

Part 1. Short Answer. 3-4 questions (30%)

1. Explain to an intelligent friend the concept of "BURDEN OF PROOF."
2. Explain to an intelligent friend the concept of the "OBSTACLE" stock issue.
3. Explain to an intelligent friend the concept of "VALUE CONFLICT."
4. Explain to an intelligent friend the concept of the "RED HERRING" fallacy.

Part 2. Analyze and Assess an Argument (30%)

Analyze the following argument, including:

- identifying the issue
- identifying the writer's conclusion on the issue
- identifying the writer's reason(s) on the issue
- identifying the writer's assumption(s) about value preferences
- using the "Good Argument Checklist" to give three pieces of feedback to the writer

From the *Daily*, 9/15/99

According to the Des Moines Register, the state of Iowa is seriously considering a proposal that would require all Iowa service stations to sell only gasoline blended with ethanol. While this seem like a good idea for impoverished farmers, it amounts to little more than a welfare plan that is of no benefit to you or me.

It is easy to understand the plight of regional farmers whose exports dropped the second the Asian financial crisis reduced demand overseas. But trying to rectify the problem and secure votes from the farming community by mandating ethanol use is not a legitimate or honest way to do it.

This new proposal will limit your choice at the pumps by making all fuel blended with ethanol.

You may think this is okay because your actions are in the name of the state, but it is akin to banning Pepsi in Georgia just because Coca-Cola is based in Atlanta. In both examples, the principles of a free market are undermined solely for that state's personal greed.

Currently, only 40 percent of fuel sold in the state is blended with ethanol. That means the clear majority of Iowans willingly choose non-ethanol fuels.

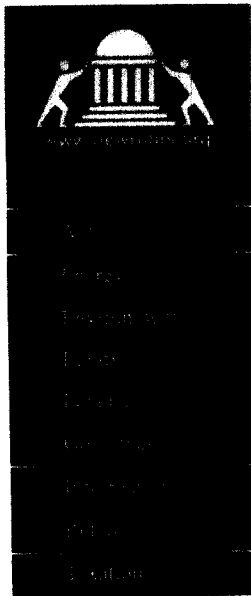
Since ethanol is only added to mid-grade gasoline, the difference is split between people who pay extra for premium and those who purchase the lowest grade.

Those who prefer to decide what gas they put in their cars will have their freedom of choice yanked out from under them in the worst possible way, and I question the legality of such a move. . . . [The author goes on to attack some of the pro-ethanol arguments.]

The fact is that this new ethanol proposal is just a gimmick concocted by greedy farmers to alleviate economic problems caused by their own shortsightedness. Their gain will come at the expense of everyone else, and all of the perceived benefits are fictitious.

Part 3. Assess a Source (30%)

In a debate, would you rely on the following source for the information that **ethanol gasoline additives do not increase ozone pollution?**



Ask Dr. Dave

Explaining Politics and Policies

Dr. Dave: My state legislature (Montana) is currently debating a bill to mandate 10 percent ethanol in all gasoline. Is that a good idea? I've read that ethanol causes problems.

PDF version of this question

A. Montana is one of six states that has in place or is currently debating, an ethanol mandate. One state, Minnesota, has a mandate for the use of vegetable oil/diesel blends. To answer your question, let's start, as we always do, with some basic background. . . . [cut]

With regard to ethanol and air quality, the issue becomes terribly complex. The reason is that atmospheric chemistry is still an infant science. Pollution is usually a result of a mixture of chemicals in a specific climatic situation. In any event, there seems to be a consensus on the following:

- A 10 percent ethanol blend will reduce the overall toxicity of the gasoline significantly.
- A 10 percent ethanol blend significantly reduces the amount of carbon monoxide (CO), a pollutant in its own right and a precursor to ozone (smog).
- A 10 percent ethanol blend reduces air particulates.

The controversy becomes much more heated when we discuss ethanol's potential impact on ozone formation. The reason is that when small amounts of ethanol (e.g. 2 percent) are added to gasoline, the volatility of the gasoline increases. That means an increase in volatile organic compounds (VOCs) in the air. VOCs help form ozone.

We know that as more ethanol is added to the gasoline (e.g. going from 2 percent to 10 percent), the volatility of the mixture does not increase. When the ethanol component rises above 25 percent, the volatility declines about to where it was before a drop of ethanol was added. Ethanol itself has a volatility about half that of gasoline. Thus 100 percent ethanol cars do not create a VOC problem.

Ozone is formed by the interaction of a number of chemicals. One of them is carbon monoxide. As was noted above, ethanol use significantly reduces carbon monoxide emissions. Also, although ethanol does, in modest blends, increase VOCs, it doesn't necessarily lead to increased ozone levels because the VOCs are less reactive. When ethanol is used in gasoline it often substitutes for the most volatile components of gasoline. [2]

Overall, the range of difference among studies of the impact of ethanol blends on ozone formation is surprisingly small. They vary from a finding of a small increase in ozone formation to a small decrease in ozone formation.

