

Appendix G

Town Hall Meeting Suggestions

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Appendix G: Town Hall Meeting Suggestions

This Appendix contains verbal and written comments collected at the series of Town Hall meetings the District held from July 26-28, 2006. The meetings were held in Bakersfield, Delano, Fresno, Huron, Modesto, and Stockton, and approximately 300 people attended.

These comments are sorted by jurisdictional authority and by topic. They are numbered for reference only.

Ref. #	Town Hall Comment	District Response
District: Agricultural Sources		
1	Agricultural burning, fireplace, and ISR rules were not derived to clean our air per se, but to regulate it. Even though the District has begun to regulate fireplace use, it still allows agricultural burning to continue (Rule 4103).	The District's Governing Board adopted rule amendments to District Rule 4103 for Phase I and Phase II in 2004 and 2005, respectively. Future amendments are scheduled to further curtail ag burns, as required by state law. Please see S-AGR-1 in App. I for more details of District efforts to limit ag burning. In addition, the District's Smoke Management Program (SMP) manages smoke pollution caused by open burning, including hazard reduction and prescribed burning, with meteorological conditions as the basis for allowing or not allowing burns to occur. Please see the District website for more details about the SMP.
2	Encourage farmers to burn dry prunings and orchard debris during periods free of inversion layers. Let farmers decide how to dispose of orchard prunings, but they should be told when the best days to burn are.	Public utility companies have indicated that grid capacity is able to handle increased demands from electric conversion to power ag pumps. Incentivizing use of electric motors is a viable option and participation is voluntary. Please see comment # 251.
3	Make the conversion of diesel irrigation pump engines to electric motors voluntary. Electric motors are inefficient and strain the electric grid.	State law mandates that agriculture sources are now subject to District regulation.
4	Stop giving waivers and delays to agriculture.	
District: Stationary and Area Sources		
5	With the prevailing winds into the Valley through the mountain passes, the Bay Area needs more stringent ozone controls that apply to all areas (whereas the beach areas are not included currently).	The BAAQMD governing board recently adopted the 2005 Ozone Strategy. Both the BAAQMD and the District are continually addressing ozone transport issues. More stringent state ozone standards will require further controls to be implemented by the BAAQMD.

Ref. #	Town Hall Comment	District Response
6	The District should consider the Positive Charge Clean Air Restoration Device, which is like an Ionic Breeze Air Purifier. It would generate wound electro magnetic field. The original test device (described in comment letter) should be 100 square acres. Each battery could purify millions of cubic feet of air.	Comment noted. The commenter may submit this to the US EPA for further technical evaluation of its merits.
7	The plan should include short and long-term solutions.	Comment noted. The District strategy is to expedite NOx reductions, since modeling shows that attainment of ozone standards is NOx driven, and this approach is beneficial, as well, to attainment of the PM2.5 standards.
8	Increase incentive funding by fining bad actors who are not using proven technology to decrease emissions. Put fines in regulations.	Comment noted. Incentive funding must come from reliable sources in order to sustain programs effectively.
9	Need to revise all of its ERC banking	Comment noted.
10	No more credits for polluting industries.	Comment noted.
11	Reevaluate definition of stationary engines	Stationary engines' definition come from the federal CAA and is beyond the District's authority.
District: Advanced Emissions Reductions Options (AERO) Programs		
12	District has not designed current programs (incentive, Alt Com, etc) effectively, need to outline specific program will work	Comments noted. Please see App. K for descriptions of AERO programs.
13	Voluntary and creative doesn't work	
14	AERO strategies are interesting and should be studied further.	
15	AERO is not best approach. We need to do everything, not just what is cost-effective.	
16	AERO should be the last resort and there should be proof that no technology exists to achieve the reductions.	
District: Behavioral Changes/Public Education		
17	Need to focus on getting individuals to control their own emissions	(This response addresses comments 17 – 42 some of which appear on the following page) Comments noted. Several programs are being proposed to encourage greater public participation in clean air efforts, and these are: Trip Reduction, Expanded Spare The Air Day, Green Contracting, Heat Island Mitigation, and Alternative Energy and Energy Conservation. Future episodic control strategies are also being studied, and these are being designed to be similar to the highly successful fireplace rule. The District invites further comments and suggestions to engage all residents to adopt behavioral changes beneficial to healthy air.
18	Mega High School kids driving cars	
19	Students should not be allowed to drive to high school	
20	What can each one of us do to make the environment better, we can each do more, we can do our part	
21	More people to ride bikes	
22	Making personal changes/choices important	
23	In marketing, what is the comfort zone, we are swayed by marketing	
24	Daily tip in news and TV	

