

Impacts of the Underground Storage Tank Upgrading Program on Petroleum Product Supplies in Rural California

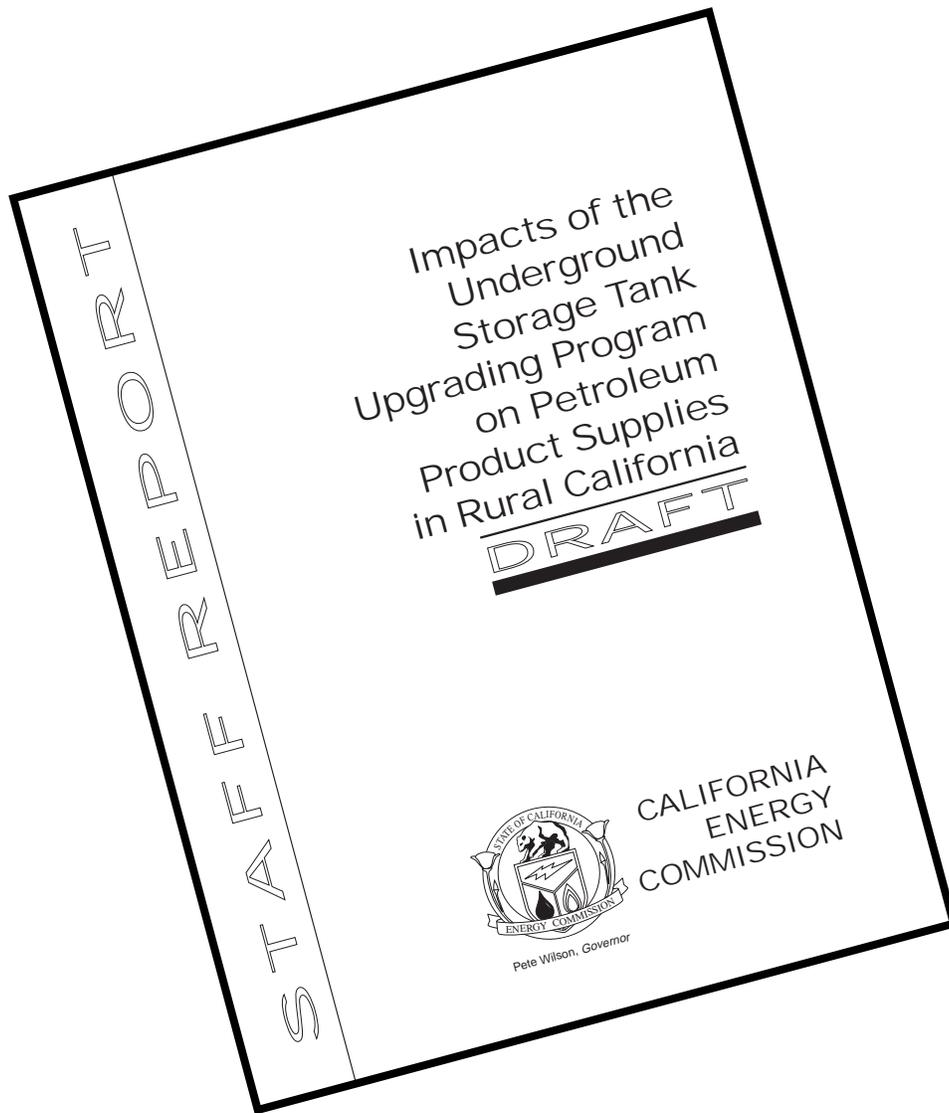
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Pete Wilson, *Governor*

DECEMBER 1998
**CALIFORNIA
ENERGY
COMMISSION**

P300-98-014



CALIFORNIA ENERGY COMMISSION

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Disclaimer

The views and conclusions expressed in this document are those of the staff of the California Energy Commission and do not necessarily represent those of the California Energy Commission or the State of California.

Acknowledgments

Staff wishes to thank Don Johnson, California Department of Toxic Substances Control; Allan Patton and Terry Brazell, California State Water Resources Control Board; Bill Jones, Los Angeles County Fire Department; and Dave Lazier, California Department of Food and Agriculture, Division of Measurement Standards for their assistance in the early stages of this project. Staff especially wishes to acknowledge the contributions by staff at the Certified Unified Program Agencies and other designated county agencies for providing information without which this report would not be possible. The author also wishes to thank Jairam Gopal, Gerry Bemis, Gordon Schremp, Thom Kelly and Rob Schlichting of the California Energy Commission for their support and review of materials as they were developed, and Tino Flores for assistance on cover graphics. Any errors or omissions, however, are the responsibility of the author.