. . . [cut]

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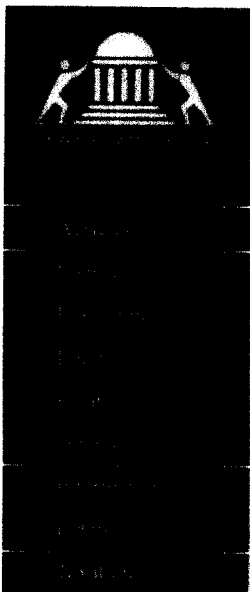
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The New Rules Project

Designing Rules As If Community Matters

#1

Why New Rules?

Because the old ones don't work any longer. They undermine local economies, subvert democracy, weaken our sense of community, and ignore the costs of our decisions on the next generation.

The Institute for Local Self-Reliance (ILSR) proposes a set of new rules that builds community by supporting humanly scaled politics and economics. The rules call for:

- Decisions made by those who will feel the impact of those decisions.
- Communities accepting responsibility for the welfare of their members and for the next generation.
- Households and communities possessing or owning sufficient productive capacity to generate real wealth.

These are the principles of "new localism."

They call upon us to begin viewing our communities and our regions not only as places of residence, recreation and retail but as places that nurture active and informed citizens with the skills and productive capacity to generate real wealth and the authority to govern their own lives.

All human societies are governed by rules. We make the rules and the rules make us. Thus, the heart of this web site is a growing storehouse of community and local economy-building rules - laws, regulations, and ordinances - because these are the concrete expression of our values. They channel entrepreneurial energy and investment capital and scientific genius. The New Rules Project identifies rules that honor a sense of place and prize rootedness, continuity and stability as well as innovation and enterprise.

Click on any of the sectors listed and you will be taken to a web page that contains a list of categories of policy tools appropriate for that sector.

Questions and Answers About the NEW LOCALISM

Isn't it unrealistic to expect communities to be self-sufficient?

Yes, it is. Localism does not mean self-sufficiency. Nations are not self-sufficient, and neither are communities. But nations that are self-conscious and self-determining are stronger because of it. The same holds true for communities.

But aren't there economies of scale?

Yes, but empirical evidence has shown us that in many important areas--education, health, manufacturing, farming, the generation of power, for instance--it is not globalism and bigness, but localism and smallness that are more cost-effective, more profitable, more environmentally benign, more democratic, more enduring. The only thing that smallness lacks is power, the power to make the rules.

Doesn't localism pose a threat to those who are not in the majority? Doesn't it allow those with means, or power, to secede from responsibility for the whole, leaving the powerless behind?

If localism were absolute, yes, it would do that. But it is not. Localism is an approach that allows us to sort out which roles are appropriate for which levels of government. Guarantees of basic rights must come from the federal

It Takes a City - How better rules and regulations promote local self-reliance - this excellent article by David Morris published in In Character magazine (February 2007) provides a fantastic overview of the reasons behind our New Rules Project.

Communities: Building Authority, Responsibility, and Capacity
A good overview article on the concept of local self reliance by David Morris, published in *State of the Union, 1994*.

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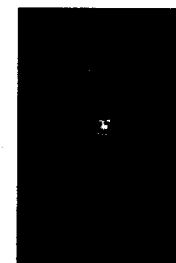


Support Our Work!!

Please consider supporting the work of ILSR through a secure online donation! [ILSR is a tax exempt 501(c)(3) organization. All contributions are tax-deductible]

The New Rules Project of the Institute for Local Self-Reliance invites you to join the conversation by suggesting rules and policies that promote strong, self-conscious and self-determining communities. E-mail your ideas!

Buy Some Books!!



Big Box Swindle: The True Cost of Mega-Retailers and the Fight for America's Independent Businesses
This deft and revealing book illustrates how mega-retailers are fueling many of our most pressing problems. The book shows how communities and independent businesses are effectively fighting back. By Stacy Mitchell.
Order Online now! \$24.95 [320 pages, published by Beacon Press] Click for more details on the new book

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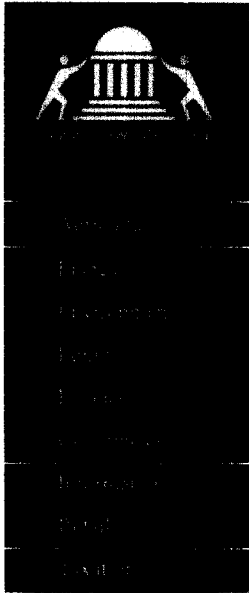
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Designing Rules As If Community Matters



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The New Rules Project is a program of the Institute for Local Self-Reliance, since 1974 a nonprofit research and educational organization that provides technical assistance and information on environmentally sound economic development strategies.

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