Ref. #	Town Hall Comment	District Response
25	Going to have to dig deep and ask people to sacrifice	
26	Suggests a celebration of the air, improving air quality., Everybody's responsibility, One thing lacking is education (in some issues).	
27	Choices all of us make each day that can help improve the air.	
28	More money for advertising on television	
29	Incentives for biking to work.	
30	Incentives to live in the town that you work.	
31	The District should do more to inform voters about what to do to help clean the air.	
32	Be educators-for both citizens and the governing board about the problems and solutions.	
33	It is easy to blame business for pollution, but we are all part of the problem. The District needs to adopt more rules like the ISR rule.	
34	Individualized transit marketing.	
35	Sell, sell, sell! Sell, market "green" ideas. Kids need to know it's cool to drive fuel-efficient cars and ride bikes to school and work. Set good examples!	
36	Have an on-going public education program showing people the various small and large things they can do to reduce air pollution.	
37	Also, have a ride-2-school day on your bike for middle and high schoolers, also for adults to ride to work.	
38	Need to use simpler language	
39	Try to give parts of the presentation in Spanish, Have Powerpoint in Spanish	
40	Wondering how much outreach has been done	
41	District need to focus on drivers for behavioral change, over time behavior becomes natural	
42	Support education of sustainable energy	
District: Composting Facilities		
43	Regulate composting facilities.	The District is currently developing a rule to cover composting.
44	Biosolids need to be regulated	
District: Confined Animal Facilities		
45	We need to do something about VOCs from manure.	Please refer to the District's Rule 4570.
46	Dairies need to really pay the full costs of the pollution they are causing.	This 8-Hour Ozone Plan contains a control measure that expands the applicability of the current dairy rule. Please see App. I, Confined Animal Facilities (S-AGR-2).
47	Dairy Rule...District needed to go further	
48	Regarding dairies, science wasn't there	

Ref. #	Town Hall Comment	District Response
49	Why no offsets of dairy industry?	Federal law does not require offsets for minor sources of fugitive emissions. State law prohibits districts from requiring offsets until an ERC-generation protocol is established. District staff is currently evaluating this issue.
50	Rule 4570 is the most stringent regulation for dairies in the country and it should be given time to work.	Comments noted.
51	Regulate confined animal facilities! By-right system does not work to control/monitor VOC. Do it now. These are not small family dairies, and they are not local businesses. They are out-of-area corporations that are shifting their costs to Valley residents' health and safety, and not creating any benefit to Valley residents.	
52	Rescind and revise the large confined animal facility rule	State law prohibits the District from rescinding the CAF rule. As stated previously, the District is proposing expanding its applicability.
53	Strongly believe mega dairies should not exist in central Valley	Although the District does not have zoning authority to prevent dairies from moving into the Valley, dairies in the Valley must comply with District rules.
54	Dairies are getting larger, No justification for large facilities, think twice about permitting large dairies	The District cannot withhold a permit based on the size of a dairy.
55	Dairies are major problem, wants to limit the size, Dairies are dirty, smell, ugly in CA – in east coast dairies are cleaner in appearance	Dairy size is under the jurisdiction of land use agencies.
56	Accepted huge out of town dairies which have been regulated out of other areas	
57	Create limit of number of cows each dairy has	
58	I suggest following the model of San Bernadino County, putting a cap on the amount of dairies allowed.	
59	Find a way to prohibit mega dairies or disincentives for moves	
60	Often hear CAFOs bring employment, but only earned just over \$8 per hour	Comment noted. Please see the socioeconomic analysis done for the adoption of Rule 4570 in 6/15/06.
District: Fires and Hazard Reduction		
61	Weeds, grasses, and brush along highways, hills, and other properties should be burned on authorized good-burn days to minimize smoke-related problems.	Please see Rule 4106. Also, Prescribed Burning & Hazard Reduction Burning (S-GOV-6) in App. I contains more explanation about this source category.
District: Flares		
62	The flare rule needs to be tightened. To be as tough as South Coast and Bay Area.	Data from the Bay Area and South Coast AQMDs will be evaluated to analyze the effectiveness of Flare Minimization Plans.
63	On 7th Standard Road, flare is always on, gas burning is damaging our air	

