

APPENDIX A

NOTICE OF PREPARATION AND INITIAL STUDY

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South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

**SUBJECT: NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL
IMPACT REPORT**

**PROJECT TITLE: TESORO REFINING & MARKETING COMPANY, LLC
LOS ANGELES REFINERY INTEGRATION AND COMPLIANCE
PROJECT**

In accordance with the California Environmental Quality Act (CEQA), the South Coast Air Quality Management District (SCAQMD) is the Lead Agency and will prepare a Draft Environmental Impact Report (EIR) for the project identified above. The Notice of Preparation (NOP) serves two purposes: to solicit information on the scope of the environmental analysis for the proposed project and notify the public that the SCAQMD will prepare a Draft EIR to further assess potential adverse environmental impacts that may result from implementing the proposed project.

This letter, the attached NOP, and the attached Initial Study are not SCAQMD applications or forms requiring a response from you. Their purpose is simply to provide information to you on the above project. If the proposed project has no bearing on you or your organization, no action on your part is necessary. The project's description, location, and potential environmental impacts are described in the NOP and the attached Initial Study.

Copies of the NOP and Initial Study (NOP/IS), references, and other supporting material can be obtained at the SCAQMD's Public Information Center located at SCAQMD Headquarters: 21865 Copley Drive, Diamond Bar, CA 91765. Copies of these documents can also be obtained by calling (909) 396-2039. The NOP/IS is available by accessing the SCAQMD's CEQA website at <http://www.aqmd.gov/home/library/documents-support-material/lead-agency-permit-projects/permit-project-documents---year-2014>. Comments focusing on your area of expertise, your agency's area of jurisdiction, or issues relative to the environmental analysis should be addressed to Mike Krause at the address shown above, or sent by FAX to (909) 396-3324 or by email to mkrause@aqmd.gov. Comments must be received no later than 5:00 p.m. on October 10, 2014. In any written correspondence, please include the name, email address, and phone number of the contact person for your organization.

Project Applicant: Tesoro Refining & Marketing Company, LLC

Date: September 9, 2014

Signature:

A handwritten signature in blue ink that reads "Michael Krause". The signature is written over a horizontal line.

Michael Krause
Program Supervisor
Planning, Rules, and Area Sources

Reference: California Code of Regulations, Title 14, Sections 15082, 15103, and 15375

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
21865 Copley Drive, Diamond Bar, California 91765-4182
NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

Project Title:

Tesoro Los Angeles Refinery Integration and Compliance Project

Project Location:

Wilmington Operations - 2101 East Pacific Coast Highway, Wilmington, Los Angeles County, California, 90744.
 Carson Operations – 2350 East 223rd Street, Carson, California, 90749

Description of Nature, Purpose, and Beneficiaries of Project:

Tesoro proposes to integrate the Tesoro Wilmington Operations with the Tesoro Carson Operations (former BP Refinery). The proposed project includes the following modifications to the Wilmington Operations: (1) modifications to the existing Hydrocracker Unit; (2) a new Propane Sales Treating Unit; (3) modifications to the existing Catalytic Reformer Unit 3; (4) modifications to the existing Hydrotreater Units 1, 2, and 4; (5) a new Ammonium Thiosulfate Plant; (6) a new Sulfuric Acid Regeneration Plant; (7) replacement of two existing 80,000 barrel crude tanks with two new 300,000 barrel crude storage tanks; (8) connecting an existing tank to the vapor recovery system; and (9) increasing the throughput of two existing tanks. The proposed project includes the following modifications to the Carson Operations: (1) modifications to the existing Coker Unit to comply with SCAQMD Rule 1114 – Coker Venting; (2) modifications to the existing No. 2 Coker; (3) modifications to the existing Vacuum Units Nos. 51 and 52; (4) modifications to the existing Fluid Catalytic Cracking Unit; (5) new Wet Jet Treater; (6) modifications to the existing Hydrocracker Unit; (7) modifications to the existing Light Hydrotreating Unit; (8) modifications to the existing Naphtha Hydrodesulfurization Unit; (9) modifications to the Naphtha Isomerization Unit; (10) modifications to the existing Alkylation Unit; (11) modifications to the Mid Barrel Distillate Treater; (12) modifications to the existing steam system; and (13) six new 500,000 barrel crude storage tanks. The proposed project also includes the following modifications to equipment that supports operations at both locations: (1) modifications to existing storage tanks at both locations; (2) new interconnecting pipelines between the Wilmington and Carson Operations; and (3) new electrical connections from the Watson Cogen facility located at the Carson Operations to the Wilmington Operations. In addition, modifications to existing Liquid Petroleum Gas Rail Unloading facilities at the Carson Operations are also proposed. The proposed project will be designed to comply with the federally mandated Tier 3 gasoline specifications and with State and local regulations mandating emission reductions. The proposed project is expected to substantially reduce emissions of greenhouse gases, sulfur oxide, nitrogen oxide, carbon monoxide, and particulate matter emissions by shutting down the Fluid Catalytic Cracking Unit (FCCU) at the Wilmington Operations and relinquishing all relevant air quality permits for this equipment to the South Coast Air Quality Management District (SCAQMD). All new and modified sources will be required to comply with Best Available Control Technology (BACT) requirements in SCAQMD Rule 1303 – Requirements.

