

# APPENDIX H

## **Comment Letters**

Shafter CERP

San Joaquin Valley Air Pollution Control District  
September 19, 2019

Tom Frantz  
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Gustavo Aguirre, Jr  
[gustavo.aguirrejr@ccejn.org](mailto:gustavo.aguirrejr@ccejn.org)

March 20, 2019

San Joaquin Valley Air Pollution Control District  
California Air Resources Board  
[AB617@valleyair.org](mailto:AB617@valleyair.org)  
[CommunityAir@arb.ca.gov](mailto:CommunityAir@arb.ca.gov)

Re: AB 617 Shafter Emission Inventory Requests

As AB 617 Committee Members for the Shafter area, we have been discussing the need for better inventory numbers. Several other Shafter committee members have been part of this discussion. There has not been time at recent meetings to bring up requests for more information so we are making this request via email at this time and hope for a positive response from the San Joaquin Valley Air Pollution Control District and the California Air Resources Board before the next meeting on April 2, 2019.

The Air District initially provided some individual permitted facility emissions within the Shafter boundary and they have now provided some information within the Shafter 7 mile radius. The emissions provided are for NOx, PM2.5 and VOC. Information about all sources in the area should be provided in order to understand fully local air pollution. This information is needed before a detailed monitoring plan and other project planning can be discussed. What follows are specific questions and requests for more information.

Let's start off with cooking emissions. These are listed as emitting 6.9 tpy of PM2.5, is the total from restaurants only or a combination of home cooking and restaurant cooking? What proportion is from each category?

Missing information from the 7 mile radius area are factory dairy related emissions. NOx, Ammonia and VOC emissions should be given for each dairy. All ten dairies in the cluster west of Shafter should be included because, if they influence air pollution in Shafter in any way, then all ten of them are important, even though 3 of them may be slightly outside the 7 mile radius. The air district has mentioned only five dairies so far with no emission information from any of them. The furthest of the ten is only 8.5 miles from Shafter. Also, these ten dairies are all within 5 miles of Maple School which has a very large number of pupils who reside within the City of Shafter. Please note, when determining the distance of a dairy, the crop land directly around a dairy, where manure and lagoon water are spread, is part of the dairy.

Ammonia from these ten dairies should be included as a toxic air contaminant. The same for hydrogen sulfide and methanol. An estimate of these emissions from these ten dairies should be made and included as TAC emissions as well as listing ammonia as a criteria air pollutant and precursor to PM2.5. There is also a cattle feedlot on Burbank and Scaroni which should be included for all these types of emissions.

What is the total heavy truck traffic associated with these ten dairies? Include milk trucks, harvest trucks, and feed trucks. What percent of this truck traffic goes through the Shafter city limits on Lerdo Hwy or Hwy 43?

The Shafter Wasco Almond Huller, also called Shafter Wasco Ginning, receives how many truckloads from almond harvesting in an average year? They send out how many truckloads of hulled almonds, hulls and shells in an average year? How many hours do yard tractors move trailer loads around the huller property in an average year? What about forklifts? What are the emissions from all this traffic both on and off-road in the Shafter area?

The quantity of secondary PM2.5 (ammonium nitrate and ammonium sulfate) in the Shafter area, over the winter months, needs to be estimated. In order to see the relative importance of each precursor emission of PM2.5, what is the ratio of NH3 to NOx or SOx when forming ammonium nitrate or ammonium sulfate?

Some emissions are steady throughout the year and others are very seasonal. Giving emissions in tons per year is not as useful as seeing the same information in tons per month. This is especially important for the peak ozone season of June through October, the peak PM2.5 season of October through February, and the peak PM10 season of August through November. For the top ten sources of all pollutants and precursors, NOx, VOC, PM2.5, SOx, PM10, and Ammonia, please give monthly totals.

The emissions of permitted sources do not include JP Oil located on the south side of Shafter and within the 7 mile boundary. This information needs to be included. For JP Oil, flaring emissions per year for the past five years should be included. CRC emissions from flaring should also be a separate category by year and type of emission for the past five years.

Stationary internal combustion (IC) engines used in agriculture and oil production are required to be permitted so provide a separate list of these engines with locations and the associated quantity of emissions. CRC has several IC engines pumping oil. JP Oil has many more. Many farmers in the 7 miles also use IC engines for pumping water. Also include all other stationary IC engines in the area. What are the emissions associated with drilling and possibly fracking a new oil well, similar to existing ones, by either of these oil companies in the Shafter 7-mile radius? How many permits do they currently hold for drilling new wells in this area?

Please provide the acres of open field burning of almond trees, vineyards, and other orchards, and the associated PM2.5, NOx and VOC emissions during the past five years within the 7 mile radius.

Please provide an estimate of all predicted and actual emissions from the construction of High Speed Rail between Shafter and Wasco for 2018 and for the next five years.

Plains LPG, on the south side of Shafter, has had numerous violations enforced by the air district for unpermitted leaks during the past several years. Please detail those violations since 2013 with information on dates, estimated quantity of emissions leaked, fines assessed and fines paid.

The district presented some figures on total areawide emissions for the City of Shafter. These numbers need to be provided for the 7 mile radius. Basically, all the chart data in the attached photo below need to be updated to reflect the 7 mile radius.

Include wood smoke from fireplaces and wood stoves as a separate category in the areawide emissions. Please give the number of violations and warnings cited in Shafter the past five years for fireplace and wood stove burning on no-burn days. How many fines have been paid? How much are the fines? Have any fines been assessed and not collected?

Give more detail on what farming practices make the 9.9 tpy of PM2.5 in the areawide source list. How much NOx and PM2.5 come directly from agricultural equipment in the fields?

What are the levels of PM10 in Shafter during the harvest season from August 1 through October 31? 24 hour averages for this season need to be measured in Shafter. How much of PM10 from dust is PM2.5? We request that PM10 levels should be monitored along with the new PM2.5 monitor at the Shafter DMV location.

Please give an estimate for the currently estimated level of NOx emissions from agricultural soils in the area. What do recent studies say these emissions might be? What are the estimated NOx emissions from dairy manure in the area?

The Frito Lay plant is just outside the 7 mile radius. Please give its emissions of criteria air pollutants and indirect trucking emissions. There is also a new facility immediately east of Plains LPG and immediately south of Simplot. It is called Patriot Wastewater on Creek Road. Do they have any significant emissions either directly or indirectly from trucking?

At the Rosedale Rio Bravo Water District ponding basins, a couple miles southeast of the center of Shafter, where oil field produced water is percolated into the ground together with canal water, please give an estimate of the VOC emissions from this practice for the past several years.

For the Wonderful Logistics/Industrial Park please list the current and proposed facilities and all the direct and indirect (mobile source) associated emissions. Don't just say these facilities are from the City of Shafter as the map currently shows but give the name of each one. Also, give the details on how each facility has complied with the air district's ISR regulation since the regulation was first passed.

Finally, please give a synopsis of wind direction data for Shafter. What percent or fraction of each day does the wind come from each quadrant on the windrose? How does windrose data vary by season?

Sincerely,

Tom Frantz  
Shafter AB 617 Committee Member

Gustavo Aguirre, Jr  
Shafter AB 617 Committee Member

## Shafter Emissions Summary

Source Category	Emissions (tons/year)			Source Category	Emissions (% of total by pollutant)		
	NOx	PM2.5	VOC		NOx	PM2.5	VOC
Stationary Source	3.2	5.7	11.9	Stationary Source	2.3%	19.6%	9.8%
Mobile - On Road	94.9	1.7	20.9	Mobile - On Road	69.0%	5.8%	17.2%
Mobile - Off Road	24.1	1.1	3.1	Mobile - Off Road	17.5%	3.8%	2.6%
Areawide	15.4	20.6	85.4	Areawide	11.2%	70.8%	70.4%
<b>Total</b>	<b>137.6</b>	<b>29.1</b>	<b>121.3</b>	<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

- District stationary source air toxics emissions are 0.62 tons/year

### Stationary Source Emissions in Shafter

Facility Name	NOx (tpy)	Facility Name	PM2.5 (tpy)	Facility Name	VOC (tpy)
CA Resources Production	2.99	Global Fabricators	2.86	CA Resources Production	4.21
Con-Fab CA	0.03	Shar Craft	1.17	Global Fabricators	2.10
City of Shafter-Cen Valley Hwy	0.03	CA Resources Production	0.81	Fox Petroleum	1.72
City of Shafter-Shafter Ave	0.03	Shafter-Wasco Ginning	0.51	Jaco Hill	1.31
Omni Family Health	0.02	Con-Fab CA	0.30	Shar Craft	0.71

Facility Name	Toxic Name	Air Toxics (tpy)
Fox Petroleum	Toluene	0.14
Jaco Hill	Toluene	0.11
Shafter-Wasco Ginning	Aluminum	0.08
Greg's Petroleum	Toluene	0.05
Fox Petroleum	Xylenes	0.04

### Areawide Emissions in Shafter

Categories (Top 5 Contributors)	NOx (tpy)	Categories (Top 5 Contributors)	VOC (tpy)	Categories (Top 5 Contributors)	PM2.5 (tpy)
Residential Fuel Combustion	9.1	Consumer Products	30.6	Farming	9.9
Food and Ag Processing	3.4	Architectural Coatings and Solvents	13.1	Cooking	6.9
Service and Commercial	2.0	Pesticides / Fertilizer	11.2	Windblown Dust	1.8
Manufacturing and Industrial	0.6	Printing	6.8	Residential Fuel Combustion	0.8
Other Fuel Combustion	0.2	Petroleum Marketing	6.1	Unpaved Road Dust	0.6

**AB 617 Emission Inventory Shafter – Community Questions**

Letter dated March 20, 2019, Tom Frantz and Gustavo Aguirre, Jr.

Re: AB 617 Shafter Emission Inventory Requests

Received on March 29, 2019

	Question	Topic/Category	Response
1.	Let's start off with cooking emissions. These are listed as emitting 6.9 tpy of PM2.5, is the total from restaurants only or a combination of home cooking and restaurant cooking? What proportion is from each category?	<b>Cooking</b>	<p>CARB has developed DRAFT area source emissions for the approved Shafter boundary by individual categories to show relative contributions.</p> <p>Based a preliminary results, the PM2.5 emissions are as follows:            Commercial cooking: 10.69 tpy            Residential cooking: 0.09 tpy</p>
2.	Missing information from the 7 mile radius area are factory dairy related emissions. NOx, Ammonia and VOC emissions should be given for each dairy. All ten dairies in the cluster west of Shafter should be included because, if they influence air pollution in Shafter in any way, then all ten of them are important, even though 3 of them may be slightly outside the 7 mile radius. The air district has mentioned only five dairies so far with no emission	<b>Dairy</b>	<p>CARB can provide area-wide emission estimates for all dairy sources in the community, but information specific to individual dairies is unavailable. CARB/District developed area source emission methodologies are available at <a href="https://www.arb.ca.gov/ei/areasrc/areameth.htm">https://www.arb.ca.gov/ei/areasrc/areameth.htm</a>            CARB/District methodologies for farming operations are available here: <a href="https://www.arb.ca.gov/ei/areasrc/arbmiscproclivestock.htm">https://www.arb.ca.gov/ei/areasrc/arbmiscproclivestock.htm</a>            The above link includes a link to SJVAPCD's Dairy VOC Emission Factors Report.</p> <p>CARB is currently working with the District to review CARB's areawide emissions for dairy sources in the community to ensure dairies are included in the emission inventory.</p> <p>In the future, CARB and the district are committed to collecting dairy-specific information through the Criteria and Air Toxics Reporting Regulation and AB 2588 Hot Spots updates, respectively.</p>

	Question	Topic/Category	Response
	<p>information from any of them. The furthest of the ten is only 8.5 miles from Shafter. Also, these ten dairies are all within 5 miles of Maple School which has a very large number of pupils who reside within the City of Shafter. Please note, when determining the distance of a dairy, the crop land directly around a dairy, where manure and lagoon water are spread, is part of the dairy.</p>		
3.	<p>Ammonia from these ten dairies should be included as a toxic air contaminant. The same for hydrogen sulfide and methanol. An estimate of these emissions from these ten dairies should be made and included as TAC emissions as well as listing ammonia as a criteria air pollutant and precursor to PM2.5.</p>	<b>Dairy - Toxics</b>	<p>CARB can provide areawide ammonia emissions for the dairies in the community, as well as speciate toxics using areawide Total Organic Gas (TOG) estimates. However, information specific to individual dairies is currently unavailable. Please see response 2 for more information on CARB and District efforts to update this information.</p>
4.	<p>There is also a cattle feedlot on Burbank and Scaroni</p>	<b>Feedlot - Toxics</b>	<p>Regarding the feedlot located at Burbank and Scaroni, based on a recent site inspection conducted by District staff, there are no animals at this location. Should the situation change, an Authority to Construct (ATC) application with the District</p>

	Question	Topic/Category	Response
	which should be included for all these types of emissions.		would be required prior to bringing animals on site. Through the District permitting process, the District will assess applicable Best Available Control Technology (BACT), New Source Review, and prohibitory rules requirements, and will conduct a health Risk Management Review (RMR) to ensure the operation does not result in a significant health risk to local receptors.
5.	What is the total heavy truck traffic associated with these ten dairies? Include milk trucks, harvest trucks, and feed trucks. What percent of this truck traffic goes through the Shafter city limits on Lerdo Hwy or Hwy 43?	<b>Dairy – Truck activity</b>	CARB is responsible for mobile source emissions inventories. CARB does not have vehicle activity data at specific facility locations. CARB is beginning to work with District staff, the community, and industry groups to better characterize this emission source. For example, we are exploring the use of automated license plate readers as a mechanism to understand the age distribution of trucks.
6.	The Shafter Wasco Almond Huller, also called Shafter Wasco Ginning, receives how many truckloads from almond harvesting in an average year? They send out how many truckloads of hulled almonds, hulls and shells in an average year? How many hours do yard tractors move trailer loads around the huller property in an average year? What about forklifts? What are the emissions from all this traffic	<b>Almond Huller/ Ginning – Truck/Off-road Equipment</b>	See Response 5.

	Question	Topic/Category	Response
	both on and off-road in the Shafter area?		
7.	The quantity of secondary PM2.5 (ammonium nitrate and ammonium sulfate) in the Shafter area, over the winter months, needs to be estimated. In order to see the relative importance of each precursor emission of PM2.5, what is the ratio of NH3 to NOx or SOx when forming ammonium nitrate or ammonium sulfate?	<b>Air Quality</b>	<p>CARB is in the process of summarizing PM2.5 mass and speciation data for all monitoring sites in the Central Valley. Bakersfield has the closest speciated PM2.5 monitor to Shafter, and given that PM2.5 is a regional pollutant, looking at Bakersfield monitor data can give a sense for the PM2.5 concentrations in winter months. To view preliminary (real-time) and official air quality and meteorological data, please visit CARB’s Air Quality and Meteorological Information System (AQMIS) webpage at <a href="https://www.arb.ca.gov/aqmis2/aqmis2.php">https://www.arb.ca.gov/aqmis2/aqmis2.php</a>.</p> <p>CARB’s comprehensive analysis in Appendix G of the District’s 2018 PM2.5 Plan determined that ammonia emissions do not contribute significantly to PM2.5 levels in the San Joaquin Valley.</p> <p>For more details, please use the following link:  <a href="http://www.valleyair.org/pmplans/documents/2018/pm-plan-adopted/G.pdf">http://www.valleyair.org/pmplans/documents/2018/pm-plan-adopted/G.pdf</a>.</p>
8.	Some emissions are steady throughout the year and others are very seasonal. Giving emissions in tons per year is not as useful as seeing the same information in tons per month. This is especially important for the peak ozone season of June through October, the peak PM2.5 season of October through	<b>Temporal Emissions</b>	<p><u>District Permitted Sources:</u> The annual emissions inventory data received from permitted facilities can include information regarding facility monthly activity level when emissions are not uniform throughout the year. District staff will utilize facility monthly activity level information contained in the emission inventory database, when available, to provide estimated monthly emissions inventories for each of the facilities. This information should be available in the next few weeks.</p> <p><u>CARB Area Sources:</u> CARB can provide monthly totals for top area source categories. Using established temporal data annual area source emissions can be resolved by month, week, day and hour. Temporal data are stored in CARB’s emission inventory database. Each local air district assigns temporal data for all processes at each</p>

	Question	Topic/Category	Response
	<p>February, and the peak PM10 season of August through November. For the top ten sources of all pollutants and precursors, NOx, VOC, PM2.5, SOx, PM10, and Ammonia, please give monthly totals.</p>		<p>facility in their district to represent when emissions at each process occur. CARB or district staff also assign temporal data for each area source category by county/air basin/district.</p>
9.	<p>The emissions of permitted sources do not include JP Oil located on the south side of Shafter and within the 7 mile boundary. This information needs to be included. For JP Oil, flaring emissions per year for the past five years should be included. CRC emissions from flaring should also be a separate category by year and type of emission for the past five years.</p>	<p><b>Flaring – JP Oil</b></p>	<p>JP Oil has multiple operational sites in the Shafter 7-mile radius area. Under the annual emissions inventory program, the District consolidates under the main facility emissions inventory data from the different sites, located in the area. The District is currently working to prepare a report of the emissions inventory data from JP Oil under the specific sites located within the Shafter 7-mile radius area.</p> <p>CRC actual annual emissions from permit units containing flare and located within the Shafter community and 7-mile radius area are compiled in the table below.</p>