Ref. #	Town Hall Comment	District Response
64	Need to do something about flares burning late at night, should charge them for flares	Please see Flares (S-IND-21) in App. I.
District: Fugitive Windblown Dust		
65	New rules for vacant lot weed control. Bare direct surface gets picked up on windy days.	This is a PM-related issue. It will be addressed during the PM2.5 planning process in 2007.
66	Make voluntary any rule that would require farmers to disturb the soil.	
67	Fun of dirt road should not be allowed...just say no	
68	Dust on the canal banks and road in Fresno county	
69	Shoulders need to be sealed, too much dust	
District: Health Issues		
70	Outdoor air pollution is bad for asthmatics.	Studies like the Hall study increase understanding of the actual health costs of air pollution in the Valley. Future studies will further this knowledge. The health costs are higher for PM2.5 than for ozone, so the District will be able to do even more to decrease potential health costs with the 2008 PM2.5 Plan.
71	Public Health Agency, but feels not doing a good job of protecting the public	
72	Crisis occurring, huge health costs	
73	Valley Fever	
74	Air District not agency of commerce but agency of health	While the District's highest priority is public health, the District also has a legal responsibility to consider the economic impact of its actions.
75	Now are hearing the interests of the community. Interest is health	Comments noted.
76	Air Quality issue tied to health problems	
77	Public is the one who pays the price	
78	Cost of disease but what about cost of death	
79	Need to do something soon, do it for the kids	Comment noted. The control strategy proposed in the 2007 Ozone Plan will result in air quality improvements in the near future.
80	Need to include public health as part of analysis, rule making fails to calculate positive public health benefits and that cost impact	The public health costs associated with individual rules may be relatively small and/or difficult to quantify, in contrast to the overall impacts as quantified by the Hall study. Future studies like the Hall study will further the District's understanding of the possible health costs associated with air quality.
81	Standard is damaging the health of the Valley	The intent of the District's plans is to bring the Valley into standards set by EPA, which are based on public health studies and involve extensive peer review and public comment.
82	Doctor and air specialist on board	The District has expressed previously that the current constitution of the Governing Board have been effective in tackling the District's air quality issues, as evidenced by many regulations adopted, including the fireplace rule, the CAF rule, the ISR rule, the school bus rule, etc.

Ref. #	Town Hall Comment	District Response
83	In Jane Adams 3rd highest number of kids with asthma	Comments noted.
84	Concerned about asthma, health, air quality	
85	Embrace more public health	
86	Subsidy to all polluters. From the public's lungs.	
87	Mandate health, SB 999	
88	Our Valley has high health cost and crop loss numbers due to ozone levels.	
89	Should establish health goals that everyone buys into that could be tracked to determine progress. One agency needs to be responsible to track respirator health improvement.	
90	Protect the most vulnerable	The federal standards are set to protect the sensitive groups.
91	Prioritize pollution sources by health impact	Comment noted. In some cases, future studies may increase understanding of speciated health impacts.
92	We need to quantify health issues.	Health issues are continually quantified by various agencies and groups, and the best available health studies are consider by EPA when the NAAQS are set.
93	Any delay in attainment of the standards will have a high cost to public health.	Comment noted. The District is committed to bringing the Valley into attainment as soon as is practicable.
94	We are all paying the costs NOW, so why are you scared to make polluters pay to prevent these air problems? Why do they get to wait to pay when our lives are affected today? Each day this board delays imposing emission controls means death, harm, and severe health problems for us and out children.	The District is committed to balancing all of its responsibilities. The District must base its approach on the best available science and technologies to ensure the most effective improvements to the Valley's air quality.
District: Incentives and ISR Programs		
95	Command and control is not always the best answer, often incentive programs can provide greater reductions	(This response addresses comments 95 – 101 some of which appear on the following page)
96	When selling a home, the seller is required to disclose things like lead-based paint, asbestoses, and mold because of the hazards they pose. I think people buying homes in the Valley should have to sign some sort of document indicating that they understand they are buying a home in an area with poor air quality.	Comments noted. The District is committed to its ISR rule. Please see Indirect Source Review Enhancement (M-OTH-8) in App. I of this plan. Future control options are described, but the District is not making recommendations at this time, pending examination of legal limitations in state law.
97	For what someone can spend on gas-powered lawn equipment, they can change their landscape so that mowing won't be needed. Perhaps regulations can be passed to limit the amount of lawn a home can have.	
98	The District needs to defend the ISR rule.	

