won't fully kick in until 2011, KAMMEN noted.

"That's why it's such a ho-hum piece of legislation. It could do more to push the fleet [of all U.S. cars and trucks] so much faster," he said.

25. "Companies hold keys to ethanol distribution - New supply chain could mean a mint" (Telegraph Herald, March 5, 2006); story citing DAN KAMMEN.

By Associated Press

Garnett, Kan. - On early mornings at East Kansas Agri-Energy, trucks pack the driveway loop to unload bushels of dry, yellow corn into a hopper. By nighttime, those kernels are ready to transform - they will turn into fuel.

"That's the sound of money," said ethanol marketer Steve Rust, against the roaring sound of crushed corn passing through the colored pipes overhead...

Ethanol plants have attracted hundreds of investors, including Microsoft Corp.'s Bill Gates - who sunk \$84 million into West Coast producer Pacific Ethanol Inc. - and venture capitalist Vinod Khosla, who is seeding BC International, which will make fuel from switchgrass. But just a few companies in the corn belt hold the keys to distributing the fuel, which will prove crucial to making ethanol available at pumps across the country...

Subsidies and rule changes probably are necessary to get the market going - after all, it took more than a century to build the nation's underground oil pipelines. Brazil, a major competitor to the U.S. ethanol industry, is considering building a \$225 million pipeline to carry ethanol from the country's interior to the coastal state of Sao Paulo to open up new export opportunities for the federal energy company Petrobras.

"Both state and federal support is critical to building a real ethanol industry," said PROFESSOR DAN KAMMEN, an expert on ethanol production at the GOLDMAN SCHOOL OF PUBLIC POLICY AT THE UNIVERSITY OF CALIFORNIA, BERKELEY...

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RECENT FACULTY SPEAKING ENGAGEMENTS and EVENTS

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April 2 ROBERT REICH was guest commentator on the Immigration Reform Debate on "This Week with George Stephanopoulos" (ABC TV News).

April 3 MICHAEL HANEMANN testified before the California State Assembly Standing Committee on Natural Resources: Special Briefing on "Climate Change in California," chaired by Assemblywoman Loni Hancock (Dist. 14, Berkeley, D). Broadcast on The California Channel TV, April 11, 2006; webcast available (N.B. You can fast-play the first 15 minutes, which are silent. Prof. Hanemann's main presentation can be heard between 41-56): <http://www.calchannel.com/search.php?date=040306&source=assembly&type=committee&title=Natural+resource&Search=Submit>

April 22 DAN KAMMEN spoke at the Cal Day-Earth Day event: "Global Environmental Challenges and Opportunities: UC Berkeley's role." Presented by the Berkeley Institute of the Environment; http://bie.berkeley.edu/bie_events.htm

April 30 ROBERT REICH spoke in Point Reyes Station at a benefit for the

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activist organization Mainstreet Moms. The event kicks off the "Spring '06 - Democracy on the Line" campaign. The nonprofit organization, founded in 2004 around a kitchen table in Bolinas, inspired supporters to write more than 500,000 letters to single moms in 2004, urging them to register to vote;
http://nl.newsbank.com/nl-search/we/Archives?p_action=doc&p_docid=110EEB248BAF8038&p_docnum=1

VIDEOS & WEBCASTS

To view a complete list of GSPP videos, visit our Events Archive at:
http://gspp.berkeley.edu/news-events/events_archive.htm

Recent event viewable on UC Webcast: <http://webcast.berkeley.edu/events/index.html>

"Berkeley Synthetic Biology Town Hall Meeting"

Watch webcast at: <http://webcast.berkeley.edu/events/details.php?webcastid=15700>

Over the past few years, synthetic biologists have thought hard about how to improve biosafety and biosecurity. Most of these ideas would require new regulations, laws, or treaties. Some, however, can be implemented at the community level.

For the past three months, UC Berkeley's Goldman School of Public Policy has worked to find proposals (a) that can be implemented by community vote, (b) have broad support among the more than two dozen synthetic biologists interviewed for the Berkeley project, and (c) can potentially reduce the already-small risks posed by our discipline. The Berkeley group has identified six possible interventions which they believe fit these criteria. You can download the paper (co-authored by STEPHEN MAURER, KEITH LUCAS (MPP cand. 2007), & STARR TERRELL (MPP cand 2007), which will be periodically updated to reflect community input) at
<http://gspp.berkeley.edu/iths/UC%20White%20Paper.pdf>.

If you would like further information about any of the above, or hard copies of cited articles, we'd be happy to provide them.

We are always delighted to receive your material for inclusion in the Digest. Please email the editor at wong23@berkeley.edu.

Sincerely,

Annette Doornbos
Director of External Relations and Development

Visit the Goldman School's website at:
<http://gspp.berkeley.edu/index.html>

(This digest was edited by Theresa Wong)