



Gray Davis
GOVERNOR

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse



Steve Nissen
ACTING DIRECTOR

Notice of Preparation

September 22, 2000

To: Reviewing Agencies

Re: Equilon Enterprises LLC-Los Angeles Refinery Clean Fuels Project
SCH# 2000091086

Attached for your review and comment is the Notice of Preparation (NOP) for the Equilon Enterprises LLC-Los Angeles Refinery Clean Fuels Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Michael A. Krause
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

RECEIVED
DEC - 7 2000
ENVIRONMENTAL AUDIT

**Document Details Report
State Clearinghouse Data Base**

SCH# 2000091086
Project Title Equilon Enterprises LLC-Los Angeles Refinery Clean Fuels Project
Lead Agency South Coast Air Quality Management District

Type NOP Notice of Preparation
Description The proposed project is comprised of modifications to the existing Equilon Los Angeles Refinery in order to manufacture gasoline that complies with the California Air Resources Board's Reformulated Fuels Phase 3 specifications. Modifications are also proposed to distribution terminals located in Carson, Van Nuys, Wilmington, Colton, Rialto and Signal Hill. Minor modifications also are proposed to the Mormon Island marine terminal in the Port of Los Angeles.

Lead Agency Contact

Name Michael A. Krause
Agency South Coast Air Quality Management District
Phone (909) 396-2706 **Fax**
email
Address 21865 Copley Drive
City Diamond Bar **State** CA **Zip** 91765

Project Location

County Los Angeles, San Bernardino
City
Region
Cross Streets E. Pacific Highway, Wilmington, Redona Ave., Long Beach, S. Wilmington Ave., Carson, Haskel Ave.
Parcel No.

Township	Range	Section	Base
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Proximity to:

Highways Pacific Coast
Airports Van Nuys, Long Beach
Railways Union Pacific
Waterways Port of Los Angeles
Schools
Land Use Heavy Industrial or Industrial.

Project Issues Aesthetic/Visual; Air Quality; Forest Land/Fire Hazard; Flood Plain/Flooding; Geologic/Seismic; Minerals; Noise; Public Services; Septic System; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Drainage/Absorption; Other Issues

Reviewing Agencies Resources Agency; California Coastal Commission; Department of Conservation; Department of Parks and Recreation; Department of Fish and Game, Region 5; California Energy Commission; Native American Heritage Commission; Public Utilities Commission; State Lands Commission; Caltrans, District 7; California Highway Patrol; Air Resources Board, Major Industrial Projects; State Water Resources Control Board; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 4

Date Received 09/22/2000 **Start of Review** 09/22/2000 **End of Review** 10/23/2000

Los Angeles Co.

NOP Distribution List

Resources Agency

- Resources Agency
Nacell Gayou
- Dept. of Boating & Waterways
Bill Curry
- California Coastal Commission
Elizabeth A. Fuchs
- Dept. of Conservation
Ken Trott
- Dept. of Forestry & Fire Protection
Allen Robertson
- Office of Historic Preservation
Hans Kreutzberg
- Dept. of Parks & Recreation
Beth Walls
- Resource Mgmt. Division
- Reclamation Board
Pam Bruner
- S.F. Bay Conservation & Dev't. Comm.
Steve McAdam
- Resources Agency
Nadell Gayou
- Dept. of Water Resources

Health & Welfare

- Health & Welfare
Wayne Hubbard
- Dept. of Health/Drinking Water

Food & Agriculture

- Food & Agriculture
Tad Bell
- Dept. of Food and Agriculture

Fish and Game

- Dept. of Fish & Game
Joe Vincenty
- Environmental Services Division
- Dept. of Fish & Game
Donald Koch
- Region 1
- Dept. of Fish & Game
Banky Curtis
- Region 2
- Dept. of Fish & Game
Brian Hunter
- Region 3
- Dept. of Fish & Game
William Lauder milk
- Region 4
- Dept. of Fish & Game
Sandy Peterson
- Region 5, Habitat Conservation Program
- Dept. of Fish & Game
Gabrina Gatchel
- Region 6, Habitat Conservation Program
- Dept. of Fish & Game
Tammy Allen
- Region 6, Inyo/Mono, Habitat Conservation Program
- Dept. of Fish & Game
DeWayne Johnston
- Marine Region

