

Baumb, Nelly

From: Katie Cho <katiecho@hotmail.com>
Sent: Saturday, June 13, 2020 12:58 PM
To: Council, City
Cc: Katie Cho; Colin Cho; miriam Landesman
Subject: Covid 19

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Dear City Council members,

Has Palo alto been declared a virus friendly zone and I just haven't been informed? This morning I went for a 3.1 mile walk with a friend. We did our best to avoid crowds. If we saw 12 people with masks or bandanas, how many do you think we saw without face coverings? We did not include children or people who seemed to be on private property (all maskless). I bet you haven't guessed the right number: 76. That's less than 7% and many walked, ran, rode closer than 6 feet from us, even when we tried to avoid them. We turn corners, cross streets, walk in bike lanes and anything else we can think of to stay safe and not unknowingly spread germs to others. But we seem to be in a serious minority.

I understand that Palo Alto would like to increase the taxes recovered from businesses. We get messages about picking up from restaurants or shops, or eating restaurant food on sidewalks, but if I can't trust someone on Lincoln Avenue to be safe and respectful, how can I risk being in a crowd downtown or on California Avenue? I noticed two maskless people with coffee cups. They couldn't have been covered when they ordered or picked up. How can that be safe for the coffee shop employees or other customers? I had been tempted to pick up a latte at Coupa or Peets, but not now. I'd rather live than indulge in a treat.

Perhaps the City Council assumed that well educated, predominantly liberal Palo Altas would be sensible and follow the orders to maintain social distancing, so requiring masks, like in San Francisco, some other American cities, and most of Asia, would not need to be required. That was incorrect. There is so little compliance with mask wearing directives that many people probably don't think it's necessary, based on what they see around them.

Please, please, for everyone's sake, require mask wearing away from home. I'm sure the runners loudly huffing as they passed three feet from me won't like it, but they wouldn't like Covid either, and they could just run slower with masks. Shoppers at Town and Country might not like masks either but if shopping areas become safe, there will be more shoppers to keep stores in business. We are supposed to be in this together. Please make it safer for us to be together.

Sincerely, Kathleen Cho

Baumb, Nelly

From: Loran Harding <loran.harding@stanfordalumni.org>
Sent: Friday, June 19, 2020 7:51 AM
To: Dan Richard; dennisbalakian; David Balakian; Daniel Zack; Mayor; margaret-sasaki@live.com; Mark Standriff; esmeralda.soria@fresno.gov; paul.caprioglio; Joel Stiner; Cathy Lewis; Doug Vagim; Steve Wayte; bballpod; lrv Weissman; jerry ruopoli; beachrides; bearwithme1016@att.net; eappel@stanford.edu; alumnipresident@stanford.edu; boardmembers; Leodies Buchanan; Council, City; Chris Field; fmbeyerlein@sbcglobal.net; francis.collins@nih.gov; fmerlo@wildelectric.net; grinellelake@yahoo.com; hidentalsanmateo; steve.hogg; kwalsh@kmaxtv.com; Mark Kreutzer; Pam Kelly; kfsndesk; newsdesk; lalws4@gmail.com; nick yovino; russ@topperjewelers.com; terry; tsheehan; toni.tinoco@hsr.ca.gov; Tom Lang; vallesR1969@att.net
Subject: Fwd: LA Times report on Fresno County and Covid19.

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----- Forwarded message -----

From: Loran Harding <loran.harding@stanfordalumni.org>
Date: Fri, Jun 19, 2020 at 7:44 AM
Subject: Fwd: LA Times report on Fresno County and Covid19.
To: Loran Harding <loran.harding@stanfordalumni.org>

----- Forwarded message -----

From: Loran Harding <loran.harding@stanfordalumni.org>
Date: Fri, Jun 19, 2020 at 7:43 AM
Subject: LA Times report on Fresno County and Covid19.
To: Loran Harding <loran.harding@stanfordalumni.org>

Friday, June 19, 2020

To all- Here is the LA Times reporting on Covid19 in Fresno Co. Figures were updated Wed. June 17, 2020:

<https://www.latimes.com/projects/california-coronavirus-cases-tracking-outbreak/fresno-county/>

The Fresno CC has voted to spend \$5 million more on testing, reported local TV news last night, Thurs. June 18, 2020.