Ref. #	Town Hall Comment	District Response
99	Charge more through ISR (indirect source review), Make smaller developer pay ISR	
100	ISR fee discounts to businesses with air programs.	
101	All new development should completely offset new sources of air pollution. Leapfrog and new town development should be discouraged because these create longer commutes to city centers. These should be assessed impact fees if they are built.	
District: Monitoring		
102	Expand scope of studies with more monitors in mountain communities	The District's monitor locations are selected to meet federal requirements, including requirements that the monitors be placed to measure representative concentrations as well as concentrations in air pollution hot spots. Please see Figure 1-3 in Chapter 1 of this Plan for a map of monitoring station locations to include mountain areas and Kern.
103	Additional monitoring stations in Kern County.	
District: Oil and Gas Production		
104	Stop evaporation ponds in oil field	Please see Crude Oil Sumps (S-PET-13) in App. I of this plan.
District: Research		
105	Actions need to be based on good sound science	The District concurs.
106	Research studies	Comment noted.
107	Remote sensing	At this time, remote sensing does not appear to be the most cost effective option.
108	District has shown that science based approach is good	Comment noted.
109	The science needs to be better developed to identify controls for dairies. The industry has made its facilities available to do research.	
110	Be innovators-be the best at what we do.	
District: Public Outreach		
111	Need to use simpler language	This plan was written with readability in mind.
112	Try to give parts of the presentation in Spanish, Have Powerpoint in Spanish	The District provides English to Spanish translation in workshops for plans and governing board meetings, as often as possible.
113	Wondering how much outreach has been done	The District is committed to effective public outreach. Please see Expanded Spare-The-Air Programs (M-OTH-9) in App. I of this plan and check the District website for public service updates and other outreach services.
114	Fresno fair and mass transit! Print coupons in the Bee for free bus passes to the Fair. Additional bee sales funds get donated to air district funding.	Based on the current transit system in the San Joaquin Valley, this does not appear to be a cost effective measure at this time.

Ref. #	Town Hall Comment	District Response
115	SJVAPCD just doesn't make it as an acronym. How about inventing one that fits the bill and people can identify your agency with your mission.	Comment noted.
District: School Buses		
116	Replace pre-1999 school buses ASAP	Please refer to the District's recently-adopted school bus rule.
117	Ask school districts to reduce bus trips by x%; maybe ask students to walk farther, use neighborhood elementary schools as pick up points.	These issues are governed by individual school districts. There may be safety issues involved. Limiting bus trips may actual encourage increased car use, which would be detrimental to air quality.
District: Spare the Air Days		
118	Free tickets on STA days	Based on the current transit system in the San Joaquin Valley, this does not appear to be a cost effective measure at this time. The District encourages residents to utilize public transit. Many residents may find that they can save money using transit rather than using their cars.
119	Partnering with community organizations can help leverage precious public dollars to make a lasting impression on citizens. These programs, coupled with consistent Spare the Air messages and solutions can result in smart choices and improved air quality.	The District concurs. The District's partnership with the American Lung Association for the school flag program is one such successful program.
120	Regulate spray painting on windy days.	It is not evident that spray painting on windy days results in more of an air quality impact than on non-windy days.
121	Stockton does not seem to honor Spare the Air (e.g. no free transit). Free transit should be available locally, not just for rail commuters.	The District does not offer free transit (neither buses nor rail) on STA days because based on the current transit system in the San Joaquin Valley, this does not appear to be a cost effective measure at this time. The District encourages residents to utilize public transit. Many residents may find that they can save money using transit rather than using their cars.
122	The Bay Area Air District offers free public transportation on Spare the Air Days. What incentives does this District offer?	
123	Incentives for transit and vanpool programs.	Please see Employer-based Trip Reduction Programs (M-TRAN-2) in App. I of this plan. The District is committed to reducing vehicle miles traveled (VMT) in the district.
District: Stronger Rules		
124	Plenty of rules out there that the District has declined to adopt (ex: NSR exempt Ag from offsets). Need to review the most stringent measures in other areas	The District has analyzed rules from other air districts, including South Coast AQMD. The District has left "no stone unturned", but the District must give priority to those rules that will achieve the most reductions earliest.