	Question	Topic/Category	Response										
			<p><u>Permit Units</u></p> <table border="1"> <thead> <tr> <th data-bbox="858 354 1066 410">Permit Unit</th> <th data-bbox="1066 354 1919 410">Permit Unit Description</th> </tr> </thead> <tbody> <tr> <td data-bbox="858 410 1066 581">157</td> <td data-bbox="1066 410 1919 581">63,000 GALLON FIXED ROOF WASH TANK (T-01) WITH VAPOR CONTROL SHARED WITH S-1737-158, '-159, '-160, '-161, AND OPTIONAL PORTABLE TANKS S-1737-181, '-182, '-183, AND/OR '-184 VENTING TO GAS SALES LINE, 41.7 MMBTU/HR COANDA TIP FLARE, FLARES S-1737-167 AND '-180 AND/OR 2.0 MMBTU/HR PRODUCTION HEATER (S-1737-160)</td> </tr> <tr> <td data-bbox="858 581 1066 667">167</td> <td data-bbox="1066 581 1919 667">14.6 MMBTU/HR PRODUCED GAS FLARE WITH COANDA EFFECT TIP AND PILOT AUTHORIZED TO BE USED AT VARIOUS UNSPECIFIED LOCATIONS WITHIN THE LIGHT OIL CENTRAL STATIONARY SOURCE</td> </tr> <tr> <td data-bbox="858 667 1066 837">178</td> <td data-bbox="1066 667 1919 837">25 FOOT TALL MACTRONIC AIR-ASSISTED PROCESS GAS FLARE SERVING VAPOR CONTROL SYSTEM LISTED ON S-1737-172, WITH 2 INCH DIAMETER FLARE GAS LINE, 6 INCH DIAMETER FLARE STACK, ELECTRONIC IGNITOR, AND FLAME ARRESTOR SERVED BY 20 BBL GAS-LIQUID SEPARATOR; 3 EACH, 3 BBL KNOCKOUT VESSELS; AND AN H2S SCAVENGER</td> </tr> <tr> <td data-bbox="858 837 1066 951">180</td> <td data-bbox="1066 837 1919 951">49 MMBTU/HR FLARE APPROVED FOR USE IN WELL TESTING, TANK AND WELL VENT CONTROL, EQUIPMENT SHUTDOWN, EMERGENCIES AND OTHER SITUATIONS REQUIRING A SAFETY FLARE AT VARIOUS UNSPECIFIED LOCATIONS</td> </tr> </tbody> </table>	Permit Unit	Permit Unit Description	157	63,000 GALLON FIXED ROOF WASH TANK (T-01) WITH VAPOR CONTROL SHARED WITH S-1737-158, '-159, '-160, '-161, AND OPTIONAL PORTABLE TANKS S-1737-181, '-182, '-183, AND/OR '-184 VENTING TO GAS SALES LINE, 41.7 MMBTU/HR COANDA TIP FLARE, FLARES S-1737-167 AND '-180 AND/OR 2.0 MMBTU/HR PRODUCTION HEATER (S-1737-160)	167	14.6 MMBTU/HR PRODUCED GAS FLARE WITH COANDA EFFECT TIP AND PILOT AUTHORIZED TO BE USED AT VARIOUS UNSPECIFIED LOCATIONS WITHIN THE LIGHT OIL CENTRAL STATIONARY SOURCE	178	25 FOOT TALL MACTRONIC AIR-ASSISTED PROCESS GAS FLARE SERVING VAPOR CONTROL SYSTEM LISTED ON S-1737-172, WITH 2 INCH DIAMETER FLARE GAS LINE, 6 INCH DIAMETER FLARE STACK, ELECTRONIC IGNITOR, AND FLAME ARRESTOR SERVED BY 20 BBL GAS-LIQUID SEPARATOR; 3 EACH, 3 BBL KNOCKOUT VESSELS; AND AN H2S SCAVENGER	180	49 MMBTU/HR FLARE APPROVED FOR USE IN WELL TESTING, TANK AND WELL VENT CONTROL, EQUIPMENT SHUTDOWN, EMERGENCIES AND OTHER SITUATIONS REQUIRING A SAFETY FLARE AT VARIOUS UNSPECIFIED LOCATIONS
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10.	Stationary internal combustion (IC) engines used in agriculture and oil production are required to be permitted so provide a separate list of these engines	<b>IC Engines in Ag, Oil Production (CRC)</b>	<p>Ag engine emissions are currently consolidated under the CARB area source emissions inventory. CARB can provide estimated areawide emissions associated with Ag IC engines for the community. Facility specific reported emissions are currently not available. CARB/District area source methodologies for IC engines in the agricultural sector and oil and gas production sector are available here: <a href="https://www.arb.ca.gov/ei/areasrc/index1.htm">https://www.arb.ca.gov/ei/areasrc/index1.htm</a></p>																																																																																																																																		

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	<p>with locations and the associated quantity of emissions. CRC has several IC engines pumping oil. JP Oil has many more. Many farmers in the 7 miles also use IC engines for pumping water.</p> <p>Also include all other stationary IC engines in the area. What are the emissions associated with drilling and possibly fracking a new oil well, similar to existing ones, by either of these oil companies in the Shafter 7-mile radius? How many permits do they currently hold for drilling new wells in this area?</p>		<p>Please see response 2 for more information on CARB and District efforts to update this information. Also, CARB is working on how to leverage the Portable Equipment Registration Program (PERP) to support community inventories.</p> <p>Information on newly drilled wells in the Shafter region can be found on the DOGGR website: <a href="https://www.conservation.ca.gov/dog/maps/Pages/GISMapping2.aspx">https://www.conservation.ca.gov/dog/maps/Pages/GISMapping2.aspx</a>. This information is updated daily and represents the most up to date data on drilling activities.</p>
11.	<p>Please provide the acres of open field burning of almond trees, vineyards, and other orchards, and the associated PM2.5, NOx and VOC emissions during the past five years within the 7 mile radius.</p>	<p><b>Ag Burning</b></p>	<p>The San Joaquin Valley, in adherence with applicable state laws instituted under SB705 (2003 Florez), has the toughest restrictions on agricultural burning in the state. The District regulations no longer allow the burning of all field crops (with the exception of rice), almost all prunings, and almost all orchard removals. With the recent exceptional drought and the demise of the biomass power industry there has been an increase in the open burning of agricultural wood waste materials since 2014. The District manages the open burning of agricultural wood waste through our comprehensive Smoke Management System, which only allows burning to take place</p>

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			<p>on days with favorable meteorology and in amounts that will not cause a significant impact on air quality.</p> <p>The first of its kind Smoke Management System was developed in 2004 and is utilized to limit emissions to levels below the federal ambient air quality standards and to better distribute emissions temporally and spatially to minimize the impact of burning on public health. The District sets daily emissions allocations for each of the approximately 100 burn zones across the Valley based on projected meteorological and air quality conditions. When setting the allocations, District staff carefully assesses all available data to ensure that there will be no possibility of violating air quality standards. The amount of burning allowed in a given zone on a specific day is based on factors such as the local meteorology, the air quality conditions, the atmospheric holding capacity, the amount of burning already approved or happening in a given area, and the potential impacts on downwind populations. Once allocation is set, a permit holder submits a request to burn. The system calculates the emissions from the burn request and compares this against the set emissions allocation for that zone. If there is available allocation, the authorization is approved and if there is not enough allocation, it may allow them to request a reduced amount of burning, otherwise the burn request is placed on a waiting list for when emissions are allocated for the applicable burn zone in the future.</p> <p>Through the Smoke Management System, the District also balances the impacts of agricultural burning, wildfires, and prescribed burning. When impacts from wildfire smoke are expected to impact an area within the Valley, no agricultural burning is authorized. Likewise, the District’s stringent residential wood burning regulation has also had a significant impact on reducing agricultural burning during the peak PM2.5 season (November through February) as agricultural open burning is also prohibited in a county on fireplace curtailment days.</p>

	Question	Topic/Category	Response
			<p>The following tables summarize the requested acres authorized to be burn and associated conservatively estimated emissions within the 7-mile zone surrounding the City of Shafter since 2014. Please note that 2017 – 2019 include acreage associated with almond orchard removals. Effective June 1, 2007, the open burning of material from almond orchard removals was prohibited consistent with SB 705. During that time biomass power plants have served as the primary alternative to burning for orchard removal material. With the closure of most of the Valley’s biomass power plants, the burning of orchard removal has been allowed under an abatement order where other technologically and economically feasible alternatives are not available. The District is actively working with stakeholders to identify and deploy feasible alternatives to open burning in light of the declining biomass power industry. For example, in November 2018, the District opened a first of its kind incentive program for the soil incorporation of chipped materials from orchard removal projects. To date, the District has funded over \$1 million in projects and additional \$1 million was allocated to the program in April 2019.</p>

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12.	Please provide an estimate of all predicted and actual emissions from the construction of High Speed Rail between Shafter and	<b>High Speed Rail Emissions</b>	Regarding estimated Project construction emissions, below are some links to High Speed Rail (HSR) related materials for reference. HSR CEQA Draft EIR: <a href="http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/FBLGA_Draft_EIRS_Air_Quality_Technical_Report_June_2017.pdf">http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/FBLGA_Draft_EIRS_Air_Quality_Technical_Report_June_2017.pdf</a>																																																																																																																

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	Wasco for 2018 and for the next five years.		<p>Sections to look at:</p> <ul style="list-style-type: none"> <li>• Fresno to Bakersfield EIR/EIS: 3.3.9.1 CEQA and NEPA Level of Impact after Mitigation/Impacts Summary</li> <li>• Fresno to Bakersfield Air Technical Report: 7.10 Construction Impacts</li> <li>• Supplemental: 3.3.5.1 Summary of Analysis for the May 2014 Project, 3.3-5.2 Fresno to Bakersfield Locally Generated Alternative</li> <li>• Supplemental Air Technical Report: 7.10 Construction Impacts</li> </ul> <p>HSR contact for community members: Antonia Tinoco (information officer for initial questions or assistance) <a href="mailto:Antonia.Tinoco@hsr.ca.gov">Antonia.Tinoco@hsr.ca.gov</a></p> <p>Please note, that the EIR estimates Project related emissions on a segment level basis (regional construction portion of the HSR Project). The Shafter area belongs to the Fresno to Bakersfield segment, but the EIR for this segment does not specifically characterize Project related emissions projected in the Shafter or Wasco specific areas.</p>
13.	Plains LPG, on the south side of Shafter, has had numerous violations enforced by the air district for unpermitted leaks during the past several years. Please detail those violations since 2013 with information on dates, estimated quantity of emissions leaked, fines assessed and fines paid.	<b>Facility Violations – Plains LPG</b>	<p>The District has adopted a suite of stringent rules that regulate petroleum operations such as Plains LPG Services (Plains). In addition to local rules, there are also a number of state and federal regulations that the District enforces at petroleum operations. The District dedicates significant resources to deter noncompliance and ensure facilities that have not met regulatory requirements are brought back into compliance in an expedited timeframe to minimize impacts from such violations.</p> <p>Two of the rules affecting petroleum operations, District Rule 4455 and 4624, limit volatile organic compound (VOC) emissions from components used in the handling and transfer of organic liquids by establishing leak standards and requiring leak detection and repair (LDAR) programs be implemented at subject facilities. During inspections at these facilities, the District conducts thorough leak detection screenings and takes enforcement action where violations are discovered.</p>

	Question	Topic/Category	Response
			<p>When the District issues a Notice of Violation, the party alleged to be in violation is provided an opportunity to discuss the violation. The process provides a forum for finding an appropriate resolution to the case. This process generally includes a discussion of the severity of the violation relative to the factors required to be considered by the California Health and Safety Code, and all other relevant facts and circumstances. This process generally becomes the negotiation between the District and the responsible party that in most cases leads to a mutual settlement and case resolution.</p> <p>A key component of the settlement process is the determination of an appropriate penalty. Penalties are designed to remove any economic benefit gained through non-compliance and to deter any future violations. While maximum penalties are established by the California Health and Safety Code, the District evaluates the severity of each violation individually with respect to all known facts and circumstances including the eight statutory factors when negotiating settlements.</p> <p>The following table summarizes the requested violation enforcement for Plains since 2013. Please note that consistent with state law, the District only discloses limited information regarding enforcement actions while the case is still open/pending. Additionally, it is not possible to precisely calculate the actual quantity of excess emissions from leaking components. For the purpose of responding to this request, the District estimated the emissions using the Correlation Equation Method specified in California Implementation Guidelines for Estimating Mass Emissions of Fugitive Hydrocarbon Leaks at Petroleum Facilities, which was published jointly by the California Air Pollution Control Officers Association and California Air Resources Board. This method returns conservatively estimated mass emissions in pounds of total hydrocarbons (THC). VOCs emissions, which are regulated by District Rules 4455 and 4624, are a subset of THC; and therefore, would only represent a fraction of the estimated emissions in the table.</p>

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			<p>S-71 Plains LPG Services, LP</p> <table border="1"> <thead> <tr> <th data-bbox="856 435 926 500">NOV</th> <th data-bbox="926 435 1388 500">Violation</th> <th data-bbox="1388 435 1472 500">Rule(s)</th> <th data-bbox="1472 435 1556 500">Occurred</th> <th data-bbox="1556 435 1619 500">Status</th> <th data-bbox="1619 435 1703 500">Excess THC (lbs)</th> <th data-bbox="1703 435 1787 500">Initial Assessment</th> <th data-bbox="1787 435 1940 500">Final Settlement (Paid)</th> </tr> </thead> <tbody> <tr> <td>5010698</td> <td>Two (2) component leaks in violation of Rule 4624.</td> <td>4624</td> <td>05/20/2013</td> <td>Closed</td> <td>3.33</td> <td>\$ 24,000</td> <td>\$ 18,000</td> </tr> <tr> <td>5010699</td> <td>Valve and threaded connection component leaks in violation of Rule 4455 maximum allowable percentage of leaking components (0.5% of number inspected).</td> <td>4455</td> <td>05/20/2013</td> <td>Closed</td> <td>2.18</td> <td>\$ 18,000</td> <td>\$ 12,000</td> </tr> <tr> <td>5012720</td> <td>Valve, flange, and threaded connection component leaks in violation of Rule 4455 maximum allowable percentage of leaking components (0.5% of number inspected).</td> <td>4455</td> <td>06/03/2014</td> <td>Closed</td> <td>91.59</td> <td>\$ 42,000</td> <td>\$ 31,500</td> </tr> <tr> <td>5014707</td> <td>Three (3) component leaks in violation of Rule 4624.</td> <td>4624</td> <td>06/30/2015</td> <td>Closed</td> <td>1.40</td> <td>\$ 18,000</td> <td>\$ 13,000</td> </tr> <tr> <td>5018405</td> <td>Seven (7) component leaks in violation of Rule 4624.</td> <td>4624</td> <td>05/17/2018</td> <td>Closed</td> <td>20.47</td> <td>\$ 42,000</td> <td>\$ 30,000</td> </tr> <tr> <td>5018213</td> <td>Nine (9) component leaks in violation of Rule 4624. Two (2) compressor leaks in violation of Rule 4455 maximum allowable number of leaking components.</td> <td>4624 4455</td> <td>08/08/2017</td> <td>Closed</td> <td>42.05</td> <td>\$ 118,000</td> <td>\$ 87,000</td> </tr> <tr> <td>5019759</td> <td>Eleven (11) component leaks in violation of Rule 4624. Seven (7) major component leaks and two (2) open-ended lines in violation of Rule 4455.</td> <td>4624 4455</td> <td>03/18/2018</td> <td>Open</td> <td></td> <td></td> <td></td> </tr> <tr> <td>5020039</td> <td>Four (4) component leaks in violation of Rule 4624.</td> <td>4624</td> <td>06/13/2018</td> <td>Open</td> <td></td> <td></td> <td></td> </tr> <tr> <td>5020043</td> <td>Valve, flange, threaded connection, and pump component leaks in violation of Rule 4455 maximum allowable percentage of leaking components (0.5% (valves, flanges, threaded connections) and 1.0% (pumps) of number inspected).</td> <td>4455</td> <td>06/13/2018</td> <td>Open</td> <td></td> <td></td> <td></td> </tr> <tr> <td>5021809</td> <td>Nine (9) component leaks in violation of Rule 4624. Valve and threaded connection component leaks in violation of Rule 4455 maximum allowable percentage of leaking components (0.5% of number inspected).</td> <td>4624 4455</td> <td>04/03/2019</td> <td>Open</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	NOV	Violation	Rule(s)	Occurred	Status	Excess THC (lbs)	Initial Assessment	Final Settlement (Paid)	5010698	Two (2) component leaks in violation of Rule 4624.	4624	05/20/2013	Closed	3.33	\$ 24,000	\$ 18,000	5010699	Valve and threaded connection component leaks in violation of Rule 4455 maximum allowable percentage of leaking components (0.5% of number inspected).	4455	05/20/2013	Closed	2.18	\$ 18,000	\$ 12,000	5012720	Valve, flange, and threaded connection component leaks in violation of Rule 4455 maximum allowable percentage of leaking components (0.5% of number inspected).	4455	06/03/2014	Closed	91.59	\$ 42,000	\$ 31,500	5014707	Three (3) component leaks in violation of Rule 4624.	4624	06/30/2015	Closed	1.40	\$ 18,000	\$ 13,000	5018405	Seven (7) component leaks in violation of Rule 4624.	4624	05/17/2018	Closed	20.47	\$ 42,000	\$ 30,000	5018213	Nine (9) component leaks in violation of Rule 4624. Two (2) compressor leaks in violation of Rule 4455 maximum allowable number of leaking components.	4624 4455	08/08/2017	Closed	42.05	\$ 118,000	\$ 87,000	5019759	Eleven (11) component leaks in violation of Rule 4624. Seven (7) major component leaks and two (2) open-ended lines in violation of Rule 4455.	4624 4455	03/18/2018	Open				5020039	Four (4) component leaks in violation of Rule 4624.	4624	06/13/2018	Open				5020043	Valve, flange, threaded connection, and pump component leaks in violation of Rule 4455 maximum allowable percentage of leaking components (0.5% (valves, flanges, threaded connections) and 1.0% (pumps) of number inspected).	4455	06/13/2018	Open				5021809	Nine (9) component leaks in violation of Rule 4624. Valve and threaded connection component leaks in violation of Rule 4455 maximum allowable percentage of leaking components (0.5% of number inspected).	4624 4455	04/03/2019	Open			
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14.	The district presented some figures on total area-wide emissions for the City of	<b>General: Areawide</b>	CARB presented updated emissions for area and mobile sources at the May 13 CSC meeting in Shafter.																																																																																								