L. William Harding
Fresno

Baumb, Nelly

From: Stephen Rock <ser84@caa.columbia.edu>
Sent: Friday, June 19, 2020 7:14 PM
To: Council, City
Subject: Covid testing at City Hall

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Dear Folks,

Below is a message I just sent to the Santa Clara Health Dept. Please do not let city hall be used again for such a dangerous fiasco. Please demand that your employees respect the distancing rules.

I was told by friends that in Mtn View the tests were done outdoors.

-Steve

6/19/20: I was just in the most dangerous situation for catching covid since the outbreak began. It was at your Palo Alto City Hall testing station!

- 1) The tests were INSIDE.
- 2) There was a crowd of people with no room to stay 6 feet apart.
- 3) The computer check in stations were less than 6 feet apart.
- 4) The line for the nurses had numbered places less than 6 feet apart.
- 5) Employees were wondering around or hanging out much less than 6 feet from the testees and from each other. Two employees were chatting with each other partially blocking the exit door and less than 6 feet from where we were supposed to line up.
- 6) In order to reach the nurse station in the rear I had to pass close to the other nursing stations.
- 7) There should have been temperature testing at the entrance or when we got on line (as at the Palo Alto Medical Foundation).
- 8) The people handing out and collecting clip boards and forms should have tongs or some other means to keep a safe distance, or they should have been on a table for us to pick up and drop off.

Please STOP endangering our lives and luring us into dangerous situations with free tests.

At the moment I don't trust any information that your department puts out since you have shown yourselves to be not capable of doing a simple task like keeping people apart.

--

Stephen Rock
3872 Nathan Way, Palo Alto, CA 94303

Baumb, Nelly

From: Loran Harding <loran.harding@stanfordalumni.org>
Sent: Sunday, June 21, 2020 2:21 AM
To: Loran Harding; dennisbalakian; David Balakian; Mayor; margaret-sasaki@live.com; Mark Kreutzer; Mark Standriff; esmeralda.soria@fresno.gov; paul.caprioglio; Dan Richard; Daniel Zack; dallen1212@gmail.com; dlfranklin0@outlook.com; Joel Stiner; jerry ruopoli; huidentalsanmateo; alumnipresident@stanford.edu; antonia.tinoco@hsr.ca.gov; bearwithme1016@att.net; beachrides; Leodies Buchanan; boardmembers; bballpod; Council, City; Cathy Lewis; Chris Field; Doug Vagim; eappel@stanford.edu; fmbeyerlein@sbcglobal.net; francis.collins@nih.gov; fmerlo@wildelectric.net; Steven Feinstein; grinellelake@yahoo.com; hennessy; steve.hogg; Irv Weissman; kwalsh@kmaxtv.com; kfsndesk; Pam Kelly; lalws4@gmail.com; leager; mthibodeaux@electriclaboratories.com; newsdesk; nick yovino; russ@topperjewelers.com; Steve Wayte; tsheehan; terry; vallesR1969@att.net
Subject: Fwd: LA Times- Valuable daily update of Covid19 in Fresno County.