Notice on Report Updates

This status report supersedes the previous report dated October 20, 1998 and is being updated on a continual basis as information is received by the Commission. Updates on progress of the certification process and comments are welcome from interested parties. The current version and any future updates of the report will be posted on the Commission's website at <www.energy.ca.gov/reports>.

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Impacts of the Underground Storage Tank Upgrading Program on Petroleum Product Supplies in Rural California

Status Report Update: 12/10/98

Purpose

The purpose of this assessment is to determine how the Underground Storage Tank (UST) Upgrading/Replacement Program will affect the availability of retail transportation fuels in California after the upgrading compliance deadline of December 22, 1998. Commission staff is concerned that, with the closure of some service stations due to the cost of complying with the UST program, certain areas of the state may be left with few refueling options. Isolated rural areas, in particular, may be disproportionately affected. Potential impacts can include the extra time and cost for consumers to travel to more distant retail refueling sites, constraints on refueling options for emergency or other community services, and possible decreases in competition which may raise fuel prices.

Background

The objective of this effort is to develop an updated database of retail service stations in the state (focusing on rural areas), with information on those facilities that are expected to remain in business in 1999 and beyond. A comprehensive data base of refueling facilities in the state that includes basic information such as facility name, address, brand (if any), number and capacity of tanks, and compliance status does not exist. A variety of state and local agency information sources therefore were examined, compiled and analyzed to develop a better understanding of the potential effects of the upgrading deadline on refueling site availability in rural sections of the state. These information sources are discussed in detail in a later section of this update.

Statewide Assessment

The picture for some sections of the state is still uncertain, but overall it is emerging more clearly. Facility licensing and monitoring of the program at the local level is catching up with the case load. Local lead agencies are in contact with most of their facilities and have records or databases of varying, but improving, quality. Only a relatively small number of the business owners remain unsure if and when they can eventually comply. Financing problems, economic concerns (often independent of the UST program), last year's backlog of loan applications before the State Trade and Commerce Agency's Replace Underground Storage Tank (RUST) program, uncertainties about the availability of supplies or contractors to do the work and the persistent rainfall into early summer initially slowed progress in many areas. Fortunately, the RUST program was funded by the 1998-99 state budget sufficiently to accommodate existing loan applications.

Commission staff has focused on areas that were identified - using the Weighmaster list (see “Information Sources” section, below) and detailed county atlases - as being isolated and served by limited refueling facilities. Staff has attempted to ascertain the compliance status of these facilities, and to convey other issues raised by the county lead agency contact persons. Staff intends to remain in communication with these local agencies through the coming months, in order to continue to follow the progress of the program and become aware of important changes or trends after the deadline. Staff has identified some areas of the state that will find retail refueling options significantly more limited than before, but concludes that generally business owners are slowly managing to overcome the financial burden and regulatory procedures of upgrading facilities. In some cases, temporary closures will result, with the final disposition still undetermined. Contractors and supplies will be more readily available after the deadline, so some operations that are seasonal or can afford the layoff may put off work until next year. To accommodate the end-of-the-year inspection rush, local agencies can petition the Water Board for 90 day extensions to certify stations that have completed work.

Some other general statements can be made for the state as a whole. The California Department of Forestry has gone almost entirely to above ground tanks (AGTs), resulting in few closures overall for fire response. The U.S. Forest Service has engaged in a mix of closures, upgrades, and above ground tank options but, according to several county contact persons, will have to rely much more on private retailers. In general, municipal and other emergency services (schools, police, fire departments, municipal services) are almost entirely out of the fuel storage business. They will then be dependent on private retailers, not all of whom sell diesel needed for large buses and trucks. Private utilities, such as phone companies and electric utilities, with sufficient resources have upgraded their facilities in many, but not all, cases. Despite these many changes, only isolated concerns were expressed about the possible vulnerability of fire, emergency or other services to fuel shortages.

In several counties, especially throughout the state’s rural north, the shift to AGTs is widespread, even among retailers. An AGT of small to moderate capacity (500-2000 gallons) is typically quicker and cheaper to install than an UST. This is due to the simpler leak detection and containment systems required, although some problems getting approvals for piping at marinas have occurred. AGTs up to 10,000 gallons have been installed in a few locations, but at that scale underground tanks are usually preferred. AGTs are also often under the jurisdiction of local fire or building departments, rather than environmental health departments, where most USTs are permitted. As a final note, in the following sections, when UST facilities are referred to as upgraded, that could mean either that existing tanks have been upgraded or replaced with new tanks.

Regional and County Summaries

North Coast (Del Norte, Humboldt, Trinity, Mendocino, Sonoma, Napa, Lake)

Del Norte County has a concentration of stations and bulk plants in Crescent City, and upgraded stations in smaller towns (Hiouchi, Fort Dick, Klamath and Smith River). Gasquet, on Highway 199, however, has no upgraded stations. Generally, municipal and emergency services are upgraded or have gone above ground. One vulnerability mentioned by the county contact person was to landslides, which can cut off areas from fuel and other supplies.