	Question	Topic/Category	Response
	<p>Shafter. These numbers need to be provided for the 7 mile radius. Basically, all the chart data in the attached photo below need to be updated to reflect the 7 mile radius.</p>		
15.	<p>Include wood smoke from fireplaces and wood stoves as a separate category in the areawide emissions. Please give the number of violations and warnings cited in Shafter the past five years for fireplace and wood stove burning on no-burn days. How many fines have been paid? How much are the fines? Have any fines been assessed and not collected?</p>	<p><b>Wood Smoke Emissions and Violations</b></p>	<p>CARB has developed DRAFT area source emissions for the Shafter 7-mile radius by individual categories to show relative contributions.</p> <p>The updated PM2.5 emissions for residential wood combustion is below:                      Residential wood combustion – fireplaces: 1.19 tpy                      Residential wood combustion – wood stoves: 1.10 tpy</p> <p>CARB will be present this information at the May 13 CSC meeting in Shafter.</p> <p>Given the significant localized health impacts associated with residential wood smoke, the District has the toughest and most effective residential wood burning strategy in the nation. The District’s Rule 4901 (<i>Wood Burning Fireplaces and Wood Burning Heaters</i>), in conjunction with the District’s Burn Cleaner grant program and robust public outreach efforts, have proven to be extremely effective in advancing the District’s objectives to attain the PM2.5 federal standards and protect public health. A combined regulatory and incentive based strategy is designed to improve public health by reducing toxic wood smoke emissions in Valley neighborhoods during the peak PM2.5 winter season (November through February).</p> <p>To optimize rule effectiveness and reduce the public health impact of wood smoke, the District dedicates extensive staffing resources to enforce the requirements of Rule 4901. On each curtailment day, the District dedicates significant staffing resources to conducting surveillance in neighborhoods and responding to complaints</p>

	Question	Topic/Category	Response																												
			<p>from members of the public to ensure compliance with the rule. Due to the vast geographic area covered by the District, the public plays a vital role in ensuring compliance with the curtailment requirements of Rule 4901. The District receives hundreds of complaints regarding residential wood burning during the winter season and the District responds to each complaint. To effectively and equitably enforce the provisions of the rule and to better respond to public complaints received at night and on weekend curtailment days, the District assigns staff hours for weekend and nighttime surveillance.</p> <p>When violations of the Rule 4901 curtailment provisions are documented, a Notice of Violation is issued which carries a \$100 penalty for first-time violations. Residents cited under the rule may either pay the \$100 penalty or pay \$50 and attend the District’s residential wood burning “Smoke School”. Smoke school focuses on the challenges and goals of the District as well as providing additional education about the Rule 4901 requirements and how to ensure compliance moving forward. The majority of the violations of this rule are first-time offenses. For residents who incur repeat violations of the rule, the monetary penalties issued by the District are significantly escalated to deter future non-compliance.</p> <p>The following table provides a summary of requested Rule 4901 enforcement metrics over this past few years.</p> <p>Rule 4901 Violations:</p> <table border="1" data-bbox="869 1211 1841 1382"> <thead> <tr> <th></th> <th>2014</th> <th>2015</th> <th>2016</th> <th>2017</th> <th>2018</th> <th>2019</th> </tr> </thead> <tbody> <tr> <td>Violations</td> <td>1</td> <td>0</td> <td>1</td> <td>5</td> <td>4</td> <td>2</td> </tr> <tr> <td>Penalties Paid</td> <td>\$0</td> <td>\$0</td> <td>\$100</td> <td>\$650</td> <td>\$300</td> <td>\$100</td> </tr> <tr> <td>Pending Cases</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>1</td> </tr> </tbody> </table>		2014	2015	2016	2017	2018	2019	Violations	1	0	1	5	4	2	Penalties Paid	\$0	\$0	\$100	\$650	\$300	\$100	Pending Cases	0	0	0	0	1	1
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	Question	Topic/Category	Response
16.	Give more detail on what farming practices make the 9.9 tpy of PM2.5 in the areawide source list. How much NOx and PM2.5 come directly from agricultural equipment in the fields?	<b>Farming</b>	<p>CARB has developed DRAFT area source emissions for the Shafter 7-mile radius by individual categories to show relative contributions. For example:</p> <p>The estimated PM2.5 emissions for farming operations is 114.6 tpy. The emission activities include:                      Harvest operations – dust: 87.03                      Livestock – agricultural waste: 6.16                      Tilling – dust: 21.38</p> <p>Overall Agricultural equipment: 111.6 tpy of NOx, 6.1 tpy of PM2.5</p>
17.	What are the levels of PM10 in Shafter during the harvest season from August 1 through October 31? 24 hour averages for this season need to be measured in Shafter. How much of PM10 from dust is PM2.5? We request that PM10 levels should be monitored along with the new PM2.5 monitor at the Shafter DMV location.	<b>Monitoring</b>	<p>CARB’s air monitor has not historically collected PM2.5 or PM10 in Shafter. The District has begun to collect PM2.5, which will expand in the Shafter community through implementation of the community monitoring plan under AB617. Based on recent studies, 12.5% of PM10 emissions from almond-related harvest activities are comprised of PM2.5.</p>
18.	Please give an estimate for the currently estimated level of NOx emissions from agricultural soils in the area. What do recent studies say these emissions might be?	<b>Soil NOx</b>	<p>CARB staff are currently working on analyzing soil NOx emissions. Preliminary results (presented last month at the California Climate and Agriculture Network, CalCAN), indicate that soil NOx emission from nitrogen sources such as chemical fertilizers and dairy manure is not significant, compared to mobile sources. For Kern County, the estimated annual average soil NOx emission is about 1.2 tons per day, which is about 1% of the total NOx emission (111 tons per day) in Kern County. The work is still</p>

	Question	Topic/Category	Response
	What are the estimated NOx emissions from dairy manure in the area?		ongoing, we will provide an update when it's finalized. CARB staff are available to discuss this further.
19.	The Frito Lay plant is just outside the 7 mile radius. Please give its emissions of criteria air pollutants and indirect trucking emissions. There is also a new facility immediately east of Plains LPG and immediately south of Simplot. It is called Patriot Wastewater on Creek Road. Do they have any significant emissions either directly or indirectly from trucking?	<b>Facility Specific Truck Activity</b>	See Response 5.
20.	At the Rosedale Rio Bravo Water District ponding basins, a couple miles southeast of the center of Shafter, where oil field produced water is percolated into the ground together with canal water, please give an estimate of the VOC emissions from this practice for the past several years.	<b>Oil Field VOC Emissions</b>	<p>CARB currently does not have numbers that would account for these facilities/locations. However, as part of SNAPs there was air monitoring at around similar evaporative ponds, and the report detailing the findings should be released later this year.</p> <p>District Rule 4402, Crude Oil Production Sumps, contains requirements that may apply to the storage of oilfield produced water. In particular, Rule 4402 requires that open ponds storing produced water can only store clean produced water (produced water with a VOC content of less than 35 mg/liter).</p>

	Question	Topic/Category	Response
21.	<p>For the Wonderful Logistics/Industrial Park please list the current and proposed facilities and all the direct and indirect (mobile source) associated emissions. Don't just say these facilities are from the City of Shafter as the map currently shows but give the name of each one. Also, give the details on how each facility has complied with the air district's ISR regulation since the regulation was first passed.</p>	<p><b>Facility Specific -Industrial Park</b></p>	<p>The District Indirect Source Review Rule (ISR, Rule 9510) is the first regulation in California to require mitigation of emissions from development projects, such as warehouses and residential developments, that do not directly emit emissions, but which indirectly cause mobile source emissions. The rule was adopted in 2006, was amended in 2017, and remains the only rule in the state to directly require mitigation of emissions from these important sources.</p> <p>Information about the proposed full buildout of the Wonderful Industrial Park can be found on their website: <a href="http://www.wonderfulindustrialpark.com/">http://www.wonderfulindustrialpark.com/</a>                      The following information captures data relevant to the projects of which the District is aware. The District will not yet have information on individual future projects, as the project proponents are not required to comply with Rule 9510 until applying for approval from the City of Shafter. However, projects approved by the city at the Wonderful Industrial Park after December 2017 will generally be subject to ISR.</p> <p>Target, State Farm, Hillman, MRC Global, Formica – Approvals by the City of Shafter granted prior to adoption of ISR Rule in 2006, and were not subject to ISR. Since not subject to ISR rule, District has no information about emissions (also see answer to number 5, above).</p> <p>American Tire, FedEx, DMSI, Weatherford, Wonderful Lot 15, Wonderful Lot 17, Wonderful Lot 29 – Approvals by City of Shafter granted prior to 2017 amendments to ISR rule, and therefore grandfathered, not subject to rule. Since not subject to ISR rule, District has no information about emissions (also see answer to number 5, above).</p> <p>Ross: 1,700,000 sq-ft warehouse, subject to ISR                      Annual emissions before mitigation: 138 tons of NOx/yr, 67 tons PM10/yr                      Mitigation: Clean truck fleet (no trucks over five years old), so emissions start off lower than similar sources and decline over time as</p>

	Question	Topic/Category	Response
			<p>truck emissions are required to be reduced over time. Will achieve at least 33.3% reduction in NOx, and 50% reduction in PM10, as required by the rule.</p> <p>Wonderful Lot 16: 1,004,000 sq-ft warehouse, subject to ISR                      Annual emissions before mitigation: 39 tons of NOx/yr, 4.6 tons PM10/yr                      Mitigation: Payment of \$1,035,000 in emission reduction fee, invested by district in clean air technologies (clean trucks, tractors, fireplaces, etc.) that achieve at least 33.3% reduction in NOx, and 50% reduction in PM10, as required by the rule.</p>
22.	<p>Finally, please give a synopsis of wind direction data for Shafter. What percent or fraction of each day does the wind come from each quadrant on the windrose? How does windrose data vary by season?</p>	<b>Air Quality</b>	<p>The closest weather station is the Meadows Field Airport (BFL), about 13 miles Southeast of Shafter, on the northern edge of Bakersfield. CARB has analyzed meteorological data for the whole year of 2018 and the wind roses for the whole year, winter, spring, summer and fall seasons are below:</p> <p style="text-align: right;"><i>Continued on next page</i></p>

	Question	Topic/Category	Response
			<p style="text-align: center;">Meadows 2018 Allyear 10-m wind rose (m/s)</p> <p>NE winds: 15.6%              SE winds: 22.1%              SW winds: 7.0%              NW winds: 55.3%</p> <p style="text-align: right;"><i>Continued on next page</i></p>

	Question	Topic/Category	Response
			<p style="text-align: center;">Meadows 2018 winter 10-m wind rose (m/s)</p> <p style="text-align: right;">NE winds: 19.4%              SE winds: 31.3%              SW winds: 10.2%              NW winds: 39.1%</p>

*Continued on next page*

	Question	Topic/Category	Response
			<p style="text-align: center;">Meadows 2018 spring 10-m wind rose (m/s)</p> <p style="text-align: right;">             NE winds: 15.1%              SE winds: 16.5%              SW winds: 6.7%              NW winds: 61.8%         </p>

*Continued on next page*

	Question	Topic/Category	Response
			<p style="text-align: center;">Meadows 2018 summer 10-m wind rose (m/s)</p> <p style="text-align: right;">NE winds: 10.1%              SE winds: 12.9%              SW winds: 4.4%              NW winds: 72.6%</p> <p style="text-align: right;"><i>Continued on next page</i></p>

	Question	Topic/Category	Response
			<p style="text-align: center;">Meadows 2018 fall 10-m wind rose (m/s)</p> <p>NE winds: 18.6%              SE winds: 29.5%              SW winds: 7.4%              NW winds: 44.5%</p>

## Updated Shafter Community Monitoring Plan June 2019

Up to this point, it is clear that a few specific areas around Shafter should be monitored for various levels of pollutants. Here is the current list which is subject to additions at any time:

1. **Golden Oak Elementary School** along Lerdo Hwy. There are two stop signs along Lerdo Hwy, and immediately adjacent to playgrounds for very young children. The separation is only a sidewalk and a chain link fence. Many trucks pass through there daily. Monitoring for exposure to diesel pollutants is important at this location.
2. **Sequoia Elementary** at Mannel and Fresno. The playground at this school is adjacent to agricultural operations and very near to several oil wells. The playground is also about 3,200 ft from the CRC crude oil processing facility. Within 1,000 ft of the playground are three different oil well locations with one or more wells. Monitoring for VOC emissions plus NOx and diesel soot are important at this location. The ongoing pesticide monitoring is also elemental to this process.
3. **The Mexican Colony** at Burbank and Mannel plus **Cherokee Strip** along Beech between Burbank and San Diego. A large segment of South Shafter lives in these two unincorporated communities. Cherokee Strip is  $\frac{3}{4}$  mile north of the Plains LPG facility also on Beech. La Colonia is  $\frac{2}{3}$  mile from the JP Oil crude oil processing facility on Imperial. Both areas are surrounded by agriculture. Monitoring should be similar to Sequoia Elementary for VOC, NOx, and diesel soot, plus potential toxic emissions.
4. **Airport Industrial Area** near Lerdo and Zerker Rd plus Hwy 99 on the east side. Monitoring in this area should be for NOx, diesel soot, VOC and PM2.5 plus potential toxic emissions. Many different industries are in this area including carrot and garlic processing and manufacturing of asphalt roofing material and tar paper.
5. **Dairy monitoring** on Wildwood between Riverside and Burbank. There are two large, freestall type dairies at this location, across the road from each other. One has received CDFR funding and built a digester with a natural gas generator. Monitoring for quantities of ammonia, VOC, NOx, hydrogen sulphide, ethanol, methanol, methane, and N<sub>2</sub>O would all give useful information at this location. Also, an analysis of all the trucking emissions at this location would be important. Note: while this location is 9 miles from the center of Shafter it is less than 6 miles from Maple School which is attended by many Shafter residents. It has been selected, in part, because it has a bio-digester.
6. **Plains LPG**, already mentioned in reference to La Colonia and Cherokee Strip, needs special fence-line monitoring because of its apparent history of violations with the air district the past few years. Monitoring for VOC and NOx is important here plus more frequent inspections would be appropriate.
7. **CRC and JP Oil** processing facilities should also be monitored directly and receive more frequent inspections for any violations of their permits.
8. **High Speed Rail** construction activity should be monitored for diesel soot, NOx, PM10, PM2.5, etc. When construction is heavy some special monitoring should take place. This area is along the current BNSF railroad tracks between Poplar and Poso (in Wasco).

9. **Late Summer and Fall agricultural harvest activity** should be monitored beginning August 1 through November 1 to see what the changes in PM10, NOx, diesel soot, and PM2.5 might be locally. Monitoring locations should be selected early with some baseline information gathered in June and July and then random sampling during this harvest time period to look for changes.

10. **PM10** monitoring year around, perhaps at the same location as the PM2.5 and Ozone monitors on the roof of the DMV building.

11. **Wood Smoke monitoring** This is especially important in the cool months of the year but wood smoke level detection should be done on an annual basis. Both from open agricultural burning and residential burning, there is a need to see how much smoke is in Shafter's neighborhoods. Hopefully, there is a way for a monitor to distinguish wood smoke, and general smoke from perhaps trash burning, from other contaminants found in Shafter's air.

### **Proposed CERP for Shafter**

Introduction: Combustion is the enemy of clean air in the Shafter area. The biggest sources of combustion are mobile sources, both on and off road, heating of buildings, and stationary engines. Conversion of these combustion sources to electricity solves two problems at once. It reduces local air pollution burdens and it transitions the City of Shafter to the future where greenhouse gas emissions have to be reduced at least 80% by 2050. By 2045, grid electricity should be 100% renewable in California. Some of the rest of the needed reductions need to come from converting current fossil fuel use to electricity. Obviously, low income residents of Shafter will not be able to transition to this non-combustion future without a lot of help. Current programs are insufficient, and a just transition is essential. Additional Emission Reduction Strategies include a 2,500ft Health and Safety Buffer zone on all new oil and gas production in Shafter and the 7-mile radius along with a robust pipeline mapping and enforcement process is needed to monitor and stop fugitive emission that go unchecked.

1. 100 electric car replacements for private vehicles 15 years or older including SUV's. There are at least 2,000 light passenger vehicles of this age registered in Shafter. Qualifying low-income residents with these vehicles can turn them in for an EV at no cost. The EV would be similar to the basic Nissan Leaf with 150 mile range which costs around \$30,000. An electric vehicle charging outlet will also be provided either in their garage or in a driveway or curbside so the vehicle may be charged overnight. Main expenses of the recipient are the cost of electricity for charging, insurance, registration fees and vehicle maintenance. The federal tax credit, current trade-in programs, CA and SJV rebates, will already cover \$20,000 of the total cost. This program would need another \$10,000 to \$15,000 per vehicle.