Ref. #	Town Hall Comment	District Response
125	Need to make sure we are getting the most reduction out of each rule, Urgency of problem merits strongest rule possible	The District has exhaustively assessed all existing rules for opportunities for strengthening. The District must give priority to those rules that will achieve the most reductions earliest. The District's rule adoption schedule must allow adequate time for the public process. The District must, in some cases, consider improved technologies that will be available in the near future (such as Tier 4 engines)
126	Holding off on extreme measure b/c they impact quality of life, but they are actually limiting quality of life	The District has a legal responsibility to consider the socioeconomic impacts of its rules.
127	Make big-picture suggestion: should abandon concept of reasonable, cost-effective controls.	
128	Feels that District not interested in ideas for small reductions.	The District must give priority to those rules that will achieve the most reductions earliest. The District has a legal responsibility to consider the socioeconomic impacts of its rules. The District's rule adoption schedule must allow adequate time for the public process.
129	The District should move with urgency and not worry to much about cost-effectiveness	The District has a legal responsibility to consider the socioeconomic impacts of its rules. The District's rule adoption schedule must allow adequate time for the public process.
130	Strengthen every existing rule to require the maximum achievable reductions at the earliest possible date.	The District has exhaustively assessed all existing rules for opportunities for strengthening.
131	Talks about improving rules such as flares rule, boiler rule, LCAF rules.	
District: Urban Forestry/Cool Cities Programs		
132	Encourage District to look at smaller communities to see how to fund and support urban forestry	Further study may be needed to quantify the emissions reductions that may be associated with tree planting. The District's control strategy must achieve quantifiable emissions reductions.
133	Investing in tree planting through incentives, volunteer efforts, and various local ordinances can provide some air pollution reductions. Many jurisdictions are supportive of this type of strategy. We know trees are good for air quality, and with data from a study out of UC Davis and the Tree Foundation, we can prove it.	
134	Want sidewalks and trees...can walk and clean the air	The District emphasizes walkable communities in its "Air Quality Guidelines for General Plans," and sidewalks are an element of ISR. Overall, the ultimate authority belongs to land use agencies.
State: Fuels		
135	Would it be possible for the old diesel engines to use biodiesel?	Biodiesel's merits lies with other concerns (such as PM and toxics) other than it's NOx potential as an ozone precursor.
136	Biofuel is an option to consider for diesel engines; vegetable oil and other non-petroleum based biofuel does not pollute. Berkeley currently uses it in its city vehicles. The District should encourage cities to use vegetable oil biofuel for diesel engines.	
137	Support Natural Gas	

Ref. #	Town Hall Comment	District Response
138	Support E85 pacific (ethanol).	advances made to have cleaner engine emissions in all fuel types.
139	Increase fuel standards	State law vests the authority to the ARB with regards to fuel standards. The state has jurisdiction over mobile sources. However, the District plans to provide incentives to hasten the turnover of vehicles.
140	Increase fuel efficiency standards and emissions controls on passenger vehicles and heavy duty trucks	
State: Mobile Sources		
141	Consumer education on cars should be offered, like how greencars.com lists the best and worst cars for the environment.	Comment noted. The District's public education unit constantly reminds the general population about wiser choices to protect the environment.
142	Raised trucks should be banned. There is no practical reason to raise a truck, and it makes the mileage even worse. Although the District doesn't regulate vehicles, perhaps something can be done about the businesses that raise trucks for people. Perhaps there can be a limit on how high a truck can be raised, like no more than 4 inches beyond factory height.	Comment noted. As said, it is beyond District authority to regulate the operation of vehicles.
143	As an initial step, and to get more money for alternatives, ads, and mitigation, tax sources of pollution when they're sold: taxes of leaf blowers, lawn mowers, even cars and sources of VOCs.	The District does not have the authority to levy taxes at the point of sale.
144	Autos and diesels are the largest contributors of pollution, and diesel emissions are quite hazardous. The focus should be on these sources of pollution.	The District concurs and plans to "step out of the Box" by using mechanisms, such as incentive funding and AERO (Advanced Emissions Reductions Options) options to reduce emissions from mobile sources.
145	Reinstate roadside vehicle checks.	Comment noted. The state, through ARB, has plans to improve Smog check programs and institute other programs that will cut down mobile source emissions.
146	Container movement	This is being addressed through ARB's Goods Movement programs. It is also the subject of exploratory modeling studies to determine if geographic relocation to the west side is a viable option.
147	Idling trucks, enforcement of the rule	The District concurs. The ARB has adopted idling restrictions. The District's ongoing incentive programs cover electrification of truck stops.
148	Uninsured vehicles don't participate in smog check, Need to help people keep vehicles but get smog check	Please see the ARB's proposed control measures, which includes Smog Check improvements. The District and ARB plan to improve their scrappage programs to get gross polluters off the road.
149	Have you analyzed the amount of air pollution reduction if the CAFÉ (mileage) standards were raised to 40 mpg? If not, will you?	The federal sector has the authority to regulate CAFÉ (mileage) standards.