Humboldt County has several areas that are served by isolated facilities. On Highway 101 between McKinleyville and Crescent City, Trinidad has a new station. In Orick, one station is in compliance, and three others are closed or closing. On Highway 96 north of Willow Creek (which has two upgraded stations and a cardlock with AGTs), several questionable sites are located. The stations at Hoopa and Weitchpec, on the Hoopa Reservation, are administered by the U.S. E.P.A. and their status is uncertain at this time. Further north, there are two stations in Orleans. One of these may be closing by January 1, 1999 and the other has AGTs. Orleans provides the last fuel before Happy Camp, about 60 miles further into Siskiyou County. Along Highway 36 in the east county, stations at Swain's Flat and Dinsmore are upgrading or switching to AGTs. Along the Mattole Road south of Ferndale in the southwest county, Petrolia will probably remain open. The strategically well-placed facility at Honeydew will probably stay open and switch to an AGT. Shelter Cove will retain at least one station, but the Whitethorn station has been closed down. Along Highway 101 in the south county several sites will remain open, including five sites in Garberville and another in Redway. Alderpoint, in the southeast corner of the county, has a station with an AGT.

Trinity County refueling facilities are very dispersed, but appear to be generally well situated. Weaverville and surrounding area has about seven stations; Highway 299 to the west is served by above ground tanks (AGTs) at Hawkins Bar and Junction City; Highway 3 has AGTs at Trinity Center and Coffee Creek. In the mid-county, Hayfork is down to only one station, and Hyampom has gone to an AGT. In the south county, Ruth Lake still has a station, and Mad River and Kettenpom have gone to AGTs.

Mendocino County staff indicated they see few problems. The Philo-Boonville area stations, which were a concern, are supposedly upgrading, and Comptche will go to an AGT. The likely closure at Elk, however, will leave a stretch of about 30 miles along Highway 1 between Pt. Arena and the upgrading facility in Albion without refueling sites. On Highway 1 north of Fort Bragg, it now appears that the station in Westport will remain open, which was a concern since it was the only facility between Fort Bragg and Leggett (about 50 miles). At the same time, the station in Branscomb, on the stretch of road between Laytonville and the coast at Westport, now appears to be going to an AGT.

Sonoma County has lost several stations in the west county area. The towns of Valley Ford, Monte Rio and Occidental will see their stations stop selling fuel. Other

sites at Stewarts Point, Jenner, Bodega Bay, and Guerneville have upgraded their stations. The corridors of Highways 101, 116 and 12 are well-served.

Napa County is in pretty good shape because of its compact size, and the Napa Valley in the center of the county is well-served along Highway 29. To the northeast, Angwin retains two stations, while Pope Valley is uncertain. The Lake Berryessa area to the east is also uncertain, but the several marinas there will probably go with AGTs.

Concerns about **Lake County** are limited due to the preponderance of stations clustered around Clear Lake in the mid-county. Of the two resorts in the Lake Pillsbury area in the north county, one has an AGT, the other (an abandoned site) has a new owner who has obtained an approved closure and may also go to an AGT. In the south county, the station in Cobb is upgraded, and Middletown has one station upgraded with another out of business.

Northeast Plateau (Siskiyou, Shasta, Modoc, Lassen)

Siskiyou County was concerned about several corners of this very large county. Highway 96 west of Highway 5 into the western portion of the county looks to have only AGT cardlocks in Happy Camp and Seiad Valley, while losing facilities in Hamburg and Somes Bar. The southwest portion of the county is also poorly served, with only one AGT facility in Cecilville. The station in Callahan is closing and only one station each remains in Etna, Greenview and Fort Jones along Highway 3. The Highway 5 corridor is still adequately served, for the most part, although there is significant attrition. Grenada, for instance, will lose its stations, creating fuel procurement problems for local fire stations. Hilt and Hornbrook along Highway 5 near the Oregon border, however, will each have their single stations upgraded. In the northeast county, Dorris is losing its two stations, but MacDoel (ten miles south) has an upgraded station and an AGT cardlock. Further east, Tulelake will have two cardlocks. The southeast county has not had stations for years, and McCloud's stations are not upgraded yet, although there is some talk of one possibly opening later.