2. 250 low-income homes to have solar installed. The federal tax credit and the DAC-SASH program would pay nearly 100% of the cost. This funding should be made available with either current sources or AB617 funds. The homes receiving this solar will also have an electric heat pump installed for heating and cooling, electric hot water heater and an electric induction stove.

3. The Community Solar Green Tariff program should be put in place in Shafter. Low income residents subscribing should also receive electric heat pump installations for heating and cooling, an electric hot water heater, and an electric induction stove.

4. 20 EV's placed around Shafter neighborhoods with charging stations. These vehicles with 150 to 250 mile range are made available for rent at a subsidized cost by low-income residents. A cost of 20 cents per mile should be reasonable. Many Programs like this already exist all over the State of California.
5. Heavy duty trucks using Laredo Hwy through the two stop signs adjacent to Golden Oak Elementary must be routed somewhere else. Perhaps Tulare and Riverside Avenues may be used for westbound and eastbound routes respectively.
6. Shafter community transportation services, Dial-a-ride, should receive two EV's. There are programs like these already in the Central Valley that work great.
7. Richland Elementary should receive 5 electric school buses.
8. Oil wells and related equipment within the 7 mile radius which use stationary internal combustion engines should convert to electric motors if the electrical grid is available within 1,000 feet.
9. Farmers using internal combustion engines to pump water within the 7 miles and located within 500 feet of the electrical grid should be given a 90% subsidized electric motor conversion opportunity for a period of one year. These farmers have not taken advantage of current programs to replace these engines. After one year, if they have not converted to electricity, they will lose all opportunity to participate in any incentive program for such conversions and hopefully state programs will force them to convert in the future.
10. No agricultural burning will be allowed within the 7-mile radius. A subsidy will be available for grinding this material including small amounts of material due to attrition.
11. High Speed Rail construction within the 7-mile radius must use Tier 4 engines in all off-road construction equipment.
12. JP Oil must reduce current flaring levels, averaged over the past five years, by 90%.
13. The ten factory dairies to the west of Shafter will agree not to empty or aerate their manure lagoons during the months of December and January to reduce ammonia in the air during the worst months of PM2.5. An incentive may be appropriate initially and if effective a rule should be made.
14. No more EPA wood stoves or inserts will be subsidized in Shafter for the replacement of old wood stoves and fireplaces. These new stoves are still large sources of pollution. Instead, no burn days will be strictly enforced in the Shafter area and all fines collected. Likewise, no natural gas inserts will be subsidized, instead electric heat pumps will be subsidized at 75% of their total cost for everyone and 100% of their total cost for low-income residents.
15. No new oil wells will be drilled within 2,500 feet of residents, schools and all environmental sensitive locations
16. Conduct monthly inspections of Plains LPG and maximum fines imposed for each violation over the next five years.

17. 1,000 appropriate trees will be planted in Shafter residential lots with willing residents paid to care for them for 5 years. Total cost of \$500 per tree.

18. The almond huller just north of Shafter on Hwy 43 will be given incentives of 80% to purchase two electric yard trucks

## **Special Pesticide Program**

### **Specific measures regarding pesticides for the Community Emission Reduction Plans:**

**1. Ban all untarped applications of 1,3-D** (very important for Shafter where 1,3-d is the primary pesticide TAC problem)

**2. Reduce 1,3-d annual township cap (the cap is currently 136,000 pounds per 6x6 mile township) and/or establish cap reductions on a more granular basis to address 1,3-d spikes we see in certain sections.**

Approximately 14 million pounds of the carcinogenic fumigant TAC 1,3-dichloropropene were applied to California fields in 2016, with similar amounts applied in prior years. In addition to being a TAC, 1,3-d produces Volatile Organic Compounds, contributing to the development of ozone. Just this year, the Superior Court of Alameda County found that the Department of Pesticide Regulation had improperly adopted an underground regulation<sup>16</sup>, which had resulted in a relaxed cancer risk level of 0.56 ppb, which is 4.4 times DPR's previous cancer risk level of 0.14 ppb and 5.6 times higher than OEHHA's recommended level of 0.1 ppb to protect children. This underground regulation raised township caps from 90,250 pounds of 1,3-d that could be used per township to now 136,000 pounds per township. It is vital that for the public's health, this township cap be reduced to coincide, at least, with OEHHA's recommended safety level of 0.1 ppb.

### **3. Notification:**

**- Make Notices of Intent (NOIs), required for restricted pesticide applications, publicly available online, along with CAC approvals/denials of these NOIs.** Notices of Intent are what farmers who intend to use a restricted pesticide have to submit to the local CAC at least 48 hours in advance of applying a restricted pesticide. CACs can deny an NOI, essentially prohibiting the farmer from carrying out that particular pesticide application. Once NOIs are public, there will be no further need for growers to produce lengthy and onerous lists of annual planned pesticide use near schools, nor to take additional steps before using any pesticides not included on their annual lists.

**- Provide real-time 48-hour notification via text and email on an opt-in basis for all drift-prone applications within a mile of schools.**

**4. Ban all aerial applications of pesticide TACs**

- 5. Establish 24/7 buffer zones of 1 mile for all pesticide TACs for all sensitive sites, including homes, hospitals, labor camps and schools**
- 6. Ask for an evaluation of all carcinogenic TACs including, pesticides, and then create emissions reduction plans in line with that analysis**
- 7. Ask for an evaluation of all reproductive toxicity TACs, including pesticides, and then create emissions reduction plans in line with that analysis**

Submitted to Air District 8/9/19 by committee members listed below.

**Comments from AB617 Steering Committee Community Members on the Air District proposed CERP of 8/5/19.**

Document sign-on's:

Dora Hernandez (Mexican Colony),  
Maria Marquez,  
Felipa Trujillo,  
Socorro Guzman,  
Angelica Lopez,  
Antonio Lopez,  
Fermin Vargas,  
Esperanza Castelan,  
Christopher Marquez, (Shafter Residents),  
Byanka Santoyo,  
Tom Frantz,  
Gustavo Aguirre Jr. (EJ Reps)

Most of the 52 items in the Summary sheet has comments by Committee Members below. An asterisk indicates items where dollar amounts are recommended for change. Names of Committee Members supporting these proposed changes will be provided at the next meeting on 8/12/19.

**SD.1 Incentives for installing solar power and energy storage for homes and businesses. \$0 proposed.\***

There should be a monetary amount set aside for this category. The energy storage is not necessary and should be removed. Shafter does not need to help balance the grid with energy storage projects at this time.

We recommend **\$15 million** of the proposed \$45 million budget just for this category. These funds would be on top of any other subsidies available which the air district has proposed to coordinate. This will ensure that lower income residents who own a home can participate and help lower middle class home-owners to also participate, perhaps with slightly less subsidy or incentive. To go with this program, there should be funding to convert homes and businesses to electric heat-pump cooling and heating. These heating units, together with solar electricity, pay for themselves very quickly and eliminate the need for natural gas in the home. The inventory shows that NOx emissions from heating buildings in Shafter are significant. Since these emissions are concentrated into the four months of the year when PM2.5 levels are at their worst, reducing these emissions with electric heat-pumps, will have a magnified impact when compared to other emissions in the inventory which are spread out for most of the year or just in the summer. Electric water heaters and electric induction stoves or stove tops should be included and made very affordable to any home receiving solar electricity. A community solar

sharing system should be set up for renters and run by City of Shafter. Purchase of land may be included.

**CC.1 Underfired char-broiler filter systems. \$300,000\***

The air district already has funding set aside for this program. We recommend the worst offending restaurant in Shafter receive one of these filtration units using AB617 funding and hopefully one more restaurant can participate using the other funding already available.

Reduce the amount proposed to \$150,000

**LG.1 Free electric lawnmowers, hedge trimmers, and weed eaters for Shafter residents. \$100,000**

We agree with this proposal and amount of funding. No leaf blowers should be included. Give away brooms and rakes instead.

**LG. 2 Incentives for electric commercial lawn and garden equipment. \$40,000**

We agree but no leaf blowers.

The City of Shafter may want to consider a ban on leaf blowers when there is any blowing dust involved in the activity.

**PF.1 Public Fleet Vehicle incentives # of units? \$100,000 per vehicle? No total amount proposed.\***

The total amount for this proposal and the type of vehicles needs more explanation.

We would recommend that the Post Office receive electric vehicles to replace those old polluting vehicles used currently to deliver mail. We would approve five of those for \$500,000 assuming all would be used within the City of Shafter. This money should not be used to simply upgrade old internal combustion vehicles to new internal combustion vehicles.

**C.1 Tune-in, Tune-up events in Shafter. \$400,000**

We recommend one such event and leftover funds applied to electric vehicle programs in Shafter.

**C.2 Incentives for Electric Vehicles and Hybrid Plug-in Vehicles. 100 vehicles \$1,950,000\***

We recommend this proposal generally. Hybrid vehicles should not be part of this program. We recommend the total funds to be at least \$10 million to ensure full participation in the first round of funding for at least 200 vehicles. The extra \$10,000 on top of current incentives is ok if

residents can take advantage of current federal rebates which are in the form of a tax credit. If not, then additional incentive funding may be needed to cover that rebate. Additional funding may be needed on top of the \$800 PG&E rebate for installation of a 240 volt, 40-50 amp, electric circuit for vehicle charging. In some cases a new circuit may be needed out to the front curb of the home. Also, upgrades to electrical boxes may be needed. This should all be 90% funded by this program.

**C.3 Incentives for Public EV charging stations. 17 units \$100,000**

We recommend this proposal generally. We recommend that at least 8 of these charging stations be level 3 for faster charging. All of them should be publicly accessible and non-profit based. The charging rate should be as low as practical to cover the actual rate of electricity used. Each school site in Shafter should have two of these chargers. Businesses with more than 30 employees, except for schools, should not be given this incentive unless they are within the original proposed Shafter boundary or in one of the outlying residential areas such as the Mexican Colony.

**C.4 Training for EV mechanics 2 events \$30,000.00**

We assume this is mostly for mechanics already working in Shafter to upgrade their skills. We approve this proposal.

**C.5 Incentive for car share program \$250,000\***

We recommend this proposal but see that more money is needed to make these cars more affordable for qualifying residents. The price per mile should be subsidized for the first two years for lower middle-class and low-income residents. We want to incentivize the use of these vehicles. We propose \$1 million, if necessary, to keep the rental cost per mile down to 25 cents per mile for most residents for the first two years. We understand the current price of these programs elsewhere may be as high as 40 cents per mile.

**C.6 Community EV test-drive program. \$200,000**

We generally recommend this proposal. It needs more clarification how it would work and how the money is actually spent.

**RB.1 Enhanced incentives to replace wood burning devices. 200 units \$600,000\***

We propose a full incentive for installing an electric fireplace in the space of the wood burning fireplace. Our emphasis on converting heating in homes to electricity does not include incentivizing residents to burn natural gas. This item could be cut to \$300-400,000 and cover the full cost of 200 electric fireplaces.

**RB.2-5 Education and Enforcement**

We recommend these proposals to take place in Shafter. No extra funding is proposed.

**HD.1 Incentive funding for Heavy Duty Truck replacement with zero and near-zero emission technology. 60 trucks \$6,000,000\***

It is not clear what is meant by near-zero emission technology. We support any replacement of heavy duty trucks with zero emission trucks if they operate daily in Shafter (the original boundary) for at least part of each work day and they are based in Shafter. 60 trucks is too many for Shafter alone. We recommend this proposal be cut to \$3 million and ensure that the trucks are all based in Shafter. Zero emission trucks should have the highest priority.

**HD.2 Zero emission yard trucks and truck refrigeration units. 30 \$4,000,000\***

We have recommended 2 yard trucks for the Almond Huller north of Shafter and next to the Labor Camp. \$250,000 is all that is needed. Please explain where the proposed 30 units would be. If they are in Shafter we would consider a greater amount of funding.

**HD.4 Electric School Buses 8 units \$3,200,000\***

We recommend this proposal. There might also be justification for the Rio-Bravo School and Maple School to receive electric buses for transporting students who live in Shafter to these school locations in the country. Currently, dozens of personal vehicles are transporting these students who live in town, morning and afternoon, in a very inefficient way. Budget could be increased to \$4,000,000 for that purpose if shown to be appropriate.

**HD.5 Electric vehicle(s) for Dial-a-Ride ? units \$400,000**

We recommend this proposal.

**HD.6 Incentives for replacing old diesel locomotives with clean diesel locomotives 2 units \$5,200,000\***

This would be such a tiny benefit to Shafter that we recommend it be removed and the money spent elsewhere. \$0

**HD.7 Incentive for replacing old diesel railcar switchers with clean diesel switchers 3 units \$4,100,000\***

We do not recommend any money spent on this proposal. There are no switch yards in Shafter. They are long gone with the potato and carrot sheds. The distribution center south of Shafter at Seventh Standard seldom uses this type of vehicle. \$0 dollars

**IS.1-4 TBD\***

While we recommend less flaring by the oil industry within the 7-mile radius, this should be nearly eliminated by current regulation being developed. Replacing IC pump engines with electricity should perhaps be minimally incentivized if they are within the 7 miles but paying the oil industry to reduce their emissions is generally contrary to our other proposals which strive to reduce the use of fossil fuel in Shafter. We propose that these multi-billion dollar companies do the right thing for the health of Shafter residents and electrify all their pump engines voluntarily. Maximum amount proposed is \$100,000 for 20 IC pump engine replacements in the CRC and JPOil production areas located within the 7 mile radius.

**A.1 Incentives for electric dairy feed mixing equipment 5 units \$6,500,000\***

**We do not recommend this proposal.** The five dairies within the 7 mile radius should all have electric feed mixing equipment by regulation. Several of them already have large installations of solar panels. These are big polluters but we do not have the details of their pollution until there is thorough monitoring of these dairies for a period of one year. Monitoring for total NOx, VOC, PM2.5 and ammonia must be done from fenceline or onsite locations. Monitoring for toxic emissions such as methanol, and GHG emissions such as methane and Nitrous oxide should be done. Soil NOx needs to be monitored. Mobile source emissions need to be calculated. Until this information is available from monitoring the committee cannot recommend any money be spent on dairies. **\$0 proposed.**

**A.2 Incentives for low-dust nut harvesters. 25 units \$2,500,000**

This should say “almond” harvesters, not nut. We generally recommend this proposal but only if there are assurances that these 25 units will each be used more than 50% of the time within the 7-mile radius. We do not recommend this proposal if we do not begin this August, 2019, with PM10 monitoring in Shafter so that when these machines are put into use next year, in 2020, we can see if there is a significant decrease in PM10. \$0 dollars recommended if no PM10 monitoring begins in August, 2019.

**A.3 Incentives for alternatives to agricultural burning 2,000 acres \$2,000,000**

We recommend this proposal and the monetary amount generally. But, there must be assurances that all 2,000 acres are within the 7-mile radius. Additionally, the fine must be increased from the current \$500 per acre for burning variances, to at least \$1,000 per acre, with the money added to the \$2,000,000 for all fines paid within the 7-mile radius. Additionally, there should be no incentive for chipping where the chips are sent to a biomass incinerator. The \$1,000 per acre is more expensive than the cost of chipping and hauling the chips to a biomass incinerator. The incentives should only be provided for soil incorporation of the chips.

**A.5 Incentives to replace diesel pump engines with electricity 10 engines \$230,000**

We recommend this proposal but add replacement of natural gas engines also. This proposal should be prioritized to engines closest to Shafter.

**A.7 Incentives to replace diesel tractors with cleanest available equipment. 100 units  
\$5,000,000\***

We recommend this proposal if every tractor replaced is used 50% of the time or greater within the 7-mile radius. Since this is not likely, in our opinion, this amount should be reduced to 50 units and \$2,500,000.

**A.8 Incentives for the replacement of dairy trucks with zero or near-zero emission trucks. 20 trucks \$2,000,000\***

We recommend against this proposal for several reasons. First, the same reasons against proposal A.1 apply here. Second, we will not recommend proposals for natural gas trucks. Third, we do not think these 20 dairy trucks would be used enough in the 7-mile radius reducing local pollution levels, to justify this expenditure. \$0 recommended.

**A.9 Support dairy digesters**

We will not put our names to a document recommending support for dairy digesters with the massive subsidies currently proposed by the state. These digesters are not a solution to reducing methane (GHG) emissions at dairies. They are not proven to work. They subsidize a broken, unsustainable system of milk production. They actually increase our local air pollution levels. They do not reduce ammonia emissions except temporarily. There is a false statement about that in the accompanying document or slides associated with these CERP proposals.

**A.10 Support Alternative Manure Management at dairies**

We do recommend this proposal for inclusion and want the state, through CDFA and CARB, to put all methane reduction subsidy programs at dairies into this category. This would greatly reduce ammonia emissions, allow for recycling of nitrogen as fertilizer, greatly reduce methane emissions, and reduce groundwater contamination with nitrates.

**A.11 Pesticides \$?\***

We recommend our proposals be implemented and money be made available for the notification system setup. \$250,000 for a notification system setup and operation.

**SC.1 Air Filtration in Schools TBD units \$100,000\***

We recommend this proposal but with a greater amount of money for more classrooms. \$500,000

**SC.2 HAL (healthy living program which is ongoing)**

We recommend this proposal

**VB.1 vegetation barriers around schools TBD\***

We recommend this proposal be pursued further and initially \$250,000 provided in funding.