Independent Commissions

- California Energy Commission
Environmental Office
- Native American Heritage Comm.
Debbie Tresoway
- Public Utilities Commission
Andrew Barnsdale
- State Lands Commission
Betty Silva

- Colorado River Board
Gerald R. Zimmerman
- Tahoe Regional Planning Agency (TRPA)
Lyn Barnett
- Office of Emergency Services
John Rowden, Manager
- Delta Protection Commission
Debbie Eddy
- Santa Monica Mountains Conservancy
Paul Edelman
- Dept. of Transportation
- Dept. of Transportation
IGR/Planning
District 1
- Dept. of Transportation
Vicki Roe
- Local, Development Review, District 2
- Dept. of Transportation
Jeff Pulverman
- District 3
- Dept. of Transportation
Jean Finney
- District 4
- Dept. of Transportation
Lawrence Newland
- District 5
- Dept. of Transportation
Marc Birnbaum
- District 6
- Dept. of Transportation
Stephen J. Buswell
- District 7
- Dept. of Transportation
Mike Slim
- District 8
- Dept. of Transportation
Kato Walton
- District 9

- Dept. of Transportation
Chris Sayre
- District 10
- Dept. of Transportation
Lou Salazar
- District 11
- Dept. of Transportation
Aileen Kennedy
- District 12

Business, Trans & Housing

- Housing & Community Development
Cathy Creswell
- Housing Policy Division
- Caltrans - Division of Aeronautics
Sandy Hesnard
- California Highway Patrol
L. Dennis Brunette
- Office of Special Projects
- Dept. of Transportation
Ron Heigeson
- Caltrans - Planning
- Dept. of General Services
Robert Sleppey
- Environmental Services Section

Air Resources Board

- Airport Projects
Rob Rogan
- Transportation Projects
Ann Geraghty
- Industrial Projects
Mike Tollstrup

California Integrated Waste Management Board

- California Integrated Waste Management Board
Sue O'Leary
- State Water Resources Control Board
Diane Edwards
- Division of Clean Water Programs

- State Water Resources Control Board
Greg Frantz
- Division of Water Quality
- State Water Resources Control Board
Mike Falkenstein
- Division of Water Rights
- Dept. of Toxic Substances Control
CEQA Tracking Center

Regional Water Quality Control Board (RWQCB)

- RWQCB
Cathleen Hudson
- North Coast Region (1)
- RWQCB
Environmental Document Coordinator
- San Francisco Bay Region (2)
- RWQCB
Central Coast Region (3)
- RWQCB
Jonathan Bishop
- Los Angeles Region (4)
- RWQCB
Central Valley Region (5)
- RWQCB
Central Valley Region (5)
- Fresno Branch Office
- RWQCB
Central Valley Region (5)
- Redding Branch Office
- RWQCB
Lahontan Region (6)
- RWQCB
Lahontan Region (6)
- Victorville Branch Office
- RWQCB
Colorado River Basin Region (7)
- RWQCB
Santa Ana Region (8)
- RWQCB
San Diego Region (9)

RESPONSE TO COMMENT LETTER NUMBER 1

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH, STATE CLEARINGHOUSE

September 22, 2000

This letter from the State Clearinghouse to agencies that would review the Draft EIR. The letter raises no issues and does not need any responses regarding the EIR.



NORWALK-LA MIRADA
Unified School District
Commitment to Students
Through Excellence in Education

BOARD OF EDUCATION

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October 2, 2000

via facsimile

Mr. Michael Krause
c/o Planning/CEQA
Fax: (909) 396-3324
ceqa_admin@aqmd.gov

RE: Response to Notice of Preparation of a Draft Environmental Impact Report (DEIR)

Thank you for the opportunity to provide comments regarding the NOP for the proposed Equilon Enterprises LLC Los Angeles Clean Fuels Project.