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----- Forwarded message -----

From: Loran Harding <loran.harding@stanfordalumni.org>
Date: Sun, Jun 21, 2020 at 1:55 AM
Subject: Fwd: LA Times- Valuable daily update of Covid19 in Fresno County.
To: Loran Harding <loran.harding@stanfordalumni.org>

----- Forwarded message -----

From: Loran Harding <loran.harding@stanfordalumni.org>
Date: Sun, Jun 21, 2020 at 1:53 AM
Subject: LA Times- Valuable daily update of Covid19 in Fresno County.
To: Loran Harding <loran.harding@stanfordalumni.org>

Sunday, June 21, 2020

To all-

Here is a link to toss into favorites. LA Times updates this every day. A week ago mighty KCBS SF said that the State was concerned about 7 counties in Calif.: Los Angeles, Kern, Tulare, Kings, Fresno, Stanislaus and Imperial.

Local TV news in Fresno then announced that "three counties in the Central San Joaquin Valley were of concern to State health officials: Tulare, Kings and Fresno". That looks like an attempt to conceal the serious situation in Fresno County. If the State is "concerned about three counties in the Central San Joaquin Valley", that sort of leaves open the possibility that there are five more counties in the far north of California, and six along the coast in the far south of California that they are concerned about, and that is deceptive. Saying it the way local TV news in Fresno said it, therefore, leaves open the possibility that maybe 14 counties in Calif. are of concern to State Health officials, when the

true number is seven, and one of the seven is Fresno. Why not SAY that the State is concerned about seven California counties and one of them is Fresno County? That sounds bad, doesn't it, and we want to conceal the bad.

Local TV station owners in Fresno can try to lie to minimize the serious Covid19 situation in the City and County of Fresno, but some of their viewers have an education and we can see through their BS. Want to lose your broadcast license? You're bucking for it. Temper your lying during a pandemic. Your lying punk in the WH is in serious trouble for his lying about this crisis. Thousands of Americans have died of Covid19 because of his stupidity.

<https://www.latimes.com/projects/california-coronavirus-cases-tracking-outbreak/fresno-county/>

L. William Harding
Fresno

Baumb, Nelly

From: Emma Shlaes <emma@bikesiliconvalley.org>
Sent: Monday, June 22, 2020 9:40 AM
To: Council, City; Shikada, Ed
Subject: SVBC covid emergence recommendations
Attachments: 200619 COVID-19 Emergence.pdf

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Dear Palo Alto Mayor, Members of the City Council, and City Manager,

Please see attached for a letter from SVBC with recommendations for transportation as society emerges from shelter in place. Please let us know if you have questions.

Thank you,
Emma Shlaes

--

Emma Shlaes
Deputy Director
Silicon Valley Bicycle Coalition
96 N. Third Street, Suite 375
San Jose, CA 95112
Work Cell: Redacted
<http://bikesiliconvalley.org>
[Become a member!](#)



June 19, 2020

Re: Working towards a post-C-19 transportation system

Dear Mayor, Members of the City Council, and City Manager:

In the midst of society's management of COVID-19, I am writing to implore you to position your city to build a transportation system that is resilient, affordable, equitable, accessible, environmentally sustainable, and safe.

First, it is important to acknowledge that C-19 has been a blow to the economy. It has illuminated many iniquities in Silicon Valley and has caused much pain. The killing of George Floyd and others as well as the protests against police brutality and systemic racism has further outlined issues that exist in our region. Fortunately, Santa Clara and San Mateo County residents, decision makers, and business leaders have come together to respond professionally and with the community's best interests at heart. Thank you for your leadership in these difficult times.

There is also a nexus with health, equity, and transportation. We are now at a juncture where we can work together to get the future of transportation right. What world do we want to build as we move forward? How do we pursue policy and funding decisions that lead us to the future we want? The old system rendered the car king, which led to:

- Environmental degradation from air pollution
- Decreased economic productivity due to traffic congestion
- Reduced physical and mental health
- Urban sprawl, which only furthers car supremacy
- Inequities between haves and have-nots due to an inaccessible and unaffordable transportation. All the above impacts also disproportionately affect low income communities and communities of color.

Today, shelter at home restrictions have led to record numbers of people walking and biking for transportation and recreation. The change was immediate. Why? What have we learned from this change? And how do we ensure that the transportation choices being made today stick long term?

