

## DOCKETED

<b>Docket Number:</b>	08-AFC-08A
<b>Project Title:</b>	Hydrogen Energy Center Application for Certification Amendment
<b>TN #:</b>	200189
<b>Document Title:</b>	Wasco Irrigation District Requesting Clarification of Impacts on Water Supply and Traffic Concerns that Impacts their District
<b>Description:</b>	N/A
<b>Filer:</b>	Tiffani Winter
<b>Organization:</b>	Shafter Wasco Irrigation District
<b>Submitter Role:</b>	Public Agency
<b>Submission Date:</b>	8/14/2013 10:08:44 AM
<b>Docketed Date:</b>	8/14/2013

# ***Shafter~Wasco Irrigation District***

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August 12, 2013

John Heiser  
California Energy Commission  
1516 9<sup>th</sup> Street (MS-40)  
Sacramento, California 95814-5512

Reference: Hydrogen Energy California 08-AFC-08A

Dear Mr. Heiser:

The Shafter-Wasco Irrigation District (SWID) serves approximately 37,500 acres in the area surrounding Wasco and Shafter. SWID has agreements for water banking with the North Kern Water Storage District and the Semitropic Water Storage District. Changes to water usage in the Kern County sub-basin can have indirect effects on water supply for SWID growers.

There is no doubt without question the Kern County sub-basin is in a water overdraft situation. This past year the overdraft has been more severe than average and many SWID growers have had to lower pumps because of a precipitous drop in the water table levels. Others have had to dig new wells at great expense for the same reason.

In this light, SWID agrees with the CEC mitigation requirement or Condition of Certification Water-3, which requires the project owner to develop and implement a Water Supply Plan prior to any project construction and provide water use offset within the Kern County sub-basin that is equal to project pumping; thereby, ensuring no new net increase in groundwater consumption.

The district requested information about the route for the trucks moving coal from the unloading site in Wasco to the project location. We have not yet received any information from our letter of request dated March 14, 2013. Our shop yard and office are located on the Northeast corner of Hwy 43 and Kimberlina Road. We are also between the BNSF tracks and Hwy 43 with Wasco Avenue immediately to the East of the BNSF. We currently experience traffic delays entering and leaving our facility off of Kimberlina Road. Train delays are also very common.

On page 4.11-24 of the PSA a table indicates that the intersections of Hwy 43 and Kimberlina Road will not experience any change in waiting time because of the coal truck traffic. It also indicates there will be no change in delay time at the intersection of Kimberlina Road and Wasco Avenue. More information to this matter would be useful.

Therefore, please provide an analysis of coal truck usage routes of the Wasco Avenue, Hwy 43, and Kimberlina Road intersections. The analysis should indicate how many trucks per day will pass through each intersection and which direction they will be traveling. It should also indicate which time of day the coal trucks will be using these intersections and their frequency including information about traffic delays caused by trains, including the coal trains, as they pass through the Kimberlina Road crossing. Something should be noted about any potential increase in diesel pollution such as soot and fine particulates from the coal trucks on facilities such as ours located adjacent to the intersections where these trucks will have to stop, turn, and start off. In addition, a noise and vibration impact analysis should be provided for the area of our office and shop (as we are located very near to these intersections and the railroad crossing).

I also suggest that you contact the High Speed Rail Authority regarding conflicts on the proposed traffic route along Wasco Avenue. The High Speed Rail Authority has proposed a potential route that will be in conflict with traffic on Wasco Way.

Thank you for consideration of our concerns.

Sincerely,



Jerry L. Ezell  
General Manager

cc-e-mail: John Heiser, Operations Manager