**IAQ.1 Mitigate indoor air pollution TBD\***

Money allocated here could be used to replace gas stoves with electric induction stoves. This was mentioned earlier as part of SD.1. Eliminates natural gas burning and gas leaks within homes. Better control of heat on the induction stove will lead to less burning or overcooking of food which causes large particulate emissions within the home. \$1,000,000 should be allocated for 250 induction stoves to replace natural gas stoves in Shafter if this becomes a separate program.

**UG.1 Tree planting 1,000 trees \$0\***

We recommend this proposal but with money allocated for 5 years of maintenance for each tree planted by the City of Shafter as a green barrier between major pollution sources and sensitive location. We assume appropriate trees will be provided free.  $\$50 \text{ per tree/yr} \times 5 \text{ yr} \times 1,000 = \$250,000$  Contrary to the question posed by one un-informed person in the audience on 8/5/19, trees will not increase water use within Shafter because they cool the air reducing transpiration rates of all local plants, they will often replace grassy areas which use even more water than trees, and they will incentivize residents to walk more instead of driving vehicles. And, of course, they reduce air pollution levels by absorbing significant pollution.

No funding associated with the final three items IR.1, O.1, and O.2 but we support them.

**Total proposed funding by committee members: \$45,150,000**

**Original proposed funding by air district: \$44,700,000**

## **Special Pesticide Program**

### **Specific measures regarding pesticides for the Community Emission Reduction Plans:**

- 1. Ban all untarped applications of 1,3-D** (very important for Shafter where 1,3-d is the primary pesticide TAC problem)
- 2. Place a DPR Pesticides monitor in The Mexican Colony.**
- 3. Reduce 1,3-d annual township cap (the cap is currently 136,000 pounds per 6x6 mile township) and/or establish cap reductions on a more granular basis to address 1,3-d spikes we see in certain sections.**

Approximately 14 million pounds of the carcinogenic fumigant TAC 1,3-dichloropropene were applied to California fields in 2016, with similar amounts applied in prior years. In addition to being a TAC, 1,3-d produces Volatile Organic Compounds, contributing to the development of ozone. Just this year, the Superior Court of Alameda County found that the Department of Pesticide Regulation had improperly adopted an underground regulation<sup>16</sup>, which had resulted in a relaxed cancer risk level of 0.56 ppb, which is 4.4 times DPR's previous cancer risk level of 0.14 ppb and 5.6 times higher than OEHHA's recommended level of 0.1 ppb to protect children. This underground regulation raised township caps from 90,250 pounds of 1,3-d that could be used per township to now 136,000 pounds per township. It is vital that for the public's health, this township cap be reduced to coincide, at least, with OEHHA's recommended safety level of 0.1 ppb.

**4. Notification: - Make Notices of Intent (NOIs), required for restricted pesticide applications, publicly available online, along with CAC approvals/denials of these NOIs.** Notices of Intent are what farmers who intend to use a restricted pesticide have to submit to the local CAC at least 48 hours in advance of applying a restricted pesticide. CACs can deny an NOI, essentially prohibiting the farmer from carrying out that particular pesticide application. Once NOIs are public, there will be no further need for growers to produce lengthy and onerous lists of annual planned pesticide use near schools, nor to take additional steps before using any pesticides not included on their annual lists.

**- Provide real-time 48-hour notification via text and email on an opt-in basis for all drift- prone applications within a mile of schools.**

**5. Ban all aerial applications of pesticide TACs**

**6. Establish 24/7 buffer zones of 1 mile for all pesticide TACs for all sensitive sites, including homes, hospitals, labor camps and schools**

**7. Ask for an evaluation of all carcinogenic TACs including, pesticides, and then create emissions reduction plans in line with that analysis**

**8. Ask for an evaluation of all reproductive toxicity TACs, including pesticides, and then create emissions reduction plans in line with that analysis**

Shafter AB 617 CERP Comments by Committee Members not aligned with Environmental Justice Groups  
August 2, 2019

Air quality is extremely important to the health, wellbeing and economy of the residents of Shafter. The Shafter AB 617 Committee has been meeting since December 2018. Over the past 7 months we have had 12 meetings and covered a vast array of topics. This legislation has very aggressive time schedules which do not provide the committee enough meaningful data to make responsible recommendations. From the time we started until October 2019 (10 months) the committee is to have established an air monitoring program as well as a responsible Community Emissions Reductions Program (CERP). Actually, the time allowed is shorter as our committee must have our CERP recommendation completed sometime in August in order to meet the scheduling deadlines of the San Joaquin Valley Air Pollution Control District's (district) board noticing requirements. It is difficult to imagine that a responsible CERP can be recommended without any real data available from the monitoring program.

The legislation provides substantial funding to incentivize changes in operations that are otherwise operating within existing laws and regulations and does not enable the AB 617 Committees, Air Districts or CARB to enact new laws or regulations without complying with appropriate public notifications and other processes currently required by law. Although we believe establishing an emissions reduction program without meaningful data is somewhat irresponsible and potentially wasteful of public funds we understand that any changes in operations or behaviors to accomplish the CERP is to be based on the requirements of existing regulations and financial incentives provided through the legislature.

Ab 617 should give the community of Shafter a unique opportunity to improve our quality of life and must be a tool to help build the community we want by improving opportunities and the future for our residents. The committee's responsibility is to utilize these incentives, existing laws and regulations to improve the air quality of Shafter and we are committed to that. Given the rushed timelines of this program the committee has not reached consensus regarding the CERP. Additionally, several non-Shafter regional and statewide organizations are participating more and more in the Shafter meetings. Representatives from these organizations generally are advocating for changes or restrictions in mostly pesticide use. At least on one occasion representatives from CARB privately met with those groups prior to a Shafter 617 meeting and, the CARB representative reportedly made commitments relative to pesticide use and the Shafter CERP. If this is true it is exceedingly insulting to members of the committee who were not there and certainly not in the spirit of an AB 617 open process. This would be CARB committing to people who do not live in Shafter that they would do something that had not been vetted or requested through the committee.

To date, steering committee members and the public engaged in this process have seen a set of proposed monitoring locations and recommended emission reduction measures prepared by environmental justice groups and submitted to the air district through the steering committee members affiliated with those groups. Additionally, the air district presented detailed slides outlining a series of CERP recommendations. The presentation incorporated as many of the EJ groups recommendations as the AB 617 process allow. It is important to note that the district also provided perspective on recommended measures it could not adopt. Following is brief history as well as some suggestions regarding the environmental justice group proposals.

On June 10, 2019 the Center on Race Poverty and the Environment (CRPE) and Central California Environmental Justice Network (EJ Groups) in cooperation with other committee members formally submitted their desired air monitoring locations and recommended emission reduction measures. On July 22 the district presented to the committee a proposed CERP.

The District proposal was based on their understanding of AB 617 requirements and input from the committee through 6 months of meetings. Consistent with legislative requirements the District proposal included estimated emission reductions for PM 2.5, NOx and Toxics as well estimated costs. The environment justice groups proposal did not present estimated emissions reduction amounts for each proposed measure nor did it include estimated costs.

After the District presented their proposal on July 22<sup>nd</sup> Mr. Tom Franz (CRPE) said the Districts plan was totally inadequate, did not address the EJ Group's concerns or desires and went as far as to physically tear the plan and throw it on the floor.

While all steering committee members care deeply about air quality and the health of Shafter's citizens, not all the Shafter AB 617 Committee members are represented by the environmental justice groups. Although there are many and varied interests in the Shafter Community we believe there is substantial common ground and that all Shafter residents desire a healthy and prosperous community. The following are the positions of some of the Shafter AB 617 committee members who are not represented by the EJ Groups.

- I. We feel we were a part of the development of the CERP proposal presented by the District and although some fine tuning is necessary we have no major objections
- II. We feel we were not a part of the development of the EJ Groups proposal and offer the following comments:
  - a. We support the EJ Groups air monitoring locations and comments numbered 1 through 11.
  - b. We can generally support eleven of the EJ Groups eighteen CERP proposals provided they meet the intent and requirements of the AB 617 legislation. The EJ proposals we generally support number 1,2,3,4,5,6, 7,11,14,17 and 18.
  - c. We offer the following comments regarding the seven EJ proposal not included in b. above:
    - i. Proposal 8. An incentive should be offered for all stationary internal combustion engines within the 7-mile radius to convert to electric motors if the electrical grid is within 1,000 feet. This incentive to convert should be available to anyone that wants it.
    - ii. Proposal 9. We support all of Proposal 9 except the last sentence. We find the last sentence counterproductive to the goal of reducing emissions.
    - iii. Proposal 10. We agree with the inclusion of incentives to grind and till material into the soil but cannot support the elimination of all burning opportunities under current rules. Another option is to fund a study for how best to dispose of agricultural material.
    - iv. Proposal 12 We do not agree with singling out any particular company currently complying with all requirements without adequate data to substantiate that the community will actually benefit from the increased

restriction. In this case air monitoring will take place at the source and the nearest community providing data that may or may not support additional measures in the future.

- v. Proposal 15. This proposal is clearly under the jurisdiction of the local planning agency for several practical reasons. Further, land use issues are specifically outside the AB 617 jurisdiction as outlined in the blueprint. Matters such as this must be addressed via existing land use laws. Everyone who has an interest in such a requirement must be given an opportunity to participate in such a decision. The public land use laws provide for that in an open, adequately noticed and advertised way, open to the public with decisions made by people elected by the people impacted. This proposal is arbitrary and does not give all interested parties opportunity to participate.
- vi. Proposal 16. As with proposal 12 this location would have a monitor at the source and the communities nearest will also have monitors. This should provide adequate information regarding emissions from the company as well as any impacts on the community.

#### Specific measures regarding pesticides:

Although we recognize this is a very important issue for the committee as well as other regional and statewide groups we understand pesticide use regulations fall under the purview of DPR and not CARB. We understand that 1,3 D is currently under discussion at multiple levels including DPR, CARB, OEHHA and the Governor's office. The use and regulation of Telone or 1,3 D in the state of California currently has a high level of awareness and scrutiny. We further understand DPR has committed to developing new statewide measures regarding 1,3 D. The specific environmental justice groups' proposals regarding pesticides for the Shafter CERP require regulatory changes that are not in the purview of the District or CARB. We feel these matters are best regulated by DPR where the resources and expertise exist to responsibly provide the regulations.

In conclusion we look forward to working with the entire committee and district to a consensus relating to the Shafter CERP.

Samir Sheik  
San Joaquin Valley Air Pollution Control District

August 8, 2019

Re: Shafter CERP

The most recently proposed air district CERP of 09/06/2019 incorporates many of the proposals which have come from the majority on the Shafter Steering Committee. These include funding for solar panels and electric vehicles. Steering Committee members are pleased that funding will be available to help DPR set up a public notification system for nearby toxic pesticide use and in addition the vast majority of Shafter CSC members have also voiced their comments on making the Notice Of Intent public in Shafter. Funding for sidewalk and road improvements plus bicycle lanes is also appreciated and very much needed.

Unfortunately, a couple major proposals from the Committee are still missing.

One is funding to the City of Shafter for the maintenance of new trees. Funding to receive and plant trees is currently available elsewhere and the air district has committed to help secure this funding. But young trees need good thorough maintenance for several years. We continue to request funding for this maintenance of around \$250,000.

The second major omission is electrification of homes and buildings. Current PG&E incentive and rebate programs, although useful, are not sufficient to promote widespread electrification.

We note from the area source inventory that NOx and direct PM2.5 emissions from heating with natural gas are substantial in the City of Shafter. We also note that a majority of these emissions, probably 90%, are in the three winter months when PM2.5 is at its highest levels. This means reductions in this area are nearly four times more effective at reducing deadly air pollution than reductions from a similar source which occurs year around. We also note that natural gas rates are increasing rapidly. We also note that the near future requires renewable electricity for virtually all energy needs if the world is to effectively combat global warming. The State of California legislature agrees with this situation and State goals require this transition away from natural gas over the next 20 years, if not sooner. We also note that electric heating technology is very advanced today and very efficient. We also note that this all-electric future is upon us in terms of new construction requirements in a growing list of California cities and will no doubt be state-mandated in the near future, similar to the current 2020 requirement for solar panels on most new construction. Finally, we note that a just transition to this future of clean energy for current home owners requires monetary help for lower income residents such as the majority that live in a rural town like Shafter.

Because of all of the above, this CERP is lacking if it fails to include a program helping the residents of Shafter to electrify their homes. Many incentive programs for local farmers pay 75% or more of costs for new equipment which in some cases is zero emission such as electric all-terrain vehicles or electric yard trucks at almond hullers. We are not saying these are bad programs but the same type of program needs to be in place for residents and should be included in this CERP.

We request that the air district, through AB617 funding, support the electrification of homes in Shafter with incentives covering at least 75% of the cost for electric heat-pump heating, electric high-efficiency water heaters, and electric induction stoves or stove tops. We feel that \$750,000 would be a good start for this program.

We suggest the extra \$1 million for the two proposals above come from elimination of the alternative fueling station proposal because the combustion of natural gas, even in vehicles, is not a viable part of the near future. Alternatively, the heavy-duty diesel truck replacement program in the CERP can be reduced by another \$1 million.

Sincerely,

Shafter AB617 Committee Members

Dora Hernandez (Mexican Colony),  
Maria Marquez,  
Felipa Trujillo,  
Soccoro Guzman,  
Angelica Lopez,  
Antonio Lopez,  
Fermin Vargas,  
Esperanza Castelan,  
Christoper Marquez, (Shafter Residents),  
Byanka Santoyo,  
Tom Frantz,  
Gustavo Aguirre Jr. (EJ Reps)

**Signed: CSC Members=** Dora Hernandez (Mexican Colony), Maria Marquez, Felipa Trujillo, Soccoro Guzman, Angelica Lopez, Antonio Lopez, Fermin Vargas, Esperanza Castelan, Christopher Marquez, (Shafter Residents), Byanka Santoyo, Tom Frantz, Gustavo Aguirre Jr.

Strategy #	Strategy Type	Description	Agencies Involved
1.	<b>Enforcement</b>	Form an “Implementation Sub Committee” with members from the existing Steering Committee that will monitor and support in the implementation of the CERP through the following actions: a) Recommend the use of funds for mitigation projects within the AB617 area; b) Receive notification from City/County and Air District any time a permit is submitted within the AB617 area that will have impacts in air quality to provide recommendations on how to mitigate this impacts; c) Receive updates on the Community Air Monitoring Network (CAMN) and vote on any proposed changes to the CAMN.	<b>Air District</b>
2.	<b>Incentive</b>	-100 electric car replacements for private vehicles 15 years or older including SUV’s. There are at least 2,000 light passenger vehicles of this age registered in Shafter. Qualifying low- income residents with these vehicles can turn them in for an EV at no cost. The EV would be similar to the basic Nissan Leaf with 150 mile range which costs around \$30,000. - An electric vehicle charging outlet will also be provided either in their garage or in a driveway or curbside so the vehicle may be charged overnight. Main expenses of the recipient are the cost of electricity for charging, insurance, registration fees and vehicle maintenance. The federal tax credit, current trade-in programs, CA and SJV rebates, will already cover \$20,000 of the total cost. This program would need another \$10,000 to \$15,000 per vehicle.	<b>Air District</b>
3.	<b>Incentive</b>	-Install solar panels on 250 low-income homes. The federal tax credit	<b>Air District</b>

		<p>and the DAC-SASH program would pay nearly 100% of the cost. This funding should be made available with either current sources or AB617 funds.</p> <p>-Homes receiving this solar will also have an electric heat pump installed for heating and cooling, electric hot water heater and an electric induction stove.</p>	
4.	<b>Regulatory</b>	<p>The Community Solar Green Tariff program should be put in place in Shafter. Low income residents subscribing should also receive electric heat pump installations for heating and cooling, an electric hot water heater, and an electric induction stove.</p>	<b>Air District</b>
5.	<b>Transportation Mitigation</b>	<p>Place 20 EV's around Shafter neighborhoods with charging stations. These vehicles with 150 to 250 mile range are made available for rent at a subsidized cost by low-income residents. A cost of 20 cents per mile should be reasonable. Many Programs like this already exist all over the State of California.</p>	<b>Air District City of Shafter</b>
6.	<b>Transportation Mitigation</b>	<p>Heavy duty trucks using Laredo Hwy through the two stop signs adjacent to Golden Oak Elementary must be routed somewhere else. Perhaps Tulare and Riverside Avenues may be used for westbound and eastbound routes respectively.</p>	<b>Air District</b>
7.	<b>Transportation Mitigation</b>	<p>Shafter community transportation services, Dial-a-ride, should receive two EV's. There are programs like these already in the Central Valley that work great.</p>	<b>Air District</b>
8.	<b>Transportation</b>	<p>Richland Elementary should receive 5 electric school buses.</p>	<b>Air District</b>