In February, SVBC, in partnership with the Mineta Transportation Institute, commissioned a public opinion poll. The intent of the poll was to understand the factors that cause people to choose how they transport themselves. Not surprisingly, **the number one factor across all demographics is speed. People want to get to where they are going quickly.**

With that in mind, C-19 has helped to surface the elements of an ideal transportation system - resiliency, affordability, accessibility, sustainability, safety, and health. Bicycles, feet, and public transit are the winning

96 N. Third Street, Suite 375
San Jose, CA 95112

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Shiloh Ballard

SVBC is a 501(c)(3) non-profit organization

<http://bikesiliconvalley.org>

transportation equation, yet they do not meet the number one factor upon which people make their transportation choice – speed.

Shelter in place is proving this. **Life is slower for many and as a result, people are making different transportation decisions.** According to an SVBC survey of 300 people¹:

- 42% are biking more, 61% are walking more, and 88% are driving less
- 70% of people feel safer on the streets because there is less traffic on major roads
- 91% of respondents would like to see Slow Streets in their city

At the same time, essential workers - who are often of lower income and people of color - are still going to work and are forced to drive, because safe and convenient alternatives do not exist.

In order to get to the world that we all want to live in, we must shape policy and funding to support:

1. Speeding up transit and bikes
2. Slowing down cars
3. Changing the economic system and culture so that speed is less important, and people focus on what brings true happiness: friends, family, and doing good for each other

With each recommendation, we also included examples from around the world of where this has been done. We recognize that many local cities have implemented some of these measures – we’ve highlighted a few in the footnotes.

Speed up transit and bikes: Local governments are already moving along this path. Bike plans, increased investment in transit, reclaiming streets for people, not just cars, and complete streets policies will result in a built environment that makes space for bikes and creates a better transit system. That said, we must move faster and resource these elements at much greater levels.

Specifically:

1. Transit should be free²
2. Transit service should be improved dramatically & given priority on streets and highways
3. Bike and scooter share should be aggressively deployed and subsidized in a coordinated manner (ideally led regionally by county transit agencies)³
4. Similar to Oakland’s 74 miles of slow streets,⁴ restrict residential streets to those who live there and implement 20 mile per hour speed limits.⁵ Prioritize areas where access to parks and individual yard space is limited.
5. Expedite building out your city’s bike and pedestrian plans to create more low stress walking and biking networks sooner.⁶

¹ <https://bikesiliconvalley.org/2020/06/street-survey-results-support-for-slow-streets/>

² https://sf.streetsblog.org/2020/06/17/spur-talk-should-transit-abandon-fares/#new_tab

And check out Kansas City <https://usa.streetsblog.org/2019/12/09/kansas-city-moves-ahead-with-free-buses/>

³ Washington, DC <https://ddot.dc.gov/capitalbikeshare> and Austin, TX <https://austin.bicycle.com/about/who-is-austin-bicycle>

⁴ <https://www.oaklandca.gov/projects/oakland-slow-streets>

⁵ Boston <https://www.boston.gov/transportation/neighborhood-slow-streets> and Portland <https://www.portlandoregon.gov/transportation/article/669625>

⁶ Austin <http://www.austintexas.gov/page/big-jump-project-austin>

6. Identify some quick build projects for bikes and pedestrians and build them quickly!⁷

Slow down cars: As long as we subsidize free parking and give away vast swaths of public land to cars in the form of streets and parking lots, cars will be unfairly advantaged. If cities really want to change transportation habits, they must adopt measures that make it difficult for single occupancy vehicles.

These measures include disinvesting in freeway/road expansions and parking lots and making sure that vehicle speed doesn't get higher priority than safety for people. Increased car capacity only encourages more driving and we need less of that, not more.