Lead Agency:

South Coast Air Quality Management District

Division:

Planning, Rule Development and Area Sources

Notice of Preparation and Initial Study, References, and all Supporting Documentation are Available at:

SCAQMD Headquarters

21865 Copley Drive

Diamond Bar, CA 91765

Or by Calling:

(909) 396-2039

Notice of Preparation and Initial Study are also available by accessing:

<http://www.aqmd.gov/home/library/documents-support-material/lead-agency-permit-projects/permit-project-documents---year-2014>

Scheduled Scoping Meeting Date:

A CEQA scoping meeting will be held for the proposed project on September 24, 2014, at the Carson Community Center from 5:30 to 8:30 pm. The Carson Community Center is located at 801 E Carson St, Carson, CA 90745

The Notice of Preparation is provided through the following:

- | | |
|---|--|
| <input checked="" type="checkbox"/> Los Angeles Times and Daily Breeze (September 10, 2014) | <input checked="" type="checkbox"/> SCAQMD Website |
| <input checked="" type="checkbox"/> SCAQMD Public Information Center | <input checked="" type="checkbox"/> Interested Parties <input checked="" type="checkbox"/> SCAQMD Mailing List |
-

NOP/IS 30-day Public Review Period: September 10, 2014 through October 10, 2014

CEQA Contact Person:

Michael Krause

Phone Number:

(909) 396-2706

E-Mail Address

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SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Initial Study for:
Tesoro Los Angeles Refinery
Integration and Compliance Project

September 2014

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CHAPTER 1

PROJECT DESCRIPTION

Introduction
Agency Authority
Project Location
Project Description
Project Construction Schedule

1.0 INTRODUCTION

The Tesoro Refining & Marketing Company LLC (Tesoro) is proposing the Los Angeles Refinery Integration and Compliance Project (proposed project). In June 2013, Tesoro purchased the adjacent BP West Coast Products LLC (BP) Carson Refinery, which, as part of the proposed project will be more fully integrated with the Tesoro Los Angeles Refinery – Wilmington Operations to form the Tesoro Los Angeles Refinery (Refinery). The Refinery includes: (1) the Wilmington Operations located at 2101 East Pacific Coast Highway in the Wilmington District of the City of Los Angeles; and (2) the Carson Operations, which is the former BP Carson Refinery located at 2350 East 223rd Street in the City of Carson. The proposed project will be designed to better integrate the Wilmington Operations and Carson Operations. In addition, the proposed project will be designed to comply with the federally mandated Tier 3 gasoline specifications and with State and local regulations mandating emission reductions. The Los Angeles Refinery Integration and Compliance Project is expected to substantially reduce greenhouse gases (GHG), sulfur oxide (SO_x), nitrogen oxides (NO_x), carbon monoxide (CO), and particulate matter (PM) emissions by shutting down the Fluid Catalytic Cracking Unit (FCCU) at the Wilmington Operations and relinquishing all relevant FCCU permits to the South Coast Air Quality Management District (SCAQMD), and by reconfiguring the combined Refinery complex, which is expected to improve the gasoline to distillate (G/D) production ratio from the integrated Refinery in order to more expeditiously respond and adjust to ongoing changes in market demand for various types of petroleum products. Additionally, heat recovery will be optimized by installing new heat exchangers and modifying specified units to further minimize GHG and other emissions. All new and modified sources will be required to comply with Best Available Control Technology (BACT) requirements in SCAQMD Rule 1303.

The proposed project will not have an impact on crude oil and feedstock throughput and the crude oil and feedstock will not be changed as part of the proposed project. Crude oil and oil feedstocks are obtained from a variety of sources based on factors such as product availability and market conditions. Feedstocks include, but are not limited to, intermediate gas oil, transmix (a mixture of pipeline products; such as gasoline, jet and diesel) and internally recycled oil. Modifications will be made to recover diesel and jet fuel boiling point range material, also known as distillate, from gas oil that is currently fed to the FCCUs at both Wilmington and Carson Operations. In addition, facilities will be added to remove impurities such as sulfur, nitrogen compounds, and organic acids from distillates. The modifications will be designed so that the combined Refinery operates within the existing capacity of the Sulfur Recovery Plants (SRPs). There will be no modifications at any of the marine terminals associated with the Tesoro Los Angeles Refinery.