	Mitigation		City of Shafter
9.	Incentive	Oil wells and related equipment within the 7 mile radius which use stationary internal combustion engines should convert to electric motors if the electrical grid is available within 1,000 feet.	
10.	Incentive	Farmers using internal combustion engines to pump water within the 7 miles and located within 500 feet of the electrical grid should be given a 90% subsidized electric motor conversion opportunity for a period of one year. These farmers have not taken advantage of current programs to replace these engines. After one year, if they have not converted to electricity, they will lose all opportunity to participate in any incentive program for such conversions and hopefully state programs will force them to convert in the future.	
11.	Enforcement/ Incentive	No agricultural burning will be allowed within the 7-mile radius. A subsidy will be available for grinding this material including small amounts of material due to attrition.	Air District
12.	Enforcement	High Speed Rail construction within the 7-mile radius must use Tier 4 engines in all off-road construction equipment.	Air District
13.	Enforcement	JP Oil must reduce current flaring levels, averaged over the past five years, by 90%.	Air District CARB
14.	Regulatory	The ten factory dairies to the west of Shafter will agree not to empty or aerate their manure lagoons during the months of December and January to reduce ammonia in the air during the worst months of PM2.5. An incentive may be appropriate initially and if effective a rule should be made.	Air District
15.	Enforcement	No more EPA wood stoves or inserts will be subsidized in Shafter for the replacement of old wood stoves and fireplaces. These new stoves are still large sources of pollution. Instead, no burn days will be strictly enforced in the Shafter area and all fines collected. Likewise, no natural	Air District

		gas inserts will be subsidized, instead electric heat pumps will be subsidized at 75% of their total cost for everyone and 100% of their total cost for low-income residents.	
16.	<b>Regulatory</b>	No new oil wells will be drilled within 2,500 feet of residents, schools and all environmental sensitive locations	
17.	<b>Enhanced Enforcement</b>	Conduct monthly inspections of Plains LPG and maximum fines imposed for each violation over the next five years.	<b>Air District</b>
18.	<b>Land Use/Incentive</b>	1,000 appropriate trees will be planted in Shafter residential lots with willing residents paid to care for them for 5 years. Total cost of \$500 per tree.	<b>Air District</b>
19.	<b>Incentive</b>	The almond huller just north of Shafter on Hwy 43 will be given incentives of 80% to purchase two electric yard trucks	<b>Air District</b>
20.	<b>Pesticide Regulation</b>	Ban all untarped applications of 1,3-D (very important for Shafter where 1,3-d is the primary pesticide TAC problem)	<b>Air District</b>
21.	<b>Pesticide Regulation</b>	Reduce 1,3-d annual township cap (the cap is currently 136,000 pounds per 6x6 mile township) and/or establish cap reductions on a more granular basis to address 1,3-d spikes we see in certain sections.	<b>Air District</b>
22.	<b>Incentive</b>	-Make Notices of Intent (NOIs), required for restricted pesticide applications, publicly available online, along with CAC approvals/denials of these NOIs -Provide real-time 48-hour notification via text and email on an opt-in basis for all drift- prone applications within a mile of schools.	<b>Air District</b>
23.	<b>Pesticide Regulation</b>	Ban all aerial applications of pesticide TACs.	<b>Air District</b>
24.	<b>Pesticide</b>	Establish 24/7 buffer zones of 1 mile for all pesticide TACs for all	

	<b>Regulation</b>	sensitive sites, including homes, hospitals, labor camps and schools.	
25.	<b>Pesticide Regulation</b>	Ask for an evaluation of all carcinogenic TACs including, pesticides, and then create emissions reduction plans in line with that analysis..	<b>CARB</b>
26.	<b>Pesticide Regulation</b>	Ask for an evaluation of all reproductive toxicity TACs, including pesticides, and then create emissions reduction plans in line with that analysis	<b>Air District</b>
27.	<b>Monitoring</b>	Place monitor at Golden Oak Elementary School along Lerdo Hwy. There are two stop signs along Lerdo Hwy, and immediately adjacent to playgrounds for very young children. The separation is only a sidewalk and a chain link fence. Many trucks pass through there daily. Monitoring for exposure to diesel pollutants is important at this location.	<b>Air District</b>
28.	<b>Monitoring</b>	Place monitor at Sequoia Elementary at Mannel and Fresno. The playground at this school is adjacent to agricultural operations and very near to several oil wells. The playground is also about 3,200 ft from the CRC crude oil processing facility. Within 1,000 ft of the playground are three different oil well locations with one or more wells. Monitoring for VOC emissions plus NOx and diesel soot are important at this location. The ongoing pesticide monitoring is also elemental to this process.	<b>Air District</b>
29.	<b>Monitoring</b>	The Mexican Colony at Burbank and Mannel plus Cherokee Strip along Beech between Burbank and San Diego. A large segment of South Shafter lives in these two unincorporated communities. Cherokee Strip is 3/4 mile north of the Plains LPG facility also on Beech. La Colonia is 2/3 mile from the JP Oil crude oil processing facility on Imperial. Both areas are surrounded by agriculture. Monitoring should be similar to Sequoia Elementary for VOC, NOx, and diesel soot, plus potential toxic emissions.	<b>Air District</b>
30.	<b>Monitoring</b>	Airport Industrial Area near Lerdo and Zerker Rd plus Hwy 99 on the east side. Monitoring in this area should be for NOx, diesel soot, VOC and PM2.5 plus potential toxic emissions. Many different industries are	<b>Air District</b>

		in this area including carrot and garlic processing and manufacturing of asphalt roofing material and tar paper.	
31.	<b>Monitoring</b>	Dairy monitoring on Wildwood between Riverside and Burbank. There are two large, freestall type dairies at this location, across the road from each other. One has received CDFA funding and built a digester with a natural gas generator. Monitoring for quantities of ammonia, VOC, NOx, hydrogen sulphide, ethanol, methanol, methane, and N2O would all give useful information at this location. Also, an analysis of all the trucking emissions at this location would be important. Note: while this location is 9 miles from the center of Shafter it is less than 6 miles from Maple School which is attended by many Shafter residents. It has been selected, in part, because it has a bio-digester.	<b>Air District</b>
32.	<b>Monitoring</b>	Plains LPG, already mentioned in reference to La Colonia and Cherokee Strip, needs special fence-line monitoring because of its apparent history of violations with the air district the past few years. Monitoring for VOC and NOx is important here plus more frequent inspections would be appropriate.	<b>Air District</b>
33.	<b>Monitoring</b>	CRC and JP Oil processing facilities should also be monitored directly and receive more frequent inspections for any violations of their permits.	<b>Air District</b>
34.	<b>Monitoring</b>	High Speed Rail construction activity should be monitored for diesel soot, NOx, PM10, PM2.5, etc. When construction is heavy some special monitoring should take place. This area is along the current BNSF railroad tracks between Poplar and Poso (in Wasco).	<b>Air District</b>
35.	<b>Monitoring</b>	Late Summer and Fall agricultural harvest activity should be monitored beginning August 1 through November 1 to see what the changes in PM10, NOx, diesel soot, and PM2.5 might be locally. Monitoring locations should be selected early with some baseline information gathered in June and July and then random sampling during this harvest time period to look for changes.	<b>Air District</b>
36.	<b>Monitoring</b>	PM10 monitoring year around, perhaps at the same location as the PM2.5 and Ozone monitors on the roof of the DMV building.	<b>Air District</b>

37.	<b>Regulatory/Incentives</b>	Have all funds in violations associated in Shafter via the AB617 program be directly reinvested back in Shafter and the 7-mile radius	<b>Air District</b>
38.	<b>Monitoring</b>	Wood Smoke monitoring This is especially important in the cool months of the year but wood smoke level detection should be done on an annual basis. Both from open agricultural burning and residential burning, there is a need to see how much smoke is in Shafter's neighborhoods. Hopefully, there is a way for a monitor to distinguish wood smoke, and general smoke from perhaps trash burning, from other contaminants found in Shafter's air.	<b>Air District</b>

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Shafter Steering Committee AB617

Comments:

We farm in the area of influence. All business face the challenges of rising costs and the governmental restrictions of their industry in their area. My concern is that restrictions will be put on the businesses in the area of influence and that our neighbor just outside the border will not have the extra cost and restrictions applied to their farm. As farmers we all need good sunshine, clean water, and good air quality to grow our crops. We should all strive to provide this to our community, future farmers, and our families. We farm on the edge of town... it used to be the country. We did not move closer to the town, the town moved closer to our farm. I worry that we will have a disadvantage because of where our farm is located. That others just down the road will have an unfair advantage.

Lorelei H. Oviatt, AICP, Director  
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**PLANNING AND NATURAL  
RESOURCES DEPARTMENT**

Planning  
Community Development  
Administrative Operations

August 19, 2019

File: AB 617 Shafter

San Joaquin Valley APCD  
Attn.: Jessica Olsen  
1990 E. Gettysburg Avenue  
Fresno, CA 93726

**RE: Comments – Draft Community Emissions Reduction Program (CERP)  
Shafter – AB 617**

Dear Ms. Olsen,

Kern County Planning and Natural Resources appreciates the opportunity to provide comments on the Draft Community Emission Reduction Program (CERP) prepared under AB 617 for the community of Shafter. While the original boundary for the project during the solicitation for the Steering Committee was limited to the City of Shafter jurisdiction, after selection of the Committee members they requested that the boundary be expanded for a 7 mile radius from the center of Shafter, which now includes lands under the jurisdiction of the Kern County Board of Supervisors for land use. As such, we provide the following comments on specific issues raised by the community and Steering Committee.

LU 3: SETBACKS FOR NEW OIL WELL DRILLING (Page 93)

The report includes materials and discussion on requiring that " no new oil wells be drilled within 2,500 feet of residents, schools and all environmental sensitive locations" Permitting for new oil and gas wells in unincorporated areas has been required since December 2015 by the Kern County Board of Supervisors. No permit can be issued by the California Division of Oil, Gas and Geothermal Resources (DOGGR) until they receive a permit from Kern County. Each permit is reviewed by staff of the Planning and Natural Resources Department for compliance with Chapter 19.98 Oil and Gas Activities and all mitigation measures of the Final Environmental Impact Report certified for the oil and gas activities in the valley area, including this portion of the Shafter community. Since implementation of the ordinance in December 2015, (4 years) within the county lands included in the AB 617 Shafter 7 mile boundary, nine ( 9) new oil and well permits have been issued and all have paid mitigation for air impacts.

This comprehensive project level ordinance and environmental technical document modeled the air impacts for cumulative impacts including the 58,000 active wells, 30,000 abandoned wells, related tanks and pipelines and future production which is capped by the EIR analysis. Prior to this ordinance update, there was no permit required from Kern County and the setback in the

zoning ordinance was 150 feet. This Environmental Impact Report and adopted ordinance includes the first comprehensive Health Risk Assessment of the construction and operation of an oil well in Kern County and related facilities. The science based approach on the Health Risk Assessment and noise analysis substantiated that the adopted new setback of 210 foot setback is fully protective of the sensitive land use of single and multiple family homes, a place of public assembly such as a community center, schools and hospitals. However, to address the construction and operation impacts of the individual wells and related employee and truck trips, the first Oil and Gas Emission Reduction Agreement (# 20160168/ Kern County Agreement # 890-2016 ) was executed between the Air District and the Board of Supervisors as a required mitigation measure. This agreement provides for a “no net increase” air impact mitigation that has resulted in a binding program between the Air District and the County to remove polluting sources in advance of 30 years of impacts of oil operation. This fee includes a factor to account for the cumulative impacts of all older wells as well and these activities in operation. This program, since the implementation of the permitting ordinance in December 2015, has resulted in over \$50 million in total fees paid for air impacts on each permit and managed with the Air District for grants. This mitigation fee is not tied to location or adjacent land uses, but is assessed on all permits for new wells issued. The grants are available to any organization or city in the valley and we have encouraged our Kern County cities or organizations to apply for the funds.

Staff has received this suggestion of a 2,500 foot setback from a variety of forums. However, none of these materials have provided any science to provide a new Health Risk Assessment or other technical information to support the 2,500 foot setback or the source of this recommendation. As a comparison, the science based recommended setbacks for residential and other sensitive uses from a freeway is 500 feet. As a standard freeway is approximately 210 feet wide with thousands of health impacting cars and trucks, this proposal would be the equivalent to 11 freeway widths. Our Oil and Gas Permitting ordinance reports and Environmental Impact Report can be found here <https://kernplanning.com/planning/kern-county-oil-gas-permitting-3/> and provides extensive, peer reviewed, technical data on this subject.

VB 1: INCENTIVE PROGRAM FOR INSTALLATION OF VEGETATIVE BARRIERS AROUND/NEAR SOURCES OF CONCERN. (Page 111)

The inclusion of barrier landscaping and wind break trees in projects can be an effective way to minimize dust and other pollutant issues. No permit is required to augment an agricultural zoned property for the inclusive of such a barrier, even on a Dairy as long as it is outside the established road right of way. However the implementation of the Sustainable Groundwater Management Act (SGMA) in this basin will limit the allocation of water that could be provided for such additional plantings. Further, the very agricultural use of the property may cease due to the loss of sufficient water to continue farming. The topic is very timely as the implementation of Groundwater management will result in an approximately 500,000 acres San Joaquin Valley wide to become fallow and, if not managed properly unstable. In Kern County the number of acres that may become fallow and unplanted estimates range from 150,000 to over 250,000 acres. Besides vegetative barriers the recommendation should include programs to ensure support for programs for property owners to stabilize their non-plantable fields to prevent dust storms and other impacts on the community. Such programs include support for planting native cover crops until they can become habitat or be used for alternative uses for the properties such as solar panels.

Adding any additional landscaping to an industrial project in the landscape area requires compliance with the Kern County Landscape ordinance which is mandated by the State to reflect the drought tolerant model ordinance. Such plantings, as shown in the examples, appear to be older plantings and may now be constrained by the Model Water Efficient Landscape Ordinance (California Code of Regulations, Title 23 Waters, and Division 2 Department of Water Resources – Chapter 2.7 – 2015).

### Conclusion

The department is in the process of updating our Kern County General Plan and Kern County Metropolitan Bakersfield General Plan. A series of stakeholder groups on topics ranging from Healthy Communities to Disadvantaged Communities is beginning before the end of the year to review and revise land use Policies County wide and make recommendations on new concepts and new ideas. The product of this and other AB 617 community projects are important contributions to that process and we appreciate the community involvement and Air District leadership. We will use this information to inform our process as well and work in partnership for healthy communities countywide. If you need further information or have questions, please don't hesitate to contact us at [Lorelei@kerncounty.com](mailto:Lorelei@kerncounty.com) or 661-862-8866.

Sincerely,



Lorelei H. Oviatt, AICP  
Director

cc: Supervisor Couch – Kern County District 4  
Interim Shafter City Manager – Jim Zervis

ridesharing). Under this strategy, the District plans to work with City of Shafter to obtain feedback on opportunities for community members to be involved in land use planning processes. City of Shafter has committed to notify community members about upcoming meetings that address the development of the Environmental Justice element of the City's General Plan.

In addition, as part of its Environmental Justice General Plan Element, the City is considering the following strategies to reduce the amount of vehicular travel within the Shafter area and reduce vehicle miles travelled, thereby reducing air pollutant emissions in the Shafter area:

1. Work to enhance community connectivity between residential uses, shopping, health care, employment, and community services via transit and non-motorized means of travel and maintain efficient land use patterns that reduce the number of miles residents, workers, and visitors need to travel between various activities within Shafter.
2. Plan for and maintain a system of pedestrian and bicycle facilities that connects residents to schools, places of work, parks and recreational facilities, shopping and restaurants, health care facilities, transit, and places of worship.
3. Establish standards and implement a system to evaluate new development and transportation projects in relation to the vehicle miles travelled (and mobile source emissions) they will generate and provide for appropriate mitigation measures to be applied to projects having significant vehicle miles travelled impacts.
4. Work with the San Joaquin Valley Air Pollution Control District to provide funding for (1) paving of roadway shoulders to provide for bicycle lanes and (2) increasing the frequency of street sweeping and improved maintenance of designated bikeways, including patching and/or sweeping of paved shoulders where gravel, glass or other debris has accumulated, and trimming of foliage where it encroaches into the paved shoulder.

### *LU.3: SETBACKS FOR NEW OIL WELL DRILLING*

*Overview:* Some Steering Committee members suggested that no new oil wells be drilled within 2,500 feet of residents, schools and all environmental sensitive locations.

*Jurisdictional Issues:* It should be noted that the District has no authority over how agencies allow land under their jurisdiction to be used. These so-called "land-use" decisions are historically the responsibility, under state law, of cities and counties, or, in some cases, state and federal agencies responsible for transportation corridors, state and federal parks, and other properties. AB 617 does not provide the District with new land-use regulatory authority, so land-use authority remains with cities, counties, and

state and federal land-use agencies, as discussed in CARB's Blueprint (see "Who Has the Authority to Implement Actions?" page 26 of the Blueprint). However, the District has made available to the responsible agencies the various land-use strategies that have been presented by the Committee for potential inclusion into the CERP for responsible agency's input and response in the Shafter Community Emissions Reduction Program.

*Implementing Agency:* City, County, and the California Division of Oil, Gas, and Geothermal Resources (DOGGR)

*Type of Action:* Partnership

*Timing:* Unknown

*Description of Proposed Actions:* The District will work with the City, County, and DOGGR to communicate this Steering Committee suggestion and receive agency feedback and response about this measure for potential inclusion in the CERP. The City of Shafter has responded as follows:

*Kern County has adopted an ordinance establishing setback requirements for oil facilities from sensitive uses (Chapter 19.98 of the Kern County Zoning Ordinance). The Environmental Impact Report (EIR) prepared by the County for that ordinance evaluated health risks for sensitive uses from oil production facilities. Based on the Health Risk Assessment prepared for that EIR, Kern County also adopted mitigation measures that will be implemented to avoid potential significant impacts from oil production facilities on sensitive uses.*

*The City of Shafter Zoning Ordinance also establishes setback requirements for oil facilities from sensitive uses (Shafter Municipal Code Title 17, Chapter 9). The City will review the EIR and health studies prepared by the County for its oil and gas production ordinance and consider standards for preparation of health risk assessments to avoid creation of significant impacts from oil production facilities on sensitive uses.*

#### *LU.4: REDUCE EMISSIONS ASSOCIATED WITH THE CONSTRUCTION OF THE HIGH SPEED RAIL WITHIN THE 7-MILE RADIUS AROUND THE COMMUNITY OF SHAFTER*

*Overview:* The goal of this strategy is to reduce emissions from High Speed Rail (HSR) construction equipment operating within the 7-mile radius to reduce the impact of pollution on area residents. While the Air District has already negotiated as a part of the CEQA commenting process a commitment by California High Speed Rail (HSR) Authority to completely mitigate their construction emissions on a regional basis, their construction project will still generate local air pollution impacts, largely due to the use of heavy-duty diesel equipment. To minimize these impacts, the Committee suggests that the HSR Authority use only Tier 4 engines in this heavy-duty equipment.