Based on the project description and location the Norwalk-La Mirada Unified School District has no comments at this time.

If you have any questions, please feel free to contact me at 562-868-0431 x2015

Andrea De La Cerda
Director Facilities Planning & Construction

AD/ws

RESPONSE TO COMMENT LETTER NUMBER 2

NORWALK-LA MIRADA UNIFIED SCHOOL DISTRICT

October 2, 2000

Response 2-1: The SCAQMD understands that the Norwalk-La Mirada Unified School District has no comments on the proposed project at this time.

DEPARTMENT OF TRANSPORTATION

DISTRICT 07, ADVANCE PLANNING
IGR OFFICE 1-10C
120 SO. SPRING ST.
LOS ANGELES, CA 90012
TEL: (213) 897-1333 ATSS: 8- 647-1333
FAX: (213) 897-0590
E-Mail Smateen@dot.ca.gov



October 17, 2000

Subj: Equilon Enterprises LLC-LA Refinery
VIC: LA-001, Diamond Bar
SCH 2000091086, IGR/CEQA 000959SM

MICHAEL A. KRAUSE
**SOUTH COAST AIR QUALITY
MANAGEMENT DISTRICT**
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause:

Thank you for the opportunity to comment regarding the above referenced project. This project is located at 2101 E. Pacific Coast highway, in the City of Wilmington and at terminals in the Cities of Carson, Van Nuys, at Signal Hill and Mormon Island Marine. The proposed development is near the State Right-of-way (SR-001).

We are aware that the proposed project is to modify the existing Equilon Los Angeles Refinery and its distribution termini.

To assist us in our efforts to completely evaluate and assess the impacts of this project on the State transportation system during construction, upon your receipt of the traffic report please send a copy to us for our review. Please ensure that it includes the following information:

3-1

1. Traffic impacts on State Highway (SR-001) and all significantly impacted ramps, streets, crossroads and controlling intersections, as well as analysis of existing and future conditions.
2. Traffic volume counts to include anticipated AM & PM peak hour volumes.
3. Level of Service (LOS) during construction.
4. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts, including sharing of mitigation costs.

Page 2 - Equilon Entp. - LA Refinery
SCH 2000091086, IGR/CEQA 000959SM

If you have any questions regarding this response, please feel free to contact the undersigned at (213) 897-4429 or Sameerah Mateen, the IGR/CEQA Coordinator for the project at (213) 897-1333. Please reference this project by - IGR000959SM.

Sincerely,



STEPHEN J. BUSWELL
IGR/CEQA Program Manager
Transportation Planning Office

cc: ATP-File/Chrono
Scott Morgan, State Clearinghouse

RESPONSE TO COMMENT LETTER NUMBER 3

DEPARTMENT OF TRANSPORTATION

October 17, 2000

Response 3-1: Please see the Draft EIR, Chapter 3, Section F – Transportation/Traffic (page 3-53) which describes the existing traffic conditions in the vicinity of the proposed project sites. The analysis included new traffic counts in various locations around the Refinery, Los Angeles Terminal and Carson Terminal to determine the existing level of service at local intersections. Chapter 4, Section F – Transportation/Traffic (page 4-50) describes the proposed project impacts on traffic in the vicinity of the proposed project sites, including traffic impacts during both the project construction and operational phases. The proposed project impacts on traffic were determined to be less than significant for all intersections with the exception of one. The project impacts on traffic during the evening peak hour were determined to be potentially significant at the Wilmington Avenue/I-405 SB ramp so mitigation measures were imposed. Details of the traffic analysis are presented in Appendix C, Volume I of the Draft EIR.