Shasta County also has some extensive areas with few stations to spare, but local agency's staff is not certain what is being planned for some of these areas. The Highway 5 corridor and Redding area are adequately served. The intentions of the owner of the Big Bend station in the north county are still uncertain. McArthur in the northeast has no stations left and in nearby Fall River Mills both stations have pulled their tanks, although it is still unclear whether they are going to put in new ones. Both stations in Hat Creek in the east county are also pulling their tanks, and probably will not upgrade. The outcome for the two facilities in Old Station is still uncertain. Nearby Burney, however, has several stations. Along Highway 299 between Burney and Redding, Montgomery Creek has one station with a new AGT, but the future of the other remaining station is still uncertain. In the mountains south of Highway 299, Oak Run has an upgraded facility, and Whitmore is pulling its tank with the intention of going to an AGT. Another particular area of concern was Platina in the southwest county, since a closure there would have meant that there would be no stations on Highway 36 between the Ruth Lake

area in Trinity County and Red Bluff (90-100 miles). The owner has pulled his tanks, but now indicates that he will replace with either an underground tank or AGT.

Modoc County's refueling facilities have long been few and far between, and in response to the upgrading deadline several sites have gone to AGTs. In the northwest county, the store in Newell will no longer sell fuel. Tulelake, in nearby Siskiyou County, will be the closest fuel for this area. In the east county, Cedarville has a large AGT cardlock, Eagleville has an AGT, and the general store in Fort Bidwell is closed but they have also put in an AGT and still sell fuel. On Highway 395, Alturas has several stations, and Davis Creek has an AGT. The station in Likely is removing its old tanks and will be installing new underground tanks. On Highway 299, Canby is upgraded and Adin has an AGT. To the southwest, Lookout also has an AGT. The contact person mentioned that Lake City sometimes gets cut off from fuel and other supplies due to flooding.

Lassen County's lead agency staff expressed little concern about their situation. They have been dealing with the economics of isolated facilities for a long time and, with the AGT option, believe they have been able to maintain adequate refueling infrastructure in the face of the current upgrading deadline. Susanville will have numerous stations in compliance. Of the smaller towns, there are AGTs in Bieber, Doyle, Eagle Lake Marina, Herlong, Madeline, and Janesville. Upgraded USTs are located in Westwood, Standish and Hallelujah Junction. The status of stations in Litchfield and Termo is still uncertain.

Sierra Nevada Mountains (Plumas, Sierra, Nevada, Placer, El Dorado, Alpine, Amador, Calaveras, Tuolumne, Mariposa)

Plumas County will lose a few isolated stations, but it generally remains adequately served. In the most populated areas, the Chester-Lake Almanor area has numerous upgraded stations, Greenville will maintain three, and Quincy has at least 6 or 7. Small central county facilities in Canyon Dam, Crescent Mills, and Meadow Valley have closed. Taylorsville and Belden are likely closures, but both have had long-standing difficulties remaining in business. In the southeast county, Portola retains its two stations and Graeagle its one, but the station in Blairsden (near Graeagle) will close. Chilcoot (near Hallelujah Junction) has submitted some paperwork to the county, but its status remains uncertain.

Sierra County appears to be hanging on to its few stations. Along Highway 49, Downieville retains its station (plus a Caltrans AGT). Sierra City retains one station, but the other, Bassett's Resort, is for sale and its station is uncertain. Sierraville has two stations (plus Caltrans), and Loyalton has three facilities. All County tanks have shut down (with the exception of a diesel tank at Alleghany), as has the US Forest Service's, whose needs now must be met from the local stations.

Nevada County may not see significant changes to its refueling infrastructure. The west county is dominated by the Highway 49 corridor, which has substantial capacity in the Grass Valley-Nevada City area and feeds into Auburn in Placer County to the south. Possible concerns include the Smartville area along Highway 20, and North San

Juan along Highway 49 to the north, which only have one or two stations each. In the east county, Truckee and the Highway 80 corridor are well-served. There are no existing stations to lose in the central county.

Highway 80 dominates **Placer County**, starting at Roseville in the southwest and proceeding through Auburn to Truckee. Some smaller stations along this corridor may be closing down - possibly at Clipper Gap, Weimar, Loomis, and perhaps one each in Colfax and Lincoln. Penryn may reopen. Foresthill retains two stations in the central Foresthill Divide area. The east county includes many stations along Lake Tahoe from Kings Beach to Tahoma.

El Dorado County is dominated by the Highway 50 corridor. Communities along it, such as El Dorado Hills, Cameron Park, Shingle Springs, Placerville, Camino, Pollock Pines, Kyburz and the South Lake Tahoe area, will continue to be well-served, even if a few stations are expected to be lost. The west county, north of Highway 50, may lose the station at Lotus, but will retain stations at Pilot Hill, Georgetown, Garden Valley and possibly Cool. The west county, south of Highway 50, retains stations at Diamond Springs, Mt. Aukum and Somerset.

For **Alpine County**, the Commission's staff was particularly concerned that the Weighmaster's list showed only one station (Kirkwood) in the entire county. This appears to be incomplete, however, and there should be three stations operating along Highway 89 in the county at Woodford's, Markleeville and the East Fork Resort. All three sites have AGTs. There are also refueling facilities in both Bear Valley and Kirkwood. Retail diesel remains hard to find with no outlets located on Highway 88 from Nevada to Kirkwood.