Ref. #	Town Hall Comment	District Response
State: Off-Road Engines		
150	Fork lifts	District incentive programs can target the reduction of emissions from forklifts, as with all other possibilities of reducing off-road emissions.
State: Pesticides		
151	Need to go to Congress/DPR and use political leverage	The District concurs with the importance of DPR's having effective pesticide controls. The DPR regulates emissions from pesticides. The District concurs that the DPR needs to achieve emissions reductions from pesticides. The DPR regulates emissions from pesticides. The District concurs that the DPR needs to achieve emissions reductions from pesticides.
152	Adopt rules for pesticides	
153	Pesticide controls	
154	Limit VOCs in the pesticides	
155	Limit use of pesticides with VOC on high ozone days	
156	State revision of pesticide regulations.	
157	Pesticide use controls, such as utilizing tarps etc. to control pesticide drift.	
158	Adopt stringent controls for smog forming chemicals in pesticides	
159	Pesticides - #4 precursor to Ozone	Comment noted.
160	See that you fine people but pesticides and dairies are contaminating air more	The District has rules regulating dairies, but pesticides are under the jurisdiction of DPR
State: Energy		
161	Support education of sustainable energy	The District concurs that energy efficiency is an important part of air quality. Many education programs are in place at various agencies. Ultimately, general energy efficiency issues are not under District jurisdiction. Energy efficiency may not always be linked to direct emissions reductions in the San Joaquin Valley.
162	Energy is not clean	
163	I think we should put solar panels in the schools so it saves energy. Then make the school buses hybrids.	
164	Encourage energy efficiency.	
165	How about setting up windmills around our cities to power electric cars?	
State: Small Off-Road Engines (SORE)		
166	Ban noisy dust blowers – PM, gas for smog	Based on the District's recent study, although leaf blowers can create highly localized impacts on air quality, leaf blowers do not greatly contribute to the region's air quality. Cities have authority to ban lawn equipment for noise reasons. Please contact the District office for copies of this study.
167	Ban use of gas powered lawn equipment	
168	Leaf blowers are dust blowers. Don't think ban would be a disaster	
169	Leafblowers, can we find alternatives to gas?	
170	Leaf blowers need to be replaced with vacuums with filters. The noise is a problem as well.	

Ref. #	Town Hall Comment	District Response
171	Is it possible to ban leaf blowers and other equipment (tractors?) on Spare the Air days? What is the District's authority to ban equipment on Spare the Air days?	Spare The Air is a voluntary program that does not involve the banning of equipment. The District encourages residents to refrain from using gas-powered lawn equipment on STA days.
172	The unexpectedly rapid expansion of residential development in the Valley means, among many other factors, we are losing prime farm land and seeing thousands of lawns and leaf blowers. Solutions: Stop some of this, mitigate some of this, limit lawns, and train gardeners to first rake leaves onto the lawn, then mow over them, picking them up as the mow – not the other way around.	Please see Expanded Spare The Air Day Programs (M-OTH-9) in App. I of this plan for a summary of future District efforts to mitigate emissions from residential sources, especially during STA days.
173	Encourage people to replace gas-powered lawn-mowers and leaf-blowers with either electric or manual models.	The District has been operating lawn mower trade-ins for a few years now with great success.
174	Have city and county governments switch to electric lawn mowers, blowers, trimmers, etc. Provide incentives for gardening businesses to do the same.	Two proposals by the District could have a positive effect, air quality-wise, on how government agencies conduct business. These are: Green Contracting and Accelerated Fleet Turnover, which are in App. I of this plan.
State: Highways		
175	Reduce highway speed limits	County, state and federal government agencies have jurisdiction over roads and highways. The District concurs with the suggestion to reduce emissions by driving at optimum speeds that maximize gas energy use.
176	User fees on I-5 and highway 99.	
177	Slow freeway speeds	
Federal: Aircraft		
178	The worst and most uncontrolled polluters currently operated with complete impunity are private/public airplanes. These machines not general pollution, but noise as well. When will they be required to install pollution reducing equipment and mufflers?	Aircraft is not under the District's jurisdiction. Pollution reducing equipment and fuels are already required.
179	How much NOx and VOC do the military flights from the National Guard Base add to our air? How about getting them to curtail their practice, to use flight simulators instead?	Please refer to the emissions inventory in Appendix B, specifically the "Aircraft" category within mobile sources. These values include commercial, private, and military aircraft.
Federal: Trucks, etc.		
180	Better regulation of trucks, trucks from across the border	Interstate trucking is federally regulated. The District concurs that trucks, both in-state and out-of-state registered, must operate at the cleanest emissions possible. According to the ARB, out of state trucks, as a population, are cleaner than in-state trucks. In addition, incentivization for acceleration of fleet turnover is a major component of this plan. In addition, ARB is
181	The traffic on I-5 carries many trucks. The trucks need stronger smog controls.	
182	Trucks not registered in California need to be under California regulations if they're going to be driven in California.	
183	EPA needs to be a bigger partner.	