On April 23, 2014, the SCAQMD release a Notice of intent to adopt a Draft Negative Declaration for the Tesoro Storage Tank Replacement and Modification project. The tank replacement modification project was considered to be a separate project from the Tesoro Refinery Integration and Compliance Project because it could go forward with or without the currently proposed project, that is, neither project relies on the other project

to be implemented. However, because of the timing of construction and implementation of the two projects, it was decided to incorporate the Tesoro Storage Tank Replacement and Modification project into the currently proposed project to provide a cohesive analysis of all environmental impacts from the two projects. As a result, the ND for the Tesoro Storage Tank Replacement and Modification project has been withdrawn and incorporated into the currently proposed project (see project description subsection 1.3.1.9). Therefore, no responses to comments will be provided on the Tesoro Storage Tank Replacement and Modification project.

1.1 AGENCY AUTHORITY

The California Environmental Quality Act (CEQA), Public Resources Code §21000 et seq., requires that the environmental impacts of proposed “projects” be evaluated and that feasible methods to reduce, avoid or eliminate significant adverse impacts of these projects be identified and implemented. The proposed modifications constitute a “project” as defined by CEQA. To fulfill the purpose and intent of CEQA, the SCAQMD is the “lead agency” for this proposed project and has prepared a Notice of Preparation of an Environmental Impact Report (EIR) and Initial Study (NOP/IS) to address the potential environmental impacts associated with the proposed project at the Tesoro Los Angeles Refinery.

The lead agency is the public agency that has the principal responsibility for carrying out or approving a project that may have a significant adverse effect upon the environment (Public Resources Code §21067). The SCAQMD has the primary responsibility for supervising or approving the entire project as a whole and is the most appropriate public agency to act as lead agency (CEQA Guidelines §15051(b)). The proposed project requires discretionary approval from the SCAQMD for modifications to existing stationary source equipment and installation of new stationary source equipment.

1.2 PROJECT LOCATION

The proposed project will occur at both the Wilmington and Carson Operations of the Tesoro Los Angeles Refinery. Tesoro will integrate the recently purchased adjacent BP Carson Refinery (referred to as the Carson Operations) with the existing Wilmington Operations, to become a single entity owned and operated by Tesoro. The Refinery will be comprised of approximately 950 contiguous acres in size and operate within the Cities of Los Angeles (Wilmington District) and Carson.

The Wilmington Operations are located within Wilmington, a community under the jurisdiction of the City of Los Angeles, at 2101 East Pacific Coast Highway, Wilmington, Los Angeles County, California 90744. The Carson Operations are located at 2350 East 223rd Street, Carson, California, 90745. Figure 1-1 depicts the regional location of the Refinery and Figure 1-2 provides a detailed Site Location Map. Both new and modified equipment, as well as connecting piping, will be located within portions of the Refinery under both the City of Carson jurisdiction and the City of Los Angeles jurisdiction.