Amador County looks pretty healthy. Ione, Plymouth, Sutter Creek, Martell, Jackson, Pioneer, Red Corral and Pine Grove have retained nearly all their stations. River Pines and Volcano, however, are shut down and not reopening. Fiddletown has had a closed station for some time, but will pull its tank and may reopen next year. The facility at Hams Station on Highway 88 in the north county is also pulling its tank and may install an AGT. The contact person observed that most of the county's station closures occurred several years ago, when operators didn't want to pay to meet leak detection requirements for economically marginal facilities.

Calaveras County appears to be still well-served in most areas such as San Andreas-Valley Springs, Angels Camp-Murphys, and Arnold-Camp Connell. Copperopolis will still be served. But there are some concerns about Highway 26 and adjacent areas in the north county. Stations in Glencoe and Mountain Ranch are not upgraded and will probably go into temporary closure. Permanent closures have occurred in West Point and Wilseyville, but AGT facilities remain in both West Point and Railroad Flat. The station in Mokelumne Hill is upgrading. Also, with the closure at Burson, there is a small gap between the remaining station at Wallace and Valley Springs on Highway 12. From Valley Springs to Stockton along Highway 26 there is another small gap.

Tuolumne County looks fairly well off; however, at least two facilities on Highway 108 above Mi Wuk will be closed, making the distance between stations much longer for travelers over the Sonora Pass. Two stations in Groveland on Highway 120 will probably close, but there are several other refueling options along Highway 120. The Sonora-Jamestown area has numerous stations, and other corners of the county (like Tuolumne Meadows and Don Pedro Reservoir) will still have stations.

Stations throughout **Mariposa County** are being very slow to upgrade. The contact person commented that there is a two-month wait just to get tanks and supplies. Mariposa has enough stations in and around it that fuel will be available there. The station in Yosemite Valley has pulled its tanks, however, and the one in El Portal is losing its concession and also must close. Thus Crane Flat will be the last fuel stop on Highway 120 before Yosemite (about 20 miles to Yosemite Valley), the upgraded station in Wawona the last fuel on Highway 41 coming to the Park (about 30 miles), and Mariposa the last fuel outlet on the Highway 140 approach (about 60 miles). The owner of the seasonal station in Fishcamp along Highway 49 in the south county is having problems with existing tanks, and is evaluating whether to put in a new facility. Contrary to the Weighmaster list, there are no existing stations in Coulterville, so the only retail fuel in the west county would be available in the Don Pedro Lake area. This means there is about a sixty-mile gap between Chinese Camp and Mariposa on Highway 49 without fuel supplies. The owner of the Catheys Valley station along Highway 140 in the southwest county has pointed out that the volunteer fire department in the area will have no fuel if he closes. The station is not upgraded, and will probably go into at least temporary closure. It is uncertain if it will later be upgraded.

Sacramento Valley (Tehama, Glenn, Colusa, Yolo, Sutter, Butte, Yuba, Sacramento)

Tehama County still has several stations that have not upgraded, but the overall picture is pretty good. Red Bluff, Los Molinos and Corning along the Highways 5 and 99 corridors will be adequately served. There are only a few other stations in the county. One that had been a visible concern due to newspaper coverage was along an otherwise unserved stretch of Highway 36 in Mineral, where the owners had been unsuccessful in obtaining RUST program funding. It now appears they may get other backing to stay in business. A nearby resort is applying for tank permits, and there is a fire station with AGTs in Mineral as well. The fate of the facility in Manton along the northeast border with Shasta County is uncertain. In the southwest county, the CDF fire station has an AGT at Paskenta. The future of the marina at Black Butte Reservoir is uncertain, although there are stations on Newberry Road in nearby Orland.

Most of **Glenn County's** existing stations are in Orland and Willows along Highway 5. Outlying towns include Elk Creek to the west near Stony Gorge Reservoir which has an AGT, Hamilton City along the Sacramento River which will have two remaining stations, and Princeton in the southeast which has an AGT.

Colusa County contact persons foresee no real problems, with the majority of stations along Highway 5 at Maxwell, Williams and Arbuckle remaining open. Along the Sacramento River, Colusa will remain adequately served. In the west county, near East Park Reservoir, Stonyford lost one of its two stations.

Yolo County lead agency staff was concerned about likely closures, especially in the west county. Esparto will lose its two stations, and the school district has no tanks. Winters may only have two stations, with a third possible, down from a previous total of six. The Madison station was trying to upgrade but will most likely close temporarily. Knights Landing north of Woodland will probably have two remaining stations, but work is lagging on both. Zamora has a new station, but in Yolo the only station has removed its tanks. Other areas of the county, principally Woodland, Dunnigan, Davis and West Sacramento, are well-served.