Ref. #	Town Hall Comment	District Response
184	Could the District sue EPA to enforce federal regulations?	currently conducting rulemaking to regulate private fleets of trucks. Please see Accelerated Fleet Turnover (M-TRAN-1) in App. I of this plan for future District efforts to reduce emissions from the trucks category.
185	Tell Federal General Services administration that Federal courthouse should be in Bakersfield City center	Comment noted.
186	Support legislation to require 40 mpg cars.	Comment noted.
Local Government: Drive-throughs		
187	Close hamburger drive-through or make them pay a fee	It is not clear that drive thrus result in more pollution, primarily because shutting off and then later restarting a car can generate higher emissions than just leaving the car running, depending on the amount of time involved. Further study may be needed. This is also a land use/zoning issue.
188	Fast food restaurants drive-throughs	
189	Abolish drive-thru services (stationary pollution, reward laziness, wastes gas, pollutes air)	
190	Eliminate the drive-thru at fast food businesses, Starbucks, etc, in California, esp. the Valley.	
191	Eliminate drive-thrus	
Local Government: Land Use Issues		
192	Must look at city design and design for Valley floor	(This response addresses comments 192 – 212 some of which appear on the following page) The state, through the ARB, has issued Land Use Guidelines. As mentioned in a previous response, the District endorses ways of reducing VMTs, as discussed in its “Air Quality Guidelines for General Plans.” To support efforts by many entities that address land use decisions, the District is a major sponsor of the San Joaquin Valley Blueprint Process, a collaborative undertaking of the valley’s Council of Governments (COGs). In addition, the District provided technical assistance on air quality topics to the California Partnership for the San Joaquin Valley, which brought state agencies and local valley leadership together to make recommendations to the governor regarding changes that would improve the valley’s economy and quality-of-life of its residents.
193	Nexus b/t Ag and urban planning essential	
194	Need to get out from under ridiculous land policy	
195	Charge business for every parking space	
196	Air District s/t has role as lead agency in CEQA and has opportunity to make strong statements, can outline large environmental impacts,	
197	Issue of “new towns” being proposed	
198	More Urban sprawl = more NOX	
199	Better planning to curb suburban sprawl and to create walkable communities. Current development patterns discourage walking.	
200	Disking and tilling vacant lots and applying herbicides are detrimental. Planting native grasses that could be mowed would reduce emissions.	
201	This means that land-use decisions are key.	
202	Be liaisons-talk to business leaders and community leaders about land-use.	
203	The District needs to encourage better development patterns.	
204	Ask City & county government planning to require fewer parking places, forcing people to carpool, walk, or ride the bus.	
205	Regulate cities to reduce sprawl, pursue infill, and get away from proliferation of single family dwellings.	

Ref. #	Town Hall Comment	District Response
206	The city and county seem to let developers make new home subdivisions by paying for infrastructure before development. It is up to the government to direct infrastructure before, not after, development. This would eliminate traffic jams, i.e. reduce pollution.	
207	The Valley has a huge sprawl problem, which increases smog and air pollution by having to travel more to get to schools, government offices, civic centers, shopping centers, etc. Many cities are continuing to encourage sprawl. The District needs to do a better effort to discourage sprawl for the expanding cities within the SJV.	
208	Valley attracts distribution centers because it is centrally located, but this creates a lot of truck traffic. The air district should levy impact fees on distribution centers.	
209	Need to emphasize, encourage, give incentive to build walkable sub-divisions/neighborhoods built around transit to reduce the need to drive.	
210	With the influx of people and suburban sprawl, I can't not believe that cars are the primary culprit of poor air quality. I see unlimited growth, sprawl in all directions, "new towns" being created – Harlan Ranch, Millestown, Boswell east of Visalia. Where are the brakes?	
211	We also have opposed poor planning, leading to sprawl.	
212	Local community not doing anything	
Local Governments: Transportation Issues		
213	We must add more buses and perhaps jitneys on call to bring people to the best routes.	(This response addresses comments 213 – 238 some of which appear on the following page)
214	Synchronize traffic lights	
215	Transportation projects included as RACM in the SIP should be eligible for ISR funds; since the RACM do not list emissions reductions targets, projects funded would indeed be surplus. Local transportation projects not included in the SIP, but beneficial to air pollution control, should equally be eligible for mitigation funds as long as they can meet the cost-effectiveness criteria. Projects include enhanced public transit, transit incentives, traffic flow improvements, bicycle/pedestrian facilities, and road paving.	The District supports the multi-varied efforts by local and state government agencies to reduce emissions from land use and transportation-related sources. Local COGs and transportation planning agencies use a combination of strategies, subdivided as follows: TRANSPORTATION DEMAND MANAGEMENT- Rideshare Programs, Transit Usage, Fles Hours, Vanpools, Bicycling & Walking, Telecommuting, Mixed Land Uses; TRANSPORTATION CONTROL MEASURES- Rideshare Programs, Park-and-Ride Lots, Telecommunications, Alternate Work Schedules, Bicycle Facilities, Public Transit, Traffic Flow Improvements,
216	Incentives might help people who want to open a home-based business, which would lower the amount of people with long commutes.	