CHAPTER 1: PROJECT DESCRIPTION

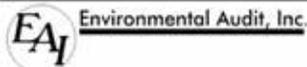
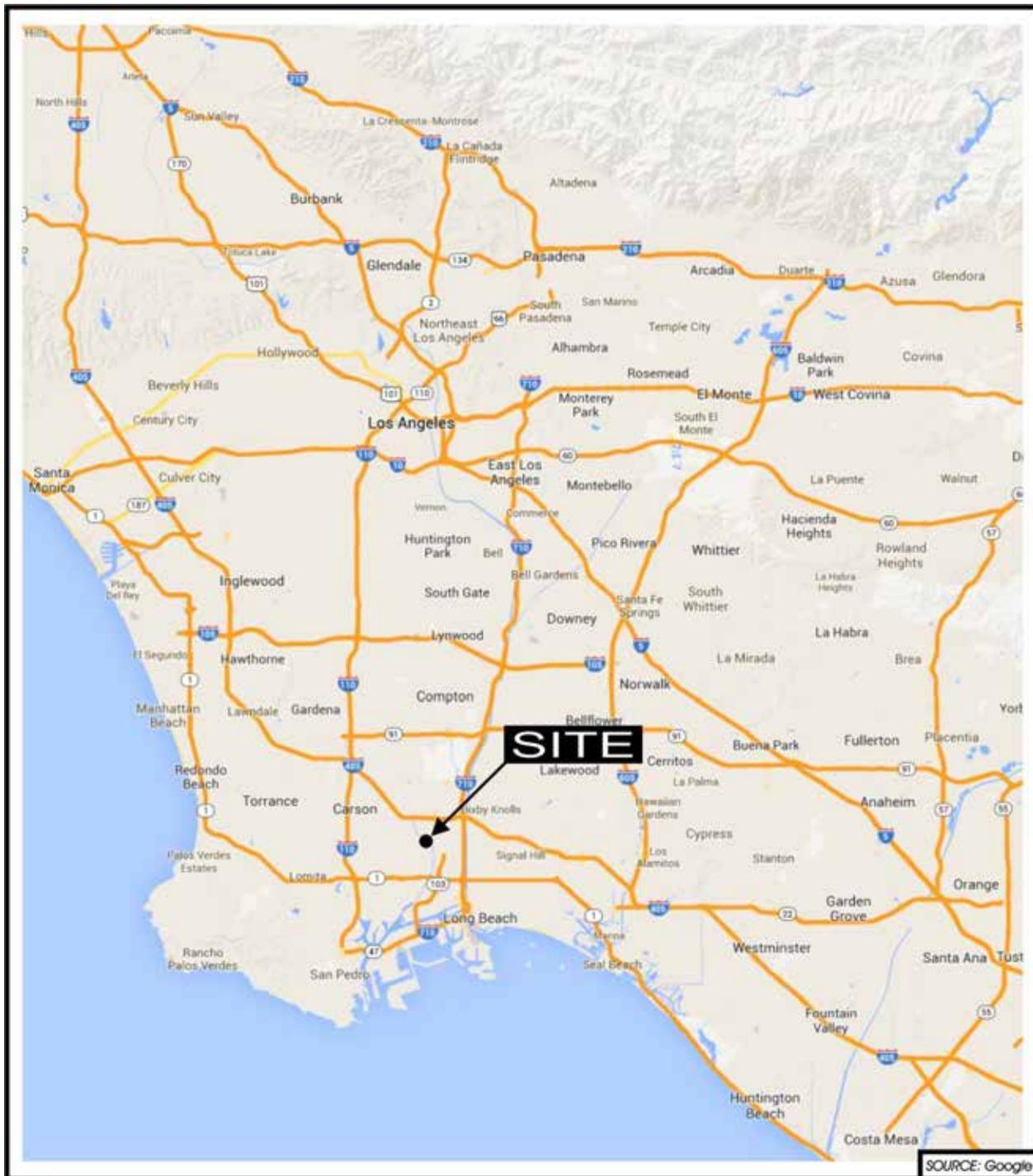
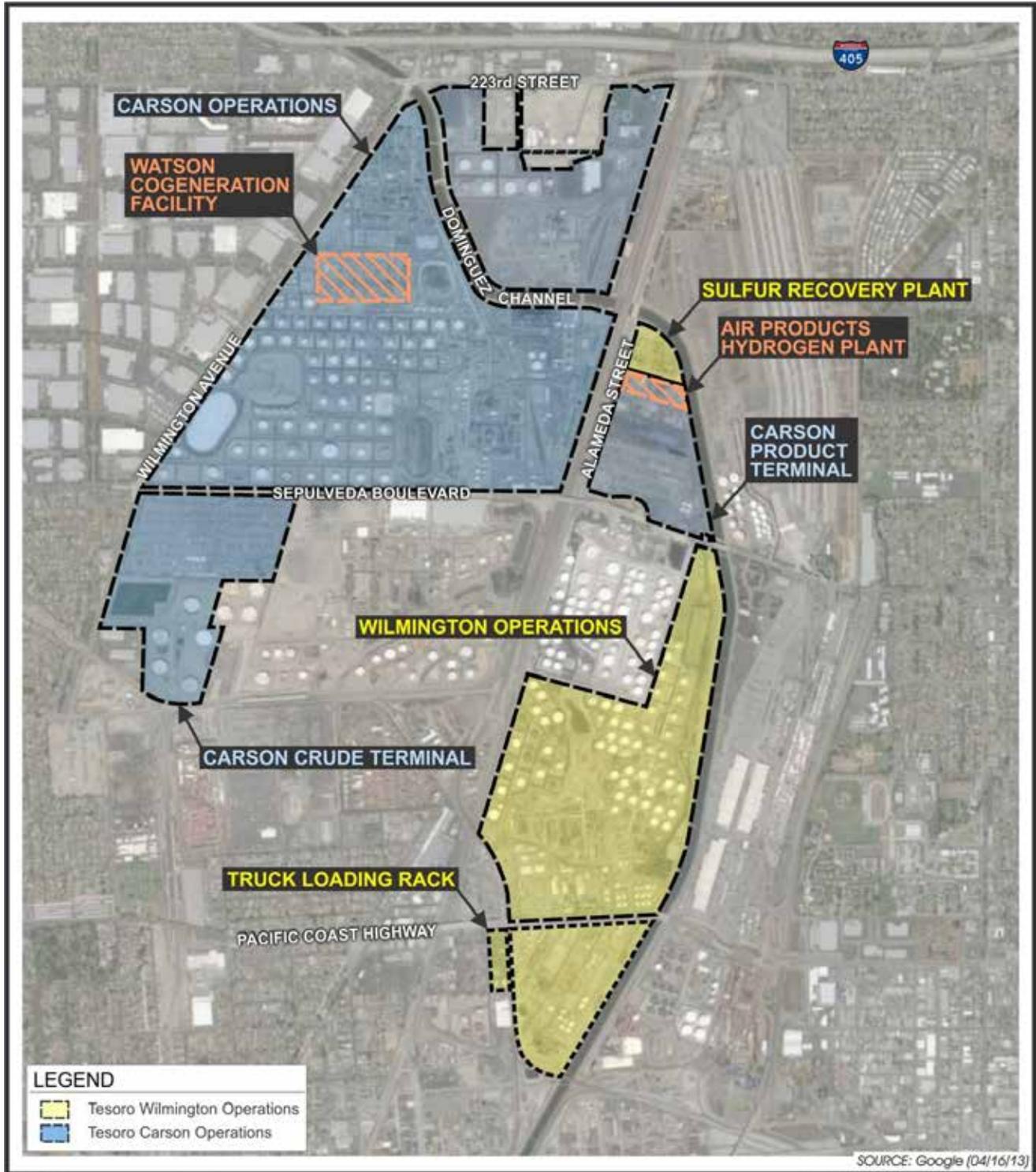