425 S. Palms Verdes Street
Post Office Box 151
San Pedro, CA 90733-0151
Tel: (310) 310-5544
www.portla.com

October 23, 2000

South Coast Air Quality Management District
21865 E. Copley Drive,
Diamond Bar, California 91765-4182

Attention: Mr. Michael Krause



**SUBJECT: NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL
IMPACT REPORT: PROPOSED EQUILON LOS ANGELES
REFINERY CLEAN FUELS PROJECT**

Richard J. Riordan, Mayor
City of Los Angeles

Board of Harbor
Commissioners

Theodore Stein, Jr., President

Jonathan Y. Thomas, Vice President

Caro L. Taven

John M. Wilson

Fernando Torres Gil

Larry A. Keller
Executive Director

Thank you for the opportunity to review the Notice of Preparation of the draft Environmental Impact Report (EIR) identified above. We have the following comments, primarily with respect to the Equilon Enterprises LLC Marine Terminal at Berths 167-169, on Mormon Island in the Port of Los Angeles.

4-1 The Environmental Checklist indicates that there are potential significant impacts from seismic-related effects for this project (Section VII. Geology and Soils). However, the discussion of these potential impacts appears to limit the evaluation to proposed project structures and, with reference to evaluation of soil liquefaction, specifically mentions only areas along the Dominguez Channel. We believe that these impacts should be considered at the Marine Terminal, for the reasons discussed below.

4-2 The proposed project includes the addition of ethanol into the commodity throughput of the Marine Terminal, a physical change in operation of the facility that brings with it the new potential consequences of an ethanol release. The NOP checklist indicates that there are potentially significant hazard impacts associated with the changes in transportation modes and products in the proposed Project facilities (Section VIII, a & b). Given that the Marine Terminal is located in a mapped seismic liquefaction area, and is adjacent to, if not within the Palos Verdes Fault Zone, the new scenario includes potential for a significant release of denatured ethanol product during a seismic event involving ground rupture and/or soil liquefaction. This potentially significant impact, involving a release of ethanol in combination with other hydrocarbons, does not presently exist at this site. We believe that the EIR evaluation for the Marine Terminal will be inadequate unless it considers potential impacts of seismic-related events.

Section IX. Hydrology and Water Quality, does not indicate any potential significant impacts for the proposed project, and does not mention the proposed use of ethanol. The Lawrence Livermore National Laboratory report *Health and Environmental Assessment of the Use of Ethanol as a Fuel Oxygenate, Volume 4* (UCRL-AR-135949, 1999) indicates that significant unfavorable consequences are likely with releases of ethanol to the environment, including the potential for ethanol to enhance the transport of fuel hydrocarbons in soil and groundwater. The EIR should evaluate the potential significant impact to surface and groundwater for a release of ethanol at facilities in this project, given that the consequences of such a release are not the same as for the current operations or conditions.

4-3

With reference to the Marine Terminal in particular, we are concerned about the handling, storage and/or transshipment of ethanol, and about the effect of an ethanol release on existing hydrocarbon contamination. There are significant LNAPL hydrocarbon plumes on the shallow groundwater beneath the Marine Terminal, adjacent to harbor waters at Slip No. 1. We assume that the EIR will include a detailed description of the proposed handling and storage of ethanol at this facility, specifying the control measures to prevent ethanol releases. However, given that there have been releases of hydrocarbon products at the site, and the potential for an ethanol release will always be present, the EIR should also include a more detailed site-specific evaluation. This evaluation should consider the impact of a release of concentrated denatured ethanol product (not gasohol) on the fate and transport of existing vadose zone and groundwater contamination at this facility, and the potential for migration to surface waters in the harbor.

If you have any questions regarding the comments, please contact Kenneth Ragland at (310) 732-3912.

Sincerely,


(for) DONALD W. RICE
Director of Environmental Management

DWR:PJ:KR
ADP NO: 001010-547

RESPONSE TO COMMENT LETTER NUMBER 4

PORT OF LOS ANGELES

October 23, 2000

Response 4-1: Please see the Draft EIR, Chapter 3, Section B – Geology (page 3-25) which describes the existing geological environment. The potential liquefaction at the Equilon Marine Terminal is discussed in this section and the impacts related to liquefaction are addressed in Chapter 4, Section B - Geology.