The **Sutter County** Agriculture staff foresees few problems. The majority of their stations are in Yuba City, but the outlying towns of Live Oak, Nicholas and Sutter have upgraded stations. Meridian has installed an AGT.

Butte County is well-served around the major centers of Chico, Oroville, Paradise, and Gridley. In the north county, the only remaining station on Highway 32, at Forest Ranch, is closed. Cohasset has a new station, and the facility at Butte Meadows has an AGT. Berry Creek along Highway 162 to the east of Lake Oroville has an upgraded station, but a second is probably closing. Concow on Highway 70 above Lake Oroville is closed. Along the La Porte Road, Bangor has closed and removed its tanks, while in Clipper Mills only one of the two stores will probably upgrade, making it the last refueling facility when traveling into the mountains on the La Porte Road.

In **Yuba County**, the Marysville area has adequate stations. To the south, Wheatland is down to one station, and its intentions are still uncertain. In mid-county, the Brown's Valley station is upgraded, but Loma Rica is not. Oregon House will have two AGT facilities, but the Dobbins station is closing. To the northeast, on Highway 49, Camptonville will probably lose one station, but keep another with AGTs. On the La Porte Road, Brownsville's station will probably upgrade. The Strawberry Valley station has already removed its tanks.

Sacramento County will generally have no refueling problems due its centralized urban geography and hundreds of stations, but compliance status for stations in towns along the Sacramento River Delta is still uncertain. There will, however, still be at least one station each in Locke, Walnut Grove and Isleton. Isleton also has a bulk facility that serves retail as well. The marinas are still working on special problems, usually piping down to the docks. But with AGTs and other solutions, and given the numbers of existing facilities, there should be sufficient fuel in the area.

San Joaquin Valley (San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, Kern)

San Joaquin County concerns appear to be more about price increases due to reduced station concentrations than about supply shortages since the county is fairly compact with large centralized urban areas at Lodi, Stockton, Tracy and Manteca.

Stanislaus County has substantial existing retail refueling infrastructure. Existing stations are clustered along four corridors - Highways 33, 99, J7 and J9 - with ample redundancy.

Merced County is in good shape along the Highway 99 corridor, at Gustine on Highways 33 and 140, at Los Banos on Highways 152 and 165, at Santa Nella on Highway 5, and at Dos Palos on Highway 33 in the south. There are some possible problem areas, however. In the north county, Snelling is losing its three stations. In the northwest, Hilmar is losing two stations but retains one; another retail outlet remains in nearby Stevinson. In the east, Le Grand is down to one station, but nearby Planada retains its station.

Madera County is like the above three counties in its Valley areas, with concentrations of stations along Highway 99 in Madera and Chowchilla. Ripperdan in the south will retain its station, as will Red Top to the west on Highway 152. In the mountainous east, stations are more dispersed, but at least one station will remain in each of the towns of Raymond, Ahwahnee, Bass Lake and North Fork. Coarsegold and Oakhurst along Highway 41 will retain several stations each.

Fresno County is very far-flung, but most of the Valley portions have substantial refueling infrastructure. Along or near Highway 168 northeast into the mountains, however, there are several small towns with just one station. Despite that, the situation appears to be pretty good. Prather and Tollhouse have upgraded stations. Auberry's facility is still uncertain, and Shaver Lake has two stations that are not upgraded yet, but contractors have been obtained. The facility in Dinkey Creek has an AGT and Huntington Lake has an upgraded station. Lakeshore and Mono Hot Springs are still uncertain, so Huntington Lake could be the last fuel outlet on Highway 168. Wishon to the southeast has an AGT facility. A similar situation exists along or near Highway 180 east into the mountains. One station in Squaw Valley has pulled its tanks, but a second is upgraded. Likewise, Hume and Miramonte have upgraded facilities. One AGT facility remains in King's Canyon.

Kings County stations are already concentrated in three areas - Avenal-Kettleman City, Hanford-Lemoore, and Corcoran - with multiple upgrades already completed and other upgrades still possible.

Tulare County is well-served in the Valley portions of the county along Highways 99 and 65, and along Highways 190 and 198 east into the foothills. Along Highway J35 in the south county, Ducor and Richgrove have only one station (not yet upgraded) each, but there are alternatives in nearby areas. The National Parks area of the north county has no stations at present, with Lodgepole and Grant's Grove closed, but Grant's Grove might get a new facility eventually. The southeast mountainous area has

lost stations at Fairview and Pine Flat. Deeper in the mountains, one of the two facilities at Kennedy Meadows should be upgraded soon, with the other still uncertain.