Ref. #	Town Hall Comment	District Response
217	Partnerships with private businesses and other organizations could be helpful. Some funding allocated to incentives could help fund these partnerships. Examples might include: free transit rides on Spare the Air days, partnerships with school districts to include class visits or special assemblies, and partnerships with automobile repair facilities to promote engine maintenance in between required smog check testing.	Passenger Rail & Support Activities; and TRANSPORTATION SYSTEMS MANAGEMENT- Traffic Signal Synchronization, Traffic Engineering Improvements, Channelization, One-Way Streets, Turning & Bus Pocket bays, Bus Terminals, Removal of On-Street Parking, Limit Arterial Access, Street & Highway Widening, Bicycle Facilities, and Pedestrian Malls.
218	Bicycling in Bakersfield is made difficult by freeways. Crossing them (99, 58, 178) is dangerous at the on/off ramps. As freeways are added (Kern River Parkway), it only discourages the use of alternative modes of transportation. What can be done to maintain the ability to cross these areas?	
219	Encourage mass transportation	
220	Look at Mexico City's policies, such as one day a week you can't drive and the government shutting down businesses when needed.	
221	No drive days	
222	Certain streets just for bicycles	
223	Coordinate signals	
224	Help expand bike lanes and paths. Educate bicyclists and drivers about sharing the road.	
225	We should make more bike paths also, because many streets don't and it's dangerous.	
226	Real need for improved public transit in Bakersfield, many different options that aren't seen anywhere in the Valley.	
227	Mass Transit needs to be promoted	
228	Need to pursue Transportation / Kings Co Ag Vans	
229	Transit	
230	Charge business for every worker to come to work on the bus and give rebate if bus is used	
231	Public Transit	
232	More Mass transit	
233	Expand public transit and BART in the San Joaquin Valley.	
234	More public transit.	
235	Create and subsidize a light rail system within cities and high-speed rail throughout the Valley. Make sure bus routes and schedules encourage people to use mass transit. Right now, I cannot use GET to get anywhere I want to go in a reasonable amount of time.	
236	Increase public transit opportunities	

Ref. #	Town Hall Comment	District Response
237	Our board members are dedicated to support more and better public transportation to reduce driving. River Park to downtown is easy by bus, and no parking problems! Publicize this!	
238	Adopt regional design standards for transportation projects and land use that support walkability and bikeability (cites Breathe California's "Clean Air Agenda," adopted 2002).	
Inter-agency Cooperation		
239	Industry will help to encourage state and federal to do their share	Comments noted.
240	Agree that state and federal government need to do their share	
241	Concurs with the District's frustration over land-use and state and federal reductions.	
242	Stop isolating constituents/pollutants	The District has consistently spread the message that it takes all sectors to successfully bring healthy air to valley residents.
243	Need Balanced approach	The District concurs.
244	Work hand-in-hand with water board and DPR, More cooperation	Comment noted. The District concurs and recognizes that collaborative effort is an important part of solving environmental problems, which are often inter-related.
245	Feel should work with other districts to make message stronger	The District collaborates with other air districts through several avenues, including participation in CAPCOA, STAPPA, ALAPCO and other organizations that were established for the very purpose of inter-agency collaboration.
246	Wants to know how we are working with neighboring District's?	Pollutant transport is analyzed by the ARB. The District and other air districts for control measures ideas. Air districts work together on technical and policy issues.
247	Also like partnership ideas.	Partnerships will be crucial to achieving reductions from non-District sources to ensure that everyone does their part.
248	Partner with the other agencies that have authority.	District staff and resources have been and will continue to be devoted to cooperation with other agencies.
249	Be advocates-at the State and Federal level.	
250	Let the Congressman [Radanovich] know what he can do to help	Partnerships will be crucial to obtaining funding and achieving reductions from non-District sources.
251	Cites replacing diesel pumps as success, PGE runs a \$27 million program to change out pumps.	This is a fine example of private industry involvement in the solution of our valley's air quality problem.