FIGURE 1-1
REGIONAL MAP
TESORO LOS ANGELES REFINERY



Project No. 2844
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EA Environmental Audit, Inc.

**FIGURE 1-2
 SITE LOCATION MAP
 TESORO LOS ANGELES REFINERY**

CHAPTER 1: PROJECT DESCRIPTION

The Wilmington Operations are bounded to the north by Sepulveda Boulevard (as well as other tank farms and refinery activities), to the west by Alameda Street (as well as the Alameda Corridor and other tank farms), to the south by railroad tracks (as well as tank farms and metal recycling/scrap yards), and to the east by the Dominguez Channel (as well as other tank farms and rail yard activities) (see Figure 1-2). The Wilmington Operations are bisected by Pacific Coast Highway, with the larger portion of the Wilmington Operations to the north of Pacific Coast Highway and the smaller portion to the south. The closest residential area to the Wilmington Operations is about 200 feet southwest of the Truck Loading Rack (see Figure 1-2).

The main operating portions of the Wilmington Operations are located within the Wilmington-Harbor City Planning Area (City of Los Angeles), which permits heavy industrial uses including petroleum refining on the Tesoro property (City of Los Angeles, 1999). The Wilmington-Harbor City Plan places no additional restrictions on refineries, and specifically allows for construction without regard to height limitations. The Refinery and all adjacent areas are zoned for heavy industrial use (M3-1).

The Carson Operations are bounded by Wilmington Avenue to the west, 223rd Avenue to the north, Alameda Street to the east, and Sepulveda Boulevard to the south. The Dominguez Channel flows through the Carson Operations, dividing the property into two sections: Northeastern and Southern. Several industrial/commercial facilities and the 405 Freeway border the Carson Operations to the north. The Alameda Corridor and other industrial facilities, including the Tesoro Coke Barn, the Air Products Hydrogen Plant, and the Tesoro Sulfur Recovery Plant, are located to the east of the Carson Operations. Commercial and residential areas are located to the west of the Carson Operations. The Phillips 66 Refinery and tank farms occupy the area located to the south of the Carson Operations.

The Carson Operations and all adjacent facilities and properties are zoned manufacturing heavy (MH) according to the City of Carson's Land Use element of its General Plan. The closest residential area to the Carson Operations is approximately 250 feet southwest of the Refinery on the southwest corner of the Sepulveda Boulevard/Wilmington Avenue intersection.

Additionally, the SRP (considered to be a portion of the Wilmington Operations) is located at 23208 South Alameda Street in the City of Carson (see Figure 1-2). The SRP is zoned MH according to the City of Carson's Land Use element of its General Plan. Adjacent land uses to the SRP also are heavy industrial and include other refineries, a hydrogen plant, undeveloped lots, and container storage areas.

1.3 OVERVIEW OF CURRENT OPERATIONS

Currently, the Wilmington and Carson Operations function as two separate and distinct facilities with some limited integration. A block flow diagram of the current operations of the facilities is provided in Figure 1-3.