Kern County is similar to Fresno and Tulare in its expanse and geography. On the west side and along Highway 5, Lost Hills, Buttonwillow, Taft-Maricopa and Frazier Park-Lebec have adequate service, although there are numerous stations that have not upgraded yet. McKittrick, which is isolated on the extreme west, may lose its retail stations. There is an upgraded station at Mettler, near the junction of Highways 5 and 99, but Wheeler Ridge is an unknown at this point. Farther north along the Highway 99 corridor, the Bakersfield and Delano-McFarland areas are well-situated, as is the Wasco-Shafter area along Highway 43. The area immediately around Lake Isabella has ample stations, and the little towns of Glennville (west on Highway 155) and Onyx (east on Highway 178) are upgraded. However, the county contact has informed us that leaks at the Glennville station have forced its closure. Ridgecrest and Inyokern in the northeast corner of the county have ample facilities. In the southeast county, there are numerous stations along Highway 58 at Tehachapi and Mojave, but the stations at Keene and Caliente have not upgraded. California City has only one upgraded station so far. Boron, on the San Bernardino County border, has two stations, neither of which have upgraded. Further north on the county's east border, stations in Randsburg and Johannesburg have not yet upgraded.

Southeast Desert (Mono, Inyo, San Bernardino, Riverside, Imperial)

The northern portion of **Mono County** along Highway 395 has lost several stations to a variety of causes. Walker has one upgraded station, a second that is still uncertain, and a third facility that was washed out by flooding after having been previously closed. The stations shown on the Weighmaster list in Topaz and at the lodge at Leavitt Meadows have been closed for years. Bridgeport has lost several stations, with only two facilities upgrading, and a third pulling its tanks and remediating the site, with no other plans. Further south along Highway 395, the situation improves. Lee Vining has two upgraded stations, a third station with AGTs, and a seasonal facility with AGTs near Tioga Pass. June Lake has three upgraded stations, and Mammoth Lakes has several stations as well. The station in Chalfant Valley, the only facility on Highway 6 between Bishop and the Nevada border, will either upgrade or go to AGT.

Generally, stations along the Highway 395 corridor in **Inyo County** at Bishop, Big Pine, Independence, Lone Pine and Olancho are expected to remain in business in adequate numbers. Three stations in Death Valley and the one in Panamint Springs will retain their stations. Also, the extremely isolated town of Shoshone in the southeast corner of the county will retain its station.

Most of the more isolated areas in **San Bernardino County** are apparently upgrading, although some uncertainties remain. Trona in the northwest will retain one or two stations. Boron, along the border with Kern County, has one complying station. In the northeast county, the fate of stations along Highway 15 at Mountain Pass and Nipton are uncertain, although there are numerous stations at Baker about 50 miles further west.

Along Highway 40 in the central county, two stations at Ludlow and one at Fenner have upgraded, as well as one at nearby Amboy. In the southeast corner of the county one station is upgraded at Vidal, while facilities at Earp and Parker Dam are still undetermined. In the west county, Kramer Junction and Adelanto each retain two stations.

Riverside County appears to be retaining most of its rural stations. The stations in the Strawberry Valley area (Idylwild, Mountain Center and Pine Cove) are upgrading. Along Highway 371, Anza is retaining one station, with a second questionable, but Aguanga's two stations are closing. In the Salton Sea area, the stations at North Shore, Mecca and Oasis will remain open. Along Highway 10 between Indio and Blythe, Chiriaco Summit's station has gone to an AGT temporarily until upgrading can be completed, but the facility at Desert Center will probably be closed. The contact person expressed no concerns with services, due to early identification of critical service needs. He also noted that locating supplies for station upgrades was becoming a constraint.

Imperial County has several potential problem areas. On the west side of the Salton Sea, Desert Shores and Salton City have upgraded their stations. But with only one uncertain facility in Niland, the east shore may be vulnerable. Calipatria and Westmorland (10 and 20 miles further south, respectively) will each retain about three stations, despite some attrition. The contact person was particularly concerned with Palo Verde in the northeast county, where only one station out of its four may remain in business. Further south on Highway 78, the only facility between Palo Verde and Brawley is an AGT at Glamis. In the southwest county, Seeley will lose its station, but Ocotillo to the west retains one or two stations, and the El Centro area has many facilities. The situation in Winterhaven is clouded, with only one station 10 miles west of town certain to remain, but nearby Yuma, Arizona has numerous stations.

San Francisco Bay (Marin, San Francisco, Solano, Contra Costa, Alameda, San Mateo, Santa Clara)

Due to their highly concentrated urban character, most of the San Francisco Bay area counties were not surveyed for this preliminary report. **Solano County**, however, was contacted because of concern over refueling infrastructure in the Delta, including the Rio Vista area. It appears, however, that four or five facilities will remain open in Rio Vista. Also, at least two and possibly three marinas on nearby Ryer Island have gone to AGTs. **Marin County** was also contacted because of concerns over station closures in the coastal portions of nearby Sonoma County. It now appears that there will be significant attrition in the coastal portions of Marin County, as well. With closures in Tomales, Dillon Beach, Inverness, Olema and Bolinas, the only refueling facility left in the west county will be at Pt. Reyes Station.