1. Deprioritize projects that increase car capacity. Shift resources from land use patterns that force increased car throughput and spend that money on projects that will create affordable 10-minute neighborhoods where people can live, walk, play, work, shop, all in the same place without being shackled to a car.
2. Adjust parking requirements so that other modes of transportation are encouraged.
3. Charge for parking (with a means-based program for people of low income).⁸
4. Adopt Single Occupancy Vehicle trip caps.⁹

Change the economic system and culture: As long as society places greater emphasis on economic progress and work productivity over family and community, speed will remain a priority. While broader reform to the economic system to focus on what is important is outside the purview of a bike coalition, one measure that can help people gain time is encouraging telework to allow people to continue working at home to lessen commuting time/expense.¹⁰ This isn't an option for all jobs, however, and resources should be directed to make trips shorter and easier for those going to essential workplaces.

Beyond these specific recommendations, we have three additional overarching thoughts:

Make Difficult Decisions Now: Up until now, public agencies have welcomed biking and transit at a theoretical level. However, when it comes to the difficult decisions, the car continues to win. That must stop. Prioritize investments that advantage walking, biking and transit now. Don't be afraid of making the difficult decisions to restrict cars for the benefit of the future, even though it will mean the community will be angry in the short term.

Rely on City/Agency Staff Bike/Transit and Complete Streets Specialists: Cities and agencies in Silicon Valley are full of talented, smart and passionate professionals. That is why we believe an important step is for you to empower your staff to work towards the goals of this letter. Look to them for bold recommendations, new ways of doing, to uncover the specific projects, policies, pots of funding, grants, shortcuts, pilots, and ideas that can move forward quickly. Also, invest in additional training and hiring for the technical expertise needed to implement complete streets projects.

Center Community Based Outreach: Planning our transportation future must be an inclusive process, listening carefully to those who are most likely to be impacted by each decision. These steps cannot be

⁷ San Jose <https://www.sanjoseca.gov/your-government/departments/transportation/biking/better-bikeways> and San Francisco <https://www.sfmta.com/vision-zero-quick-build-projects>

⁸ Copenhagen <https://www.eltis.org/in-brief/news/copenhagen-increase-parking-costs-100-times-reducing-cars-city>

⁹ Mountain View https://www.mountainview.gov/depts/comdev/planning/activeprojects/northbayshore/_nbptripcap.asp

¹⁰ Facebook <https://www.mercurynews.com/2020/05/21/zuckerberg-50-of-facebook-employees-may-soon-permanently-work-remotely/>

made from the top down. Cities must perform inclusive public engagement on transportation and street changes, emphasizing those who have been historically excluded from public planning processes (communities of color and low-income communities as well as people with disabilities). These communities experience streets and public space differently and have often been left out of the conversation. To that end, we recommend:

1. Work with local community-based organizations that serve people of different backgrounds¹¹
2. Show up where people already are - schools, grocery stores, farmer's markets, community events, etc. so that people with limited time don't need to go out of their way to learn about a proposed project

Thank you for your role in bringing us all together to solve this problem. As we look at what life will be like post-virus, SVBC welcomes the opportunity to work with you to make sure that the new transportation normal is a system that builds a better community and works for all.

Sincerely,



Shiloh Ballard
President & Executive Director

¹¹ From policy director of mobility and interagency relations for the mayor's office of Oakland, Warren Logan, "Another way we advance equity is by including the voices of community members where we are working. Through our consultancy work, we have hired on community-based groups and advocacy groups that reflect the hearts and minds of community members." https://chi.streetsblog.org/2020/05/28/oaklands-warren-logan-on-pursuing-racial-equity-within-a-mobility-framework/#new_tab

Baumb, Nelly

From: Rachel Samoff <rsamoff@gmail.com>
Sent: Friday, June 19, 2020 12:15 PM
To: Council, City
Subject: Palo Alto Childcare Landscape During COVID-19
Attachments: Child Care Challenges in the Time of COVID.pdf

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Dear Mayo Fine and Council Members,

Attached please find a communication from the Palo Alto Advisory Committee on Early Care and Education (PAACECE) regarding the challenges child care centers and preschools are facing as they attempt to support a reopening economy during COVID-9. We are a group that advises the City Manager on the childcare landscape in Palo Alto. I will be speaking during oral communications at the Council Meeting on Monday June 22nd.