1.3.1 CARSON OPERATIONS HISTORY AND CRUDE SUPPLY

Petroleum operations began at the Carson Operations in 1923. Tesoro acquired the Refinery in 2013. Crude oil for Carson Operations is unloaded from tankers at Berth 121 or T-2 Terminals located in the Port of Long Beach and then transferred via pipeline and stored at Port of Long Beach Terminals or the Carson Crude Terminal. No crude oil is transported to the Carson Operations via rail. Crude oil is sent via pipeline from the terminals to Carson Operations for further storage in any of nine Refinery crude storage tanks and then processed in the Crude Units. Crude oil, including California crude oil, can also be delivered via pipeline from other onshore locations. The Carson Operations storage tanks that store crude oil range from 80,000 to 460,000 barrel (bbl) capacity, and the crude oil is transferred from the Carson Operations storage tanks to the Crude Units. Crude oil is processed in Crude Units #1, #2 and #4 where it is heated and distilled into various hydrocarbon components which are further processed in downstream Carson Operations units. The Carson Operations also receive, process, and transport other petroleum products (crude oil not included) to and from the Carson Operations by ship, truck, and railcar. These petroleum products include residuum, gas oil, diesel, gasoline, naphtha, and LPG. Additionally, the Carson Operations has the Watson Cogeneration Plant that currently produces excess power, beyond the Carson Operations needs, and sells the excess power to Southern California Edison.

1.3.2 WILMINGTON OPERATIONS HISTORY AND CRUDE SUPPLY

Petroleum operations began at the Wilmington Operations in 1923. Tesoro acquired the Wilmington Operations in 2007. Crude oil for the Wilmington Operations is delivered via ship using the pipeline from the Tesoro Marine Terminal at the Port of Long Beach Berths 84A and 86. Crude oil, including California crude oils, can also be delivered via pipeline from other onshore locations. No crude oil is transported to the Wilmington Operations via rail. The Wilmington Operations currently utilize 20 storage tanks to store crude oil and other heavy petroleum liquids (18 have a capacity of 80,000 barrel (bbl) and two have a capacity of 125,000 bbl). Crude oil is processed in the Crude Unit where it is heated and distilled into various hydrocarbon components, which are further processed in downstream Wilmington Operations units. The Wilmington Operations also receive, process, and transport other petroleum products (crude oil not included) to and from the Wilmington Operations by ship, truck, and railcar. These petroleum products include residuum, gas oil, diesel, gasoline, naphtha, and LPG.

1.3.3 TESORO LOS ANGELES REFINERY

The Tesoro Los Angeles Refinery consists of two adjacent facilities, Carson Operations and Wilmington Operations, that operate as one refinery. The Carson and Wilmington Operations have in the past and continue to produce a variety of products including unleaded gasoline, jet fuel, diesel fuel, fuel oil, petroleum gases, petroleum coke and sulfur. The Carson Operations also produces polypropylene and calcined coke. Elemental sulfur and petroleum coke are produced as by-products of the refining process. Major processing units at both the Carson and Wilmington Operations include the Crude Units, the Vacuum Units, the Delayed Coking Units, hydrotreating units, reforming units, the FCC Units, the Alkylation Unit, hydrogen plants, the Sulfur Recovery Plants, and the Cogeneration Plants. The major differences between the Carson and Wilmington Operations is that the Carson Operations is a larger operation with three crude, two vacuum and two coker units whereas the Wilmington Operations only has one crude, one vacuum, and one coker unit.

1.3.4 CURRENT LOS ANGELES REFINERY INTEGRATION

Currently Carson and Wilmington Operations are connected via Tesoro and third party pipelines that enable the transfer of intermediate and finished products between the two facilities. The Refinery optimizes crude oil and other refinery feedstock processing to produce the mixture of refined products that are marketed from the Los Angeles Refinery. Unit turnarounds are aligned between the Carson and Wilmington Operations to minimize economic and local area impacts from shutdowns. Hydrogen use is balanced and managed across the Los Angeles Refinery for hydrotreating purposes and output of clean fuel products. Crude oil, intermediate feedstocks and products are transferred between Carson and Wilmington Operations via pipeline, as required, to optimize Refinery production to meet market demand. The staffs of the Carson and Wilmington Operations have been merged and contractors staff have been integrated to serve the combined operations.

1.4 PROJECT DESCRIPTION

The crude oil and feedstock processing capability at the integrated Refinery will not change as a result of the proposed project. In order to increase the crude throughput of the Refinery, there would need to be debottlenecking modifications to the units that initially process the crude, such as the Crude Units or the Delayed Coking Unit and no such modifications are included as part of the proposed project. The Carson and Wilmington Operations currently obtain crude oil and feedstock from a variety of world-wide sources; in general, these sources are not expected to change as a result of the proposed project. Feedstocks include, but are not limited to, intermediate gas oil, transmix (a mixture of pipeline products; such as gasoline, jet, and diesel) and internally recycled oil. Modifications will be made to recover diesel and jet fuel boiling point range material, also known as distillate, from gas oil that is currently fed to the FCCUs at both Wilmington and Carson Operations. In addition, facilities will be added to remove impurities such as sulfur, nitrogen compounds, and organic acids from distillates in order

CHAPTER 1: PROJECT DESCRIPTION

to make on-specification products. The modifications will be designed so that the combined Refinery operates within the existing capacity of the SRPs. Following project completion, the FCCU at the Wilmington Refinery will be shut down and the Refinery will be integrated as one operating Refinery. Figure 1-4 shows a block flow diagram of the integrated Refinery operations following the proposed project. The following subsections describe in more detail proposed project modifications and new equipment at both the Wilmington and Carson Operations. It is possible that some minor engineering design changes to the proposed project may occur between the circulation of the NOP/IS and circulation of the Draft Environmental Impact report. Any changes are expected to reduce the scope of the project and, therefore, would continue to be within the scope of the preliminary environmental analysis in Chapter 2 of this NOP/IS and will be fully analyzed in the Draft EIR.