Central Coast (Santa Cruz, Monterey, San Benito, San Luis Obispo)

Santa Cruz County can be divided into two main regions - the Coastline and the San Lorenzo Valley. The Coast along Highway 1 from Santa Cruz, Aptos, Soquel and

Capitola to Watsonville will have ample stations. Along Highway 9 in the San Lorenzo Valley, there are fewer stations, but the situation is improving. One station in Boulder Creek has upgraded and a second will probably do so. Felton also has one station upgraded, with a second in the process of doing so. The station at Ben Lomond will be replacing its tanks. Meanwhile, Scotts Valley, which is east of Felton along Highway 17, has numerous stations.

Most of northern **Monterey County** is well-populated, with many stations that will remain operating. Likewise, the Highway 101 corridor will remain well-supplied. Areas of initial concern look to be better served than expected. Highway 1, for instance, will have stations at Big Sur (as well as CDF, USFS and County tanks), Lucia and Gorda. The Lake San Antonio area has fuel at the marinas and at Lockwood to the west. There may also be an AGT at Parkfield in the southeast county, but this is not confirmed.

San Benito County was thinned of stations years ago. Only two exist outside of Hollister, at San Juan Batista and Tres Pinos, and both are upgrading. Local CDF and County yards are going to AGTs.

Along the coast on Highway 1 in **San Luis Obispo County**, San Simeon has only one station left and it is not in compliance. Cambria to the south has three sites in compliance, and a previously unknown site is apparently operating at Ragged Point to the north. The marina at Lake Nacimiento was having problems, and so is uncertain, but will probably remain operating. The Highways 1 and 101 corridors in the south county are well-served. The east county, though, has no stations along Highways 46, 58 and 166, a long-standing problem predating the current regulations.

South Coast (Santa Barbara, Ventura, Los Angeles, Orange, San Diego)

The highly urbanized South Coast counties were not initially surveyed for this preliminary report. **San Diego County** did contact Commission staff, however, and indicated that remote areas of the east county such as Julian, Santa Ysabel, Tecate, Descanso, Campo and Jacumba were at risk of losing their retail stations. In the more populated west county, the unincorporated areas of Bonsall and Valley Center also do not have stations in compliance. Areas at risk of losing government or utility refueling facilities which also may not have retail stations to fall back on include Bonsall, Descanso, Campo, Palomar Mountain, Dulzura and Santa Ysabel. Elsewhere in the South Coast region, in the interior of **Santa Barbara County**, the status for the isolated station listed at New Cuyama is still unknown.

Information Sources

(Weighmaster Enforcement, Petroleum Products Enforcement Branch of the State Department of Food and Agriculture, Division of Measurement Standards has provided a list of facility names that are certified to pump petroleum products for sale. The state list was compiled in 1996 from individual county weighmasters' lists. It is somewhat out-of-date, and does not provide information other than facility name and

address, so it cannot predict who will remain in business in 1999. It is a comprehensive and accessible spreadsheet, however, with 11,262 identified refueling facilities requiring certified pump meters, and has been used as the baseline dataset to which additional information, changes, and updates are being made. An updated list will be compiled from Weighmaster Enforcement data and information gathered this spring, but it is not likely to capture all the closures for the end of the year.

(The Department of Toxic Substances Control manages the Unified Program, which places all toxic substances control efforts under one program, in conjunction with the Certified Unified Program Agencies (CUPA) Forum. Commission staff obtained cooperation from the Forum in the form of an introductory letter from the Forum President to go with a letter from our Executive Director requesting information from the individual county CUPAs (or other designated lead agencies) on the status of the UST program in their jurisdictions. This was followed by phone calls by staff to the majority of the county contact persons (typically at local environmental health agencies), focusing on the largely rural counties. General statewide conclusions and county-specific assessments were primarily drawn from these conversations.

(The Fuel Tax Division of the State Board of Equalization compiles a database of information on fuel providers to track volumes of fuel sold and taxes and fees received, such as a UST fee which is levied to fund underground cleanups where leaks have occurred. This database is potentially useful, but is difficult to work with because individual entries are based on company accounts, not specific facilities.

(The State Water Resources Control Board is the state's lead agency for implementing this program. The Board's UST Program obtains aggregated city or county data quarterly from the local lead agency detailing the number of active and permanently closed petroleum and hazardous waste USTs, and the number of active USTs that have approved leak detection systems and/or comply with the 1998 upgrading requirements. It does not, however, obtain site-specific facility information.