Feel free to contact me with any questions.

Thanks for your attention to this matter,

Rachel Samoff

Economic Challenges During COVID-19 for the Childcare Sector

There is no economic recovery without access to safe, secure childcare. The livelihood of small business owners and non-profit childcare and preschool providers has been threatened by the shelter-in-place restrictions necessitated by the onset of COVID-19. Our city's supply of quality, stable childcare must be considered as a critical factor in the economic future of our community. Our childcare professionals, predominantly women and 40% of whom are women of color, need critical job protections as well.

The Palo Alto Advisory Committee on Early Care and Education (PAAC-ECE, or "Pay-cee"), advisory to the City regarding the childcare landscape in Palo Alto, carries on the work of ensuring access to quality childcare which has been ongoing since the 1970s. The goal of this work is to ensure that all residents have access to affordable, high-quality childcare/preschool. Our members represent government or nonprofit agencies serving the needs of young children and their families, parenting and education specialists and child care and preschool providers. Since the shelter-in-place restrictions began, we have provided a bi-weekly online forum for early care and education professionals to discuss the ongoing needs of the childcare sector.

Childcare/preschool directors have experienced tremendous stress during this unprecedented time, with some facing the tough decision of whether they may need to close their doors, leaving families without essential childcare. Initially, our bi-weekly meetings focused on sharing resources for emergency funding, payroll protection loans, and strategies to survive during shelter-in-place restrictions. More recently, the meetings have addressed the feasibility of re-opening, the development of safety protocols and procedures, and where to go for reliable sources of information, including CDC guidelines, state licensing, and regional guidance from the county department of public health.

These forums are facilitated in both English and Spanish, with providers learning from each other about how to survive during this pandemic. A few sites have remained open during this time to serve a small set of children of essential workers, but most have not. For all parents to re-enter the workplace, plans need to be developed in every city to re-open childcare. As you make your budget decisions, please consider the following needs of the childcare sector:

- 1) Childcare and preschools operate on a razor-thin margin already. Quality early care and education is expensive and can be difficult to access, even during strong economic times. Most early care and education sites in Palo Alto have had to close their doors and furlough or lay off teachers. This means drastic financial challenges for all early care and education businesses and agencies.
- 2) The new ratio restrictions of 10 children per classroom means more financial stress, higher fees, and skyrocketing costs for cleaning supplies and personal protective equipment for teachers and children. Childcare/preschools are now required to provide more space per child to enable social distancing, smaller self-contained classrooms, lower child to teacher ratios, enhanced hygiene facilities, and more frequent and enhanced cleaning protocols.
- 3) Parents cannot cover the cost of these additional expenses, nor can childcare/preschool businesses operate without meeting their financial commitments. Childcare is an essential service to restart the economy, yet cities, counties, state, and federal government entities have not yet considered how to step up and help cover these additional costs.

As you consider supporting small businesses during this recovery process, keep these childcare providers at the forefront of your mind. They are working hard to provide this critical service as parents return to work. The financial challenges are severe. Some of them will not re-open. Others may re-open, but serve far fewer families. We can't afford to lose more childcare spaces, which were in short supply even before the pandemic. They need our support. We urge the City of Palo Alto to designate specific funding to support this vital part of our economic infrastructure.