Response 4-2: The potential hazards associated with the proposed project are addressed in the Draft EIR, Chapter 4, Section C – Hazards/Hazardous Materials (see page 4-32). CEQA analysis involves the following steps: (1) a discussion of the existing environment; (2) a description of the proposed project; (3) an analysis of the proposed project impacts by comparing the existing environment to the environment as it would exist following implementation of the proposed project to determine any incremental impacts. Significance criteria are used as a measure to determine if the project-related incremental change would be considered “significant.” The analysis in the EIR compares the changes in hazards from the existing environment to the environment as it will exist after construction of the proposed project. The existing hazards at the Marine Terminal include the storage of MTBE. The proposed project will eliminate the storage of MTBE and allow the storage of ethanol. The project impacts are the difference in the hazards associated with the storage of MTBE versus the storage of ethanol. It was determined that a release of ethanol would result in fewer impacts than a similar release of MTBE because ethanol has a lower vapor pressure and because the toxicity associated with exposure to ethanol is lower than the toxicity associated with exposure to MTBE (see Draft EIR, Chapter 4, Section C – Hazards and Hazardous Materials). The Seismic hazards at the site are specifically discussed in the Draft EIR, Chapter 3, Section B – Geology/Soils for the environmental setting and Chapter 4, Section C – Geology/Soils for the environmental impacts.

Response 4-3: The Lawrence Livermore National Laboratory (LLNL) report (UCRL-AR-135949, 1999) presents information on releases of ethanol to soil and surface waters. This document was prepared as part of Senate Bill 521 (SB 521), enacting the MTBE Public Health and Environmental Protection Act of 1997 which directed the University of California to conduct research on the effects of MTBE. SB 521 also required the Governor to take appropriate action based on the findings of the report and information from public hearings. In consideration of this study, public testimony, and other relevant information, California’s Governor Davis found that, “on balance, there is significant risk to the environment from using MTBE in gasoline in California.” In response to this finding, on March 25, 1999, the Governor issued Executive Order D-5-99 which directed, among other things, that California phase out the use of MTBE in gasoline by December 31, 2002. The LLNL report also indicates that eliminating the use of MTBE and replacing it with ethanol is expected to mitigate the ground water problems created by MTBE. Therefore, on balance, the decision to eliminate MTBE is expected to provide beneficial impacts to ground water quality throughout the state.

The impacts of ethanol on an existing subsurface release are expected to be less than significant for this project, for the reasons identified below. First, leaks of ethanol are not expected due to

existing source control programs, the use of double bottom tanks, the required annual testing of pipelines, and so forth. Second, the Marine Terminal has an existing ground water sampling program. This program will be modified to test for the presence of ethanol in ground water prior to bringing any ethanol to the facilities. In addition, ethanol will be included in the semi-annual ground water sampling and analysis so that leaks of ethanol would be more readily detected. Third, ethanol will only be stored temporarily at the site as it is unloaded from a ship. Ethanol will then be transferred via existing pipelines directly to the Carson terminal for storage and ultimate blending with gasoline. Finally, it should be noted that even though the presence of ethanol in the subsurface environment could have adverse impacts on existing ground water contamination, the LLNL report concluded that “the estimated potential future increase in public wells impacted by MTBE is significantly higher if MTBE remains the primary fuel oxygenate” as compared to the use of ethanol. Therefore, the concern that enhanced mobilization of the existing contamination by an ethanol release is not substantiated by the LLNL report and does not represent a significant potential impact to surface water and ground water at the Marine Terminal. The studies completed under SB 521, as a whole, support the removal of MTBE and replacing it with ethanol. It should also be noted that in order to comply with federal, state and local rules and regulations, Equilon must remove MTBE from the gasoline supply and replace it with another oxygenate. Ethanol is the only oxygenate that can currently be used (CARB, 1999). Due to the extensive analysis completed by the University of California, California Air Resources Board, Regional Water Quality Control Board, among others, associated with SB 521, further analysis on the impacts on ethanol versus the use of MTBE on ground and surface water are not required. Equilon will continue to comply with all applicable DOT regulations which also helps to minimize the potential for spills. Note that Equilon currently anticipates that most ethanol will be transported to the Carson Terminal via railcar from mid-western portions of the United States but needs the flexibility to transport ethanol via ship in the event that other sources of ethanol are required.