## VEGETATIVE BARRIERS IN SHAFTER

### BACKGROUND

Vegetative barriers, also known as windbreaks, are composed of one or more rows of trees or shrubs that may be planted in specific areas of concern in order to improve air quality in the immediate area by intercepting airborne particles, dust, chemicals, and odors. Pollutants directly emitted from cars, trucks, and other motor vehicles are found in higher concentrations near major roads. In addition, stationary sources such as industrial facilities, factories, and agricultural operations can also contribute air pollutants to their surrounding areas. Examples of these directly emitted pollutants include particulate matter (PM), oxides of nitrogen (NOx), and volatile organic compounds (VOC).

While various emission control techniques and programs exist to reduce these pollutants from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the uptake gaseous pollutants.<sup>1</sup> Examples of vegetative barriers include trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations.<sup>2</sup> In addition to air quality benefits, vegetative barriers can improve aesthetics, increase property values, reduce heat, control surface water runoff, and reduce noise pollution.<sup>3</sup>

Characteristics of a vegetative barrier that should be considered include the porosity/density of the vegetative barrier, the characteristics of the vegetation during different seasons, leaf surface characteristics, vegetation air emissions (e.g. biogenic VOCs), and the resistance of the vegetative barrier to air pollution.<sup>4</sup> Other considerations include: soil characteristics, availability of water, control of water runoff, maintenance of the vegetative barrier,, use of native and non-invasive species, and roadway safety.<sup>5</sup> Vegetative barriers may also be used with solid barriers to increase mitigation.

**Figure 4-8: Vegetative Barrier w/ Solid Barrier on Highway 198, Visalia, CA\***



**Figure 4-9: Vegetative Tree Barrier between main road and railroad tracks on Highway 43, Shafter, CA\***



**Figure 4-10: Vegetative Barrier around Foster Farms, Fresno, CA\***



*\*Latest Google Map Information*

#### **COMMUNITY CONCERNS AND COMMENTS**

The Shafter steering committee has identified Vegetative Barriers as a priority for air pollutant mitigation. Committee members have requested more information and resources on vegetative barriers and their development. Members have also asked to require incentives for any vegetative barrier projects. Community members expressed interest in planting vegetative barriers on the perimeter of agricultural operations to reduce dust, and between local rail routes and residential areas.

#### **CURRENT PROGRAMS**

The Valley Air District, the City of Shafter, Kern County, The California Department of Transportation (Caltrans), and other local partners have promoted the use of vegetative barriers for reducing exposure to air pollutants, mitigating the urban heat island effect, and improving aesthetics.

#### **STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY**

Based on community interest in installing vegetative barriers, the following measure was developed for implementation as a part of the Shafter CERP.

**The following is a suggested measure not within the Air District’s jurisdiction to directly implement:**

*VB.1: INCENTIVE PROGRAM FOR THE INSTALLATION OF VEGETATIVE BARRIERS AROUND/NEAR SOURCES OF CONCERN*

**Overview:** The purpose of this strategy is to provide incentives for the installation of vegetative barriers around/near sources of concern to reduce particulate matter, odor, and other emissions, as feasible. Based on community interest in vegetative barriers, the District will be partnering with other agencies to funnel available grant funding to the community to support the installation of vegetative barriers at/near industrial facilities and along major transportation and goods movement corridors. The District will also work with the National Resources Conservation Service (NRCS) to evaluate the feasibility of installing vegetative barriers near agricultural farms and identify potential additional funding sources.

**Jurisdictional Issues:** It should be noted that the District has no authority over how agencies allow land under their jurisdiction to be used. These so-called “land-use” decisions, such as whether to allow or require vegetative barriers in specific locations, are historically the responsibility, under state law, of cities and counties, or, in some cases, state and federal agencies responsible for transportation corridors, state and federal parks, and other properties. AB 617 does not provide the District with new land-use regulatory authority, so land-use authority remains with cities, counties, and state and federal land-use agencies, as discussed in CARB’s Blueprint (see “Who Has the Authority to Implement Actions?”, page 26 of the Blueprint). However, the District has made available to the responsible agencies the various land-use strategies that have been presented by the Committee for potential inclusion into the CERP for responsible agency’s input and response in the Shafter Community Emissions Reduction Program.

**Implementing Agency:** SJVAPCD, Caltrans, NRCS, other local partners

**Type of Action:** Partnership, Incentives

**Implementation:** 2020-2024

**Description of Proposed Actions:** The District will work closely with the community, city, California Department of Transportation, Natural Resource Conservation Service and others to investigate and identify areas suitable for installation of vegetative barriers. Type and location of projects will be developed with the input of Steering Committee, and funded as funding sources are identified

## Summary of Shafter Steering Committee Derived CERP

We are told AB617 emphasizes a community-driven program to reduce local criteria and toxic air emissions. We are also told that reducing emissions with zero-emission technology, meaning zero criteria air pollutants and zero greenhouse gases, is a priority.

With those two goals in mind, most of the Steering Committee (at least 12 voting members who have attended meetings regularly) has made a lot of changes to the 52 items in the CERP proposed by the air district on 08/05/2019. The details are in our formal response of 08/09/2019. It should also be noted that most of the Committee proposals submitted on 08/09/2019 are also found in our submittal of 06/04/2019, a full two months before the release of the Air District CERP on 08/05/2019.

A summary of our basic proposals is below.

In the City of Shafter, including the unincorporated communities just outside the city boundaries such as Maple School, the Migrant Labor Camp, the Mexican Colony, Cherokee Strip, Smith Corner, Poplar Ave, and Myrick's Corner, the number one source of air pollution is from mobile sources. Older cars and personal SUV's are a disproportionate part of this pollution. Basic infrastructure needs such as paved, sidewalks, and other needs are also elements that community members have been advocating for since the beginning and need to see assigned dollar amounts to those projects.

One group of major proposals from the committee is to jump-start the use of electric vehicles in Shafter, especially where older vehicles can be traded in and scrapped. But, extra money for even a small down payment on a new electric vehicle is difficult in a population dominated by low and low-middle income residents. Also, without charging capability where the vehicle is parked overnight there is a big problem. Finally, although simply charging from the grid is cheaper than buying gasoline, savings from an electric vehicle are greatly enhanced when solar power is part or all the home's electrical supply from where the majority of the vehicle charging takes place at night.

So, any program that retires older vehicles and replaces them with zero-emission vehicles is good but it has to be a comprehensive and very affordable program to maximize participation and get at least 150 new electric vehicles in daily use around Shafter.

The rental program proposed for electric vehicles is also good but must also be affordable. Charging stations for these cars should be from solar produced within the community. The cost of renting these vehicles must be subsidized for the first few years to maximize their use.

No one can deny that electric vehicles powered by locally installed solar panels will improve the air quality in Shafter and move the community into the requirements of the near future where zero-emission technology will be demanded everywhere to combat global warming. This must be initiated in Shafter with close to zero costs to residents apart from them turning in their older vehicle. No doubt, the participating residents will realize over time economic savings which will help inspire other people to participate in perhaps a less subsidized program in the future.

Some are arguing that putting solar panels in Shafter will not improve local air quality. But that is incorrect for several reasons. One, there are many large and polluting natural gas power plants in Kern County. Every installed solar panel in Shafter will ultimately decrease the need slightly for those power plants to operate improving air quality at the southern end of the San Joaquin Valley. Second, locally

owned solar-generated electricity makes operating an electric car more attractive from an economic standpoint so that economic stimulus indirectly but significantly improves our air quality as more electric vehicles come into use. Where someone wishes to own an electric car but cannot own solar on their rooftop there should be a heavily subsidized community solar option for residents to participate in with the benefits of cheaper electricity like owning solar panels directly.

One other significant pollution source in Shafter that is concentrated during the worst months of the year for PM2.5 is home heating from burning natural gas during the winter months. Electric heat pumps represent an affordable zero technology home heating option. Residents in Shafter should have a zero-cost opportunity to have electric heat pumps installed in their homes (perhaps the mini-split heat pumps are ideal). Added to this should be electric hot water heaters and electric induction stoves or cooktops. The natural gas can then be turned off to the home. Together with resident-owned solar-powered electricity, these electric heating devices become very affordable to operate. A program in Shafter that eventually leads to every home and building being electric needs to begin now because that is the unavoidable future.

In summary, a majority of the Steering Committee in Shafter is recommending that a major part of the AB617 derived funding for Shafter be spent on electric vehicles, electric homes and locally owned solar power providing the electricity, followed by basic infrastructure needs such as sidewalks, paved streets, and walking paths. There will be significant reductions in local air pollution and greenhouse gases. A program like this also represents a just transition to the future for residents who do not have the ability to pay for their own personal transition to a zero-emission economy.

Sighed: AB 617 -Community Steering Committee members:

Dora Hernández (Mexican Colony), María Márquez, Felipa Trujillo, Socorro Guzmán, Angelica López, Antonio López, Fermín Vargas, Esperanza Castelán, Christopher Márquez, (Shafter Residents), Byanka Santoyo, Tom Frantz, Gustavo Aguirre Jr.



336 Pacific Avenue, Shafter, California 93263

August 23, 2019

Ms. Jaime Holt  
San Joaquin Valley Air Pollution Control District  
1990 E. Gettysburg Ave.  
Fresno, CA 93726

**Subject: Comments on the Draft Community Emissions Reduction Plan for Shafter**

Dear Ms. Holt

City of Shafter staff members have reviewed the draft Community Emissions Reduction Plan (CERP) for Shafter and offer the following comments for consideration.

1. It would be helpful for the CERP to include a discussion of the regional nature of air quality issues facing the community. As you related at the August 12 Steering Committee meeting when asked how Shafter's air quality compares to air quality in similar small communities, air quality within the San Joaquin Valley generally worsens moving from west to east and from north to south. This response implies there are important geographic components that contribute to Shafter's local air quality and that as a result, local air quality control measures may not result in substantial improvements in local air quality within Shafter. The CERP should acknowledge that a substantial portion of the local air pollutant emissions impacting Shafter come from agricultural and oil production sources, which are largely located outside of the Shafter CERP planning area.
2. It would also be helpful for the CERP to set forth some overarching strategies that provide overall guidance and context for specific CERP strategies. Such overarching strategies would address some of Shafter concerns regarding the CERP. Suggested overarching strategies include:
  - Emphasize the use of financial incentives to reduce pollutant emissions and exposure of vulnerable populations to pollution. Where regulatory strategies are needed, emphasize strategies that would not place Shafter's local economy and employment base at a competitive disadvantage compared with adjacent communities that are not addressed and are not subject to compliance with the Shafter CERP.
  - Because emissions from agricultural and dairy activities, as well as from oil production affecting the Shafter community are a regional (or valley-wide) issue that requires action on a regional (or valley-wide) basis, recognize that pollution reduction programs

applied only to the Shafter community can reduce pollutant emissions and exposure to pollutants, but will not necessarily result in measurable improvements to ambient air quality. Programs addressing emissions from agricultural and dairy activities, as well as from oil production should therefore emphasize:

- Programs that can be applied on a regional (or valley-wide) basis once their effectiveness has been demonstrated within the Shafter community.
  - Measures of success such as reducing total air pollutant emissions within the community, increased utilization of existing incentive programs, and improved separation between sources of pollution and, rather than on achieving substantial improvements in local air quality.
  - Emphasize emissions reduction strategies that have a high degree of cost effectiveness, are readily implementable, and are appropriate to the size and demographics of the Shafter community.
3. CERP Figure 3-1 is unclear. Figures 3-1 and 3-2 should be revised to include a legend to indicate:
- The 7-mile radius surrounding Shafter
  - City of Shafter city limits
  - Shafter community boundary approved by CARB
4. The discussion of CalEnviroScreen should be expanded to make clear that it is based on a ranking of Census tracts statewide. While the text of the CERP attempts to explain that the “Shafter community is impacted across a number of health indicators,” Table 3-1 does not necessarily support that assertion.

CalEnviroScreen ranks four of the five Census Tracts within the Shafter area as falling within the 80<sup>th</sup> to 90<sup>th</sup> percentile for overall pollution burden, meaning that Shafter area residents face a greater burden of exposure to various environmental pollution hazards than residents within 80 percent of the Census Tracts throughout the State. The fifth Census Tract in the Shafter area (#39), encompassing the eastern portion of Shafter’s planning area, is identified by CalEnviroScreen as “High Pollution, Low Population.”

A suggested revision to Table 3-1 is provided below. Of note is that some of the Shafter area’s highest pollution burden (e.g., PM<sub>2.5</sub>, pesticides) is related to the Central Valley’s agricultural economy, rather than to local sources in Shafter. The data shows that the Shafter area’s pollution burden in relation to traffic and diesel particulate emissions from the area’s growing industrial and warehouse employment base is low compared to Census Tracts throughout the state. While population, poverty, unemployment, and population characteristics are indicative of a disadvantage community, they are not health indicators, which is what Table 3-1 purports to show. Attached to the City’s comments on the CERP is a more detailed table indicating CalEnviroScreen rankings for the Shafter area.

### CalEnviroScreen Ranking of Pollution Burdens for Shafter Area Census Tracts

<u>High Pollution Burdens</u> (greater than 80 <sup>th</sup> Percentile)	<u>Moderate Pollution Burdens</u> (between 40 <sup>th</sup> and 80 <sup>th</sup> Percentile)	<u>Low Pollution Burdens</u> (less than 40 <sup>th</sup> Percentile)
Ozone	Toxics Release	Diesel Particulate Emissions
PM <sub>2.5</sub>	Cleanup Sites	Traffic
Drinking Water	Groundwater Threats	
Pesticides	Hazardous Wastes	
Solid Waste (Census Tract 42)		
Overall Pollution Burden		

Source: CalEnviroScreen 3.0, 2018.

5. The description of air quality in Shafter provided on page 19 should provide a comparison to other communities in the San Joaquin Valley. This information has been requested by several members of the Steering Committee at various different Committee meetings; however, a clear answer to that question is still needed. In reviewing proposed emissions reduction strategies and taking action on the CERP it is important that Steering Committee members and the District Board have a clear understanding not only of the local air pollutant emissions inventory (CERP Section 3.2.4) but also have an understanding of:
  - The extent to which these local sources affect local air quality in Shafter; and
  - The extent to which regional air pollutant emissions (e.g., agriculture, oil production, mobile source emissions) that occur outside of Shafter and are not addressed by the CERP affect local air quality in Shafter.
6. On page 21, the CERP identifies the BNSF mainline rail running adjacent to State Route 43. The CERP should also identify the UP mainline rail running adjacent to the State Route 99 freeway.
7. Figures 3-5 and 3-6 identify off-road and on-road emissions sources within the Shafter area. Discussion is needed in the CERP as to the effects of these local emissions sources on local air quality. While the CERP does a good job identifying local sources of air pollution, the document remains unclear as to the extent to which these local emissions sources are problematic and contribute to local air quality issues.
8. On page 38, the CERP lists the “Top 10 Community Sources of Concern,” implying the order of these sources of concern reflect the Steering Committee’s priorities. This listing is not indicative of the questions, issues, and suggestions raised during Steering Committee meetings to date. Such questions, issues, and suggestions have focused on pesticides, pollution from older vehicles, and oil production. If the listing on page 38 reflects sources of pollution emissions, the CERP should so explicitly state.
9. Strategy A.10 states that development of strategies related to pesticide use will be completed by the end of August. As such, City staff may have additional comments on the strategies once they are available for review.

10. Page 87 of the CERP states that community members “suggested that the land use planning of the City of Shafter be improved.” City staff does not recall such a statement being made at a Steering Committee meeting. The CERP does not, however, provide any specific discussion or suggestions to clarify this statement. City staff would be glad to meet with District staff to identify and resolve any specific land use planning factors that might be improved, rather than leave such a blanket statement in the CERP.
11. Page 88 of the CERP notes that the City of Shafter had a “representative member” on the Steering Committee. The CERPS should note that the City and County each had two representatives on the Steering Committee (see Table 2-1).
12. Strategies RD.1 and RD.2 should be cross-referenced with Strategy LU.1, which addresses street sweeping and road paving in relation to increasing use of bicycles and reducing vehicle miles travelled.
13. Strategies VB.1 and UG.1, which address vegetative barriers and urban greening, should include specific funding for such programs. Studying potential locations will not, by itself have an effect on local air quality.
14. Please clarify whether the CARB programs described starting on page 138 are statewide programs that are relevant to local air quality in Shafter, or if these are programs to be carried out by CARB specifically in the Shafter area and not statewide.

Thank you for the opportunity to comment on the Draft Shafter Community Emissions Program. Please call me at (661) 746-5002 if you have any questions or would like to discuss any of these comments in greater detail.