1.4.1 WILMINGTON OPERATIONS

The Tesoro Los Angeles Refinery Integration and Compliance Project is expected to substantially reduce emissions at the integrated Refinery by shutting down the FCCU at the Wilmington Operations. Reconfiguring the combined Refinery complex is expected to improve the Gasoline to Distillate (G/D) production ratio and is anticipated to result in minor increases in air pollutant emissions. However, the net effect on overall emissions from the proposed project is expected to be emissions reductions, primarily associated with the shutdown of the FCCU, as well as shutdown of other equipment at the Refinery. Additionally, equipment production efficiency and heat recovery will be optimized for new and modified units, as specified in the following discussions, to further reduce overall emissions and optimize energy utilization. Proposed new equipment and modifications to existing equipment for the Wilmington Operations are shown in Figure 1-5 and are described further in the following subsections.

1.4.1.1 FCCU Shutdown

An FCCU cracks or converts heavy hydrocarbons into lighter, gasoline range hydrocarbons in the presence of fine particles of catalyst that are circulated throughout the process. Following project completion, the Wilmington FCCU will be shut down, the equipment will be permanently removed from service, and Tesoro will relinquish all relevant FCCU permits to the SCAQMD. Substantial emissions reductions will be realized from shutting down the following emissions sources that constitute the entire FCCU totaling 559.3 million British Thermal Units per hour (MMBtu/Hr):

- FCCU regenerator (FCCU coke burn)
- CO Boiler (300 MMBtu/Hr)
- H-2 Steam Superheater (37.4 MMBtu/Hr)
- H-3 Fresh Feed Heater (94.7 MMBtu/Hr)