References:

<https://csce.berkeley.edu/files/2018/06/Early-Childhood-Workforce-Index-2018.pdf>

Baumb, Nelly

From: Yahoo Mail.® <honkystar@yahoo.com>
Sent: Sunday, June 21, 2020 3:59 AM
To: Frank Agamemnon
Subject: Ron Paul SPEAKS OUT about Corona Virus and FACEBOOK BAND IT LMAO

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<https://orders.stansberryresearch.com/?cid=MKT462034&eid=MKT468064&assetId=AST137955&page=1>

Baumb, Nelly

From: Pc User <pc77user@aol.com>
Sent: Sunday, June 21, 2020 9:16 AM
To: Yahoo Mail.®
Cc: Dennis Tiernan; David Meiswinkle; Lou Basile; Biotica; Elizabeth McCafferty; Efkaplan; Bob McCafferty; Frank Agamennon; Teresa Dixon; Teresa Dixon; Sarah Klepner; Philip Husa; Denise; Jack Derripper; George Lydakis; Djoymorgan27; pyramidian@optoline.net; Michael Ryan; Jack & Barbara Connors; coderevival@yahoo.ca; F Cosmas; codyddeeds@yahoo.com; connie plemmons; clspiess@mcdermott.com; Nancy Clancy; clmacgil@ucalgary.ca; cotingas@hotmail.com; Claire; Council, City; NICOLE; ckerwick1@yahoo.com; MARGO COLEMAN; FRANK SOOS; cldodson07@yahoo.com; Cort Greene; LinkedIn; BRIAN HALL; communicate@solari.com; contactsellis@gmail.com; connor_hart@comcast.net; colony14@gmail.com; corky4president2002@gmail.com; coglitor@unive.it; yahoogroups; codepinkorlando@gmail.com; congo@un.int; Carlos Jr Rodriguez; cl_madison@hotmail.com; clearup911@yahoo.com; contact@wearefamilyfoundation.org; companeras1994@yahoo.com; confirm-unsub-qtu5ebhu3c2xscdywpndenxhty4k21ez@yahoogroups.co.in; BRIAN WILLIAM HALL; commanderlopez@gmail.com; comment+7i1gqulyle8j09dlva8re5@comment.wordpress.com; cmchinn2005@hotmail.com; CommSocial; Amy Atkinson; Cliff CIV NSA MIDSOUTH Oliver; yellowbuzz2@yahoo.com; zkcallan@ivaw.org; ymqyw@yahoo.com; yobar23@gmail.com; yucobond@gmail.com; zuk6224@gmail.com; zinnguy@hotmail.com; Greta Bernhardt; zoxebox@hotmail.com; yourfinancialhealing@gmail.com; yourogue@hotmail.com; zenblews@hotmail.com; zubaby2244@yahoo.com; yorkie@mtb.biglobe.ne.jp; zmorales83@yahoo.com; yellowsub910@verizon.net

Subject: Re: Coronavirus ALTERED in lab to better ATTACH to HUMANS

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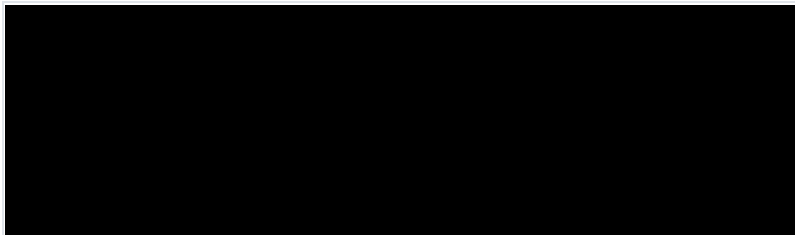
Everyone of these labs should be totally destroyed and all employees documented, questioned, and forbidden to engage in this dangerous work.

Best Regards,
RJS

On Jun 21, 2020, at 05:49, Yahoo Mail.® <honkystar@yahoo.com> wrote:

?
TRUTH OR DARE

[Multiple Scientists: CORONAVIRUS Altered in Lab to Better Attach to Humans](#)





**Multiple Scientists: CORONAVIRUS Altered in
Lab to Better Attach to Humans**