Sincerely,



Wayne Clausen  
Planning Director

**CRAIG M. POPE, P.E., DIRECTOR**  
**ADMINISTRATION & ENGINEERING**  
**BUILDING & DEVELOPMENT**  
**OPERATIONS**



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August 23, 2019

Jessica Olsen, Program Manager  
San Joaquin Valley Air Pollution Control District  
1990 E. Gettysburg Ave.  
Fresno, CA 93716

RE: AB617 Shafter Draft CERP Comments

Dear Ms. Olsen,

Thank you for the opportunity to comment on the Draft Community Emission Reduction Program (CERP) for Shafter. Kern County Public Works (KCPW) currently participates in the AB 617 Steering Committee to collaborate on clean air strategies and work cooperatively with local leadership in addressing environmental justice concerns, particularly through transportation modes that affect disadvantaged communities in Kern County.

The Kern region of the San Joaquin Valley has one of the highest cumulative exposure burdens for criteria pollutants and toxic air contaminants in the state. KCPW is committed to improving public health and safety by constructing infrastructure improvements that reduce air pollution helping the region meet clean air mandates. KCPW is willing to partner with the community to identify opportunities to reduce fugitive dust and vehicle miles traveled by paving unpaved roadways, constructing new sidewalks, increasing street sweeping, and improving public fleet vehicles. Specific strategy comments and recommendations are as follows:

**RD. 2 – ROAD DUST: ROAD PAVING AND SIDEWALK INSTALLATIONS:**

The County agrees that road paving is an effective strategy to reduce dust in the community; however, no funding commitment or incentives are recommended in the CERP. Over the last 10 years, this Department has completed over 80 Congestion Mitigation and Air Quality (CMAQ) funded projects. More than 200 miles of dirt roads and shoulders have been paved within Kern County to improve the quality of life for all residents countywide. Due to the various federal requirements of this funding source (NEPA compliance, prevailing wages, DBE goals, etc.), the average construction cost for paving one (1) mile of dirt road is approx. \$1,500,000 per mile within a 2-3 year time period. These costs can increase up to \$4,000,000 per mile if the project requires the purchase of right-of-way, a sump and applicable drainage facilities. CMAQ is the only funding source that provides funding for large-scale projects. This grant funding averages \$10-15 million per year on a competitive basis specifically within Kern County.

Using the CARB calculator, paving one (1) mile of a dirt road, yields an:

- Average annual reduction of  $PM^{10} = 186.3$  tons
- Average annual reduction of  $PM^{2.5} = 27.9$  tons
- Cost effectiveness = \$3,756 per ton (over the 20 year life of the road)

There are seven proposed measures totaling over \$27,000,000 in incentives for programs that will yield a cumulative reduction of 28.96 tons of  $PM^{2.5}$  (CERP Table 4-3, “Estimated Reductions by Measure”, Measures HD.2, HD.4, HD.6, HD.7, C.2, A.1 and A.7.) Paving one (1) mile of a dirt road achieves the same proposed benefit (for  $PM^{2.5}$ ), respectively. Paving dirt roads is one of the most cost effective strategies to reduce emissions within the AB 617 community; however, no construction funding or incentives are proposed for such improvements.

Constructing sidewalks may not be as cost effective as paving a dirt road, but they are important for health and transportation equity in disadvantaged areas. Mexican Colony is the only area that has curb, gutter and drainage facilities that result in minimizing fugitive dust problems. Most areas currently have with dirt shoulders with no sidewalk or drainage facilities. After rain events, the dirt shoulders where residents park their vehicles and walk are either flooded or full of mud which gets tracked into their homes and on their clothes. Mud is a tripping hazard that reduces the potential for residents to use alternate modes of transportation such as walking or biking, increasing their reliability on vehicles. Complete street improvements are needed to enable safe convenient travel and access for all users of the road, including pedestrians and bicyclists for all ages and abilities.

There are several grant funding sources that KCPW has been successful in securing; however, these are on a competitive basis. On average, we construct 2-3 sidewalk projects per year. The average construction cost for one (1) mile of sidewalk is approx. \$2,000,000 per mile for roads with dirt shoulders requiring complete street improvements. These costs can increase up to \$2,500,000 per mile if the project requires the purchase of right-of-way for a sump and applicable drainage facilities.

Per the CARB calculator, constructing 1 mile of sidewalk, yields an:

- Average annual reduction of  $PM^{10} = 0.16$  tons
- Average annual reduction of  $PM^{2.5} = 0.02$  tons
- Reduction in Vehicle Miles Traveled = 88.98 miles

Estimated construction cost for complete streets in the AB 617 area, is as follows:

AB 617 Community Area	Length (miles)	Estimated Cost
Mexican Colony plus paving 3 alleys	1.30	\$3,250,000
Smith’s Corner	1.70	\$4,250,000
Cherokee Strip	0.83	\$2,075,000
Thomas Lane	0.78	\$1,950,000
Misc. residential pockets	2.47	\$6,175,000
<b>TOTAL</b>	<b>7.08</b>	<b>\$17,750,000</b>

No construction funding or incentives are proposed for sidewalk improvements; however, there is one proposed CERP measure totaling \$2,000,000 in incentives for a program that will yield a reduction of 0.03 tons of PM<sup>2.5</sup> (Measure C.2-Replacement of passenger vehicles with Battery Electric.) Paving one (1) mile of a sidewalk achieves a similar benefit (for PM<sup>2.5</sup>), respectively.

**RECOMMENDATION: Provide grant funding for paving dirt roads, shoulders and construction of sidewalks in the amount of \$20,000,000.**

D.1 – STREET SWEEPING:

The County agrees that an increase in the frequency of street sweeping would be an effective strategy to reduce dust in the community. There are approx. 131 miles of roads within the AB 617 service area of which 75 miles are within the county, 46 miles within the city and 10 miles along state routes; however, no funding commitment or incentives are being recommended. Kern County currently has 2 street sweepers that are aging. Incentives to modernize street sweepers would be supported; however, a Community Service Area (CSA) is required to establish fee-based services such as street sweeping, sewer service and street lights. This is an environmentally and economically disadvantaged community. Any increase to costs for services in this area would further increase this burden. Two previous attempts to form CSAs in this area have been rejected because the residents cannot afford to pay these additional fees.

Significant amounts of mud are tracked onto the road after rain events that leaving the road covered in mud that results in an increase of fugitive dust emissions. In order to reduce particulate matter through street sweeping, more road shoulders need to be paved.

**RECOMMENDATION: Provide \$1,000,000 incentive funding to pay for a monthly contracted street sweeping service for the entire AB 617 service area for 10 years.**

PF.1 – INCENTIVE PROGRAM FOR REPLACING FLEET VEHICLES:

The goal of this strategy is to increase outreach to public agencies operating vehicles within the community as well as prioritized funding for projects in the community. Depending on the types and cost of vehicles replaced, the proposed funding amount of \$100,000 would cover the replacement of up to 5 vehicles at an incentive of \$20,000 each.

**The County supports this measure and would be willing to consider this opportunity; however, it is suggested that the service area be expanded to include the Shafter/Wasco Landfill and Wasco Road Maintenance Yard, both within the vicinity of the service boundary so that the County would be eligible for this benefit. Vehicles within both of these facilities provide services specifically for this area.**

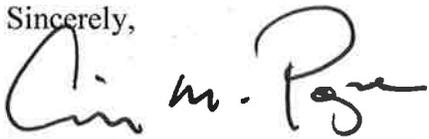
RB.2 and RB.4: EDUCATION AND OUTREACH FOR ILLEGAL RESIDENTIAL OPEN BURNING

The goal of this strategy is to reduce illegal burning of residential waste through outreach and education so that residents understand both the unlawfulness of burning garbage and its negative health impacts on all.

**The County supports this measure to provide focused advertising regarding its residential waste services. Educational materials are currently available regarding free residential trash disposal and free recycling at county landfills. Our staff is willing to work with the Air District to consolidate mailings and participate at community events.**

Fugitive Dust was identified as one of the top community sources of concern throughout the AB 617 process and KCPW is most equipped to help with strategy RD.2, to reduce road dust. KCPW is committed to leveraging AB 617 funds with County Road Funds to pay for environmental, design, public contracting and implementation of the project. A commitment of funding for these strategies would provide significant reductions in fugitive dust to improve air quality in our Valley and move toward attainment of state and federal air quality standards. KCPW is excited for the opportunity to progress our existing partnership with the Air District, community members and advocacy groups from planning to implementation of the Draft CERP.

Sincerely,

A handwritten signature in black ink that reads "Craig M. Pope". The signature is written in a cursive style with a large initial "C" and a long horizontal stroke at the end.

Craig M. Pope  
Public Works Director

## Comments on revised CERP of 8/26/19

We are pleased to see a small movement in the most recent air district proposed CERP towards the CERP proposed in past weeks and months by a majority of the steering committee. Seeing free electric lawnmowers for residents, a couple more electric school buses, \$70,000 extra for electric vehicles and \$1.5 million for solar panels are all positive improvements. But these changes are not near enough to get Shafter residents moving to the future with a just transition to electric homes and vehicles based on locally produced renewable energy which will all provide clear and evident air quality improvements.

First, please explain why the draft CERP has been decreased from 44.7 million to 38.4 million. Second, assuming \$38.4 million is the maximum available we need to see the following changes in the proposed CERP of 8/26/19.

**A1** No dairy feed mixers! The dairies are among the biggest polluters in the area but they are installing their own solar panels because they know it will save them money. They can electrify their feed mixers and make money as well. We are also waiting for dairy monitoring to be part of the CAMP. Here we additionally request that \$250,000 dollars be allocated from the 3.9 proposed million to support the development and implementation of the Pesticides Notification System.

**\$3.9 million removed from the proposed CERP.**

**A6** Replacing Ag tractors is already an ongoing program valley-wide for many years. It is impossible to spend \$5 million extra in the 7-mile radius. This amount should be reduced to \$2 million.

**\$3 million removed from the proposed CERP.**

**A.10** For the Pesticides Measure we request that a notification process builds and deployed in Shafter.

**250,000 dollars be allocated from the A.1 to this project.**

**HD6** No money should be spent on train locomotives for Shafter. It cannot be justified. BNSF trains and locomotives travel through Shafter but also to Chicago, Atlanta, Houston, and Seattle.

**\$5.2 million removed from proposed CERP.**

**HD7** 1 electric train yard switcher locomotive is supported by the committee but only if located within the 7-mile radius and it has to be electric, not natural gas or diesel.

**\$2.8 million removed from the proposed CERP.**

**HD8** Eliminate the alternative fueling station. We do not support natural gas infrastructure.

**\$1 million removed from proposed CERP**

**SD 1** Solar Panels \$1.5 million should be increased to \$8.5 million This includes community solar for renters which the City of Shafter may be able to oversee. We also stated that Energy Storage should be something saved for the future.

**Increase of \$7 million.**

**SD2** Electrify homes and buildings for heating, hot water, and cooking. \$2.5 million for 200 homes. A 75% subsidy is recommended for most but more for low-income residents.

**Increase of \$2.5 million.**

**C2** For Electric Vehicles increase the proposal from \$2.02 million to \$6 million.

**Increase of \$4 million.**

**C3** EV Chargers \$100,000 to \$850,000 for incentives and subsidies for chargers at homes. There should be several level 3 chargers installed in Shafter for public use and 4 or more level 2 chargers at each school site for employees to use while at work.

**Increase of \$750,000.**

**C5** Car shares \$300,000 to \$500,000 to make it very affordable for a trial period of at least three years.

**Increase of \$200,000.**

**UG1** Trees \$0 to \$250,000 \$50 per tree x 5 years x 1000

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**RD.2** Road Dust/Improvements/Sidewalks. There needs to be substantial AB 617 money to reduce PM 10 and dust via paved roads and sidewalks. The amount should be above 10 million Dollars.

**RB1** Specify in writing there will be no replacements of fireplaces or wood stoves with EPA certified wood stoves in Shafter. Electric and gas only. This is the only place we reluctantly say gas can replace wood but electricity is preferred.

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**U1** Bicycle lanes separated and protected from traffic connecting all school locations in Shafter including Grimmway Academy. This will connect parks as well as schools to each other and to the downtown commercial area. Money goes to the City of Shafter for implementation.

Increase of \$1 million for the initial phase

We also make the following requests:

The city of Shafter should mandate all-electric new homes after 2020 when solar installation on new homes becomes state mandated.

The Air District must quit saying in print and orally that dairy digesters improve air quality. That is a lie. It was in the presentation of 8/26/19 and also heard or seen previously.

Note: The total increases proposed above are approximately equal to the total proposed cuts. This is the CERP we are taking to CARB in February unless there is significant further acceptance and incorporation of this community-based CERP by the air district.

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Tom Frantz,  
Gustavo Aguirre Jr. (EJ Reps)



Samir Sheik  
San Joaquin Valley Air Pollution Control District

August 8, 2019

Re: Shafter CERP

The most recently proposed air district CERP of 09/06/2019 incorporates many of the proposals which have come from the majority on the Shafter Steering Committee. These include funding for solar panels and electric vehicles. Steering Committee members are pleased that funding will be available to help DPR set up a public notification system for nearby toxic pesticide use and in addition the vast majority of Shafter CSC members have also voiced their comments on making the Notice Of Intent public in Shafter. Funding for sidewalk and road improvements plus bicycle lanes is also appreciated and very much needed.

Unfortunately, a couple major proposals from the Committee are still missing.

One is funding to the City of Shafter for the maintenance of new trees. Funding to receive and plant trees is currently available elsewhere and the air district has committed to help secure this funding. But young trees need good thorough maintenance for several years. We continue to request funding for this maintenance of around \$250,000.

The second major omission is electrification of homes and buildings. Current PG&E incentive and rebate programs, although useful, are not sufficient to promote widespread electrification.

We note from the area source inventory that NOx and direct PM2.5 emissions from heating with natural gas are substantial in the City of Shafter. We also note that a majority of these emissions, probably 90%, are in the three winter months when PM2.5 is at its highest levels. This means reductions in this area are nearly four times more effective at reducing deadly air pollution than reductions from a similar source which occurs year around. We also note that natural gas rates are increasing rapidly. We also note that the near future requires renewable electricity for virtually all energy needs if the world is to effectively combat global warming. The State of California legislature agrees with this situation and State goals require this transition away from natural gas over the next 20 years, if not sooner. We also note that electric heating technology is very advanced today and very efficient. We also note that this all-electric future is upon us in terms of new construction requirements in a growing list of California cities and will no doubt be state-mandated in the near future, similar to the current 2020 requirement for solar panels on most new construction. Finally, we note that a just transition to this future of clean energy for current home owners requires monetary help for lower income residents such as the majority that live in a rural town like Shafter.

Because of all of the above, this CERP is lacking if it fails to include a program helping the residents of Shafter to electrify their homes. Many incentive programs for local farmers pay 75% or more of costs for new equipment which in some cases is zero emission such as electric all-terrain vehicles or electric yard trucks at almond hullers. We are not saying these are bad programs but the same type of program needs to be in place for residents and should be included in this CERP.

We request that the air district, through AB617 funding, support the electrification of homes in Shafter with incentives covering at least 75% of the cost for electric heat-pump heating, electric high-efficiency water heaters, and electric induction stoves or stove tops. We feel that \$750,000 would be a good start for this program.

We suggest the extra \$1 million for the two proposals above come from elimination of the alternative fueling station proposal because the combustion of natural gas, even in vehicles, is not a viable part of the near future. Alternatively, the heavy-duty diesel truck replacement program in the CERP can be reduced by another \$1 million.

Sincerely,

Shafter AB617 Committee Members

Dora Hernandez (Mexican Colony),  
Maria Marquez,  
Felipa Trujillo,  
Soccoro Guzman,  
Angelica Lopez,  
Antonio Lopez,  
Fermin Vargas,  
Esperanza Castelan,  
Christoper Marquez, (Shafter Residents),  
Byanka Santoyo,  
Tom Frantz,  
Gustavo Aguirre Jr. (EJ Reps)



**Christine Luther Zimmerman**  
Technical & Regulatory Affairs

August 28, 2019

Mr. Dave Warner  
Deputy Air Pollution Control Officer  
San Joaquin Valley Air Pollution Control District  
1990 East Gettysburg Avenue  
Fresno, CA 93726

Re: AB 617 Shafter Draft Community Emission Reduction Plan (CERP)

Dear Mr. Warner:

Western States Petroleum Association (WSPA) appreciates the collaborative effort between the San Joaquin Valley Air Pollution Control District (SJVAPCD) and the Shafter Community Steering Committee in preparing the Draft Community Emission Reduction Plan (CERP). WSPA is a trade organization whose members are stakeholders and interested parties in the San Joaquin Valley air basin. Considering those interests, WSPA and its members have monitored closely the AB 617 process in the City of Shafter and have reviewed the Draft CERP published on the SJVAPCD website. With members and staff living and working in Shafter and throughout the San Joaquin Valley, WSPA is committed to supporting clean air and quality of life in the valley.

WSPA supports the emission reduction measures presented in the CERP and commends the Steering Committee for its serious consideration and contribution in developing the document. WSPA further supports utilization of incentive-based measures to reduce emissions in Shafter while allowing for its residents to remain gainfully employed in a healthy thriving community.

In instances where the Steering Committee-recommended measures that fall outside the scope and intent of AB 617 and its blueprint, WSPA supports the existing land use and other applicable regulations in place.

Thank you for your continued efforts in AB 617 implementation. Should you have any questions or feedback, please contact me at (661) 343-5753 or via e-mail at [czimmerman@wspa.org](mailto:czimmerman@wspa.org).

Sincerely,

A handwritten signature in black ink, appearing to read "Christine Luther Zimmerman", is written over a horizontal line.

CC: Samir Sheikh – SJVAPCD  
Heather Heinks – SJVAPCD  
Suzanne Noble – WSPA  
Tom Umenhofer – WSPA