CITY OF ANAHEIM, CALIFORNIA

Planning Department

October 23, 2000

Michael Krause
South Coast Air Quality Management District
Office of Planning/CEQA
21865 E. Copley Drive
Diamond Bar, CA 91765-4182

RE: Equilon Enterprises LLC - Los Angeles Refinery Clean Fuels Project

Dear Mr. Krause:

Thank you for the opportunity to review the above-referenced document. We have received notice of the documentation and have no comment.

Please forward any subsequent public notices and/or environmental documents regarding this project to my attention at the address listed below.

If you have any questions regarding this response, please do not hesitate to contact me at (714) 765-5139, extension 5440.

Sincerely,

Lucy N. Yeager
Senior Planner

Scaqmd4resp

RESPONSE TO COMMENT LETTER NUMBER 5

CITY OF ANAHEIM

October 23, 2000

Response 5-1: The SCAQMD understands that the City of Anaheim has no comments on the proposed project. The City will be included in the mailing list for the proposed project.



Department of Toxic Substances Control



Winston H. Hickox
Agency Secretary
California Environmental
Protection Agency

Edwin F. Lowry, Director
1011 N. Grandview Avenue
Glendale, California 91201

Gray Davis
Governor

November 7, 2000

Mr. Michael Krause
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, California 91765

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE EQUILON ENTERPRISES LLC (PROJECT), SCH 2000091086

Dear Mr. Krause:

The Department of Toxic Substances Control (DTSC) has received your Notice of Preparation of a draft Environmental Impact Report (EIR) for the above mentioned project.

Based on the review of the document, the DTSC comments are as follows:

- 1) The draft EIR needs to identify and determine whether current or historic uses at the project Site have resulted in any release of hazardous wastes/substances at the project area.
- 2) The draft EIR needs to identify any known or potentially contaminated site within the proposed project area. For all identified sites, the draft EIR needs to evaluate whether conditions at the Site pose a threat to human health or the environment.
- 3) The draft EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may require remediation, and which government agency will provide appropriate regulatory oversight.
- 4) If during construction of the project, soil contamination is suspected, construction in the area should stop and appropriate Health and Safety procedures should be implemented. If it is determined that contaminated soil exists, the draft EIR should identify how any required investigation and/or remediation will be conducted, and which government agency will provide appropriate regulatory oversight.

Mr. Michael Krause
November 7, 2000
Page 2

DTSC provides guidance for Preliminary Endangerment Assessment preparation and cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP or to meet/discuss this matter further, please contact Bob Krug, Project Manager, at (818) 551-2866 or me at (818) 551-2877.

Sincerely,



Harlan R. Jeché
Unit Chief
Southern California Cleanup Operations - Glendale Office

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief
Planning and Environmental Analysis Section
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

RESPONSE TO COMMENT LETTER NUMBER 6

DEPARTMENT OF TOXIC SUBSTANCES CONTROL

November 7, 2000

Response 6-1: The potential for soil contamination is addressed in the Draft EIR, Chapter 3, Section B – Geology/Soils (page 3-25) and Chapter 4, Section B – Geology/Soils. If contaminated soils are encountered during excavation and other construction activities, they will be handled in accordance with local, state, and federal rules which regulate the handling, transportation, and ultimate disposition of contaminated soils so that significant impacts are not expected.

DABWORD:1994:NOPRTCS