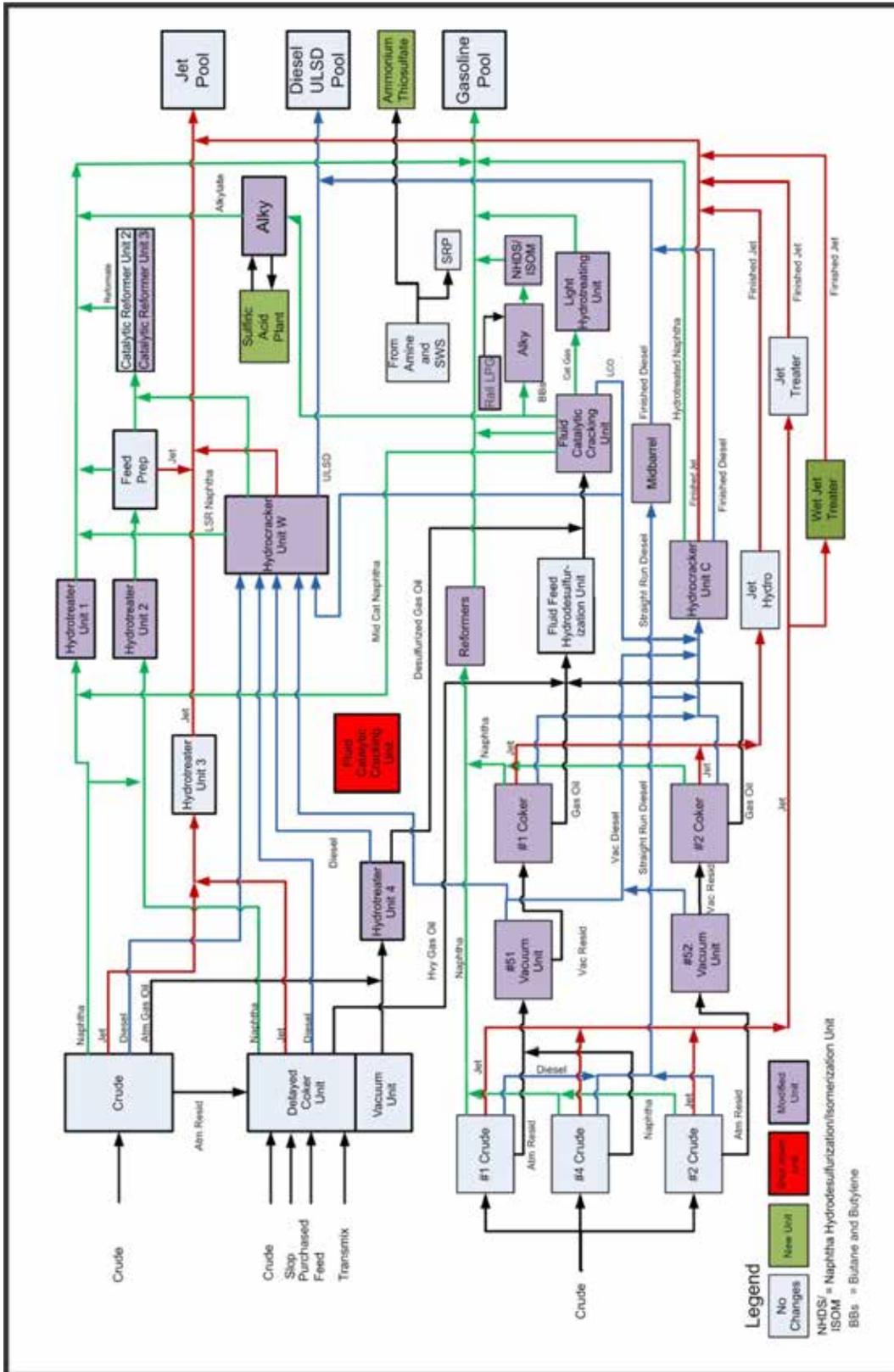


FIGURE 1-4
POST-PROJECT BLOCK FLOW DIAGRAM
TESORO LOS ANGELES REFINERY

Environmental Audit, Inc.

Project No. 2844
 N:\2844\Block Flow Diagrams\Processed Block Flow Item 4.1.cdr

- H-4 Hot Oil Loop Reboiler (127.2 MMBtu/Hr)
- H-5 Fresh Feed Heater (44 MMBtu/Hr)
- B-1 Startup Heater (84 MMBtu/Hr)
- All FCCU fugitive emission components

1.4.1.2 HCU Modification

The Wilmington Hydrocracker Unit (HCU (W)) cracks or converts mid-distillate and heavy hydrocarbons to lighter gasoline, jet, and diesel range material in the presence of catalyst, heat, and hydrogen. The process incorporates a hydrotreater which reduces the sulfur content of the diesel. While the HCU (W) capacity would be increased approximately 15 percent, the overall integrated Refinery capacity would remain unchanged. The reactor and fractionation sections will be modified to increase the production of ultra-low sulfur diesel and gasoline. The HCU (W) modification will include installing or modifying as many as five heat exchangers to provide improved heat integration, installing three new electrically driven pumps, and associated piping and instrumentation. The proposed project currently includes increasing the permitted firing duty of up to three heaters by a total of 50 million Btu/Hr.

To recover propane for the Propane Sales Treating Unit (PSTU) described below, the HCU (W) fractionation section will also be modified by installing two new water cooled exchangers, one knockout drum, and associated piping and instrumentation. An existing reflux pump and five heat exchangers in the fractionation section will be removed.

1.4.1.3 CRU-3 Modification

The Wilmington Operations Catalytic Reformer Unit 3 (CRU-3) converts low octane hydrocarbons into higher octane gasoline blending components using catalyst and heat. The CRU-3 fractionation section will be modified to enable recovery of Hydrocracker propane from the refinery fuel gas system. The modifications to CRU-3 will include installing one new depropanizer tower that is larger than the existing tower, as many as three heat exchangers, as many as four electrically driven pumps, and associated piping and instrumentation.

1.4.1.4 Propane Sales Treating Unit (PSTU)

A new PSTU will be constructed at the Wilmington Operations. The PSTU conditions liquid propane for sale using absorbers and dryers to meet sales specifications. The PSTU will treat up to approximately 2,000 BPD and will include eight vessels and four pumps that will be installed to purify recovered propane from the HCU (W) and CRU-3. The PSTU will be located east of HTU-4.

1.4.1.5 HTU-1 and 2 Modifications

The Wilmington Operations Hydrotreater Units 1 (HTU)-1 and HTU-2 Naphtha Hydrotreaters are process units that reduce impurities such as sulfur from various naphtha product streams. The HTU-1 will be modified to hydrotreat approximately 20,000 BPD of FCCU gasoline to comply with the federally mandated Tier 3 gasoline specifications and to hydrotreat jet range components. The modifications to HTU-1 will include modifying or installing as many as five heat exchangers, adding a pump and associated piping and instrumentation. Because the HTU-2 will continue to produce the same types of feedstock that it currently produces, its feedstock will be separated from HTU-1's feedstock. The HTU-2 feed separation modifications will include repurposing an existing diesel salt dryer to be used as a feed surge drum, installing as many as two electrically driven pumps, and associated piping and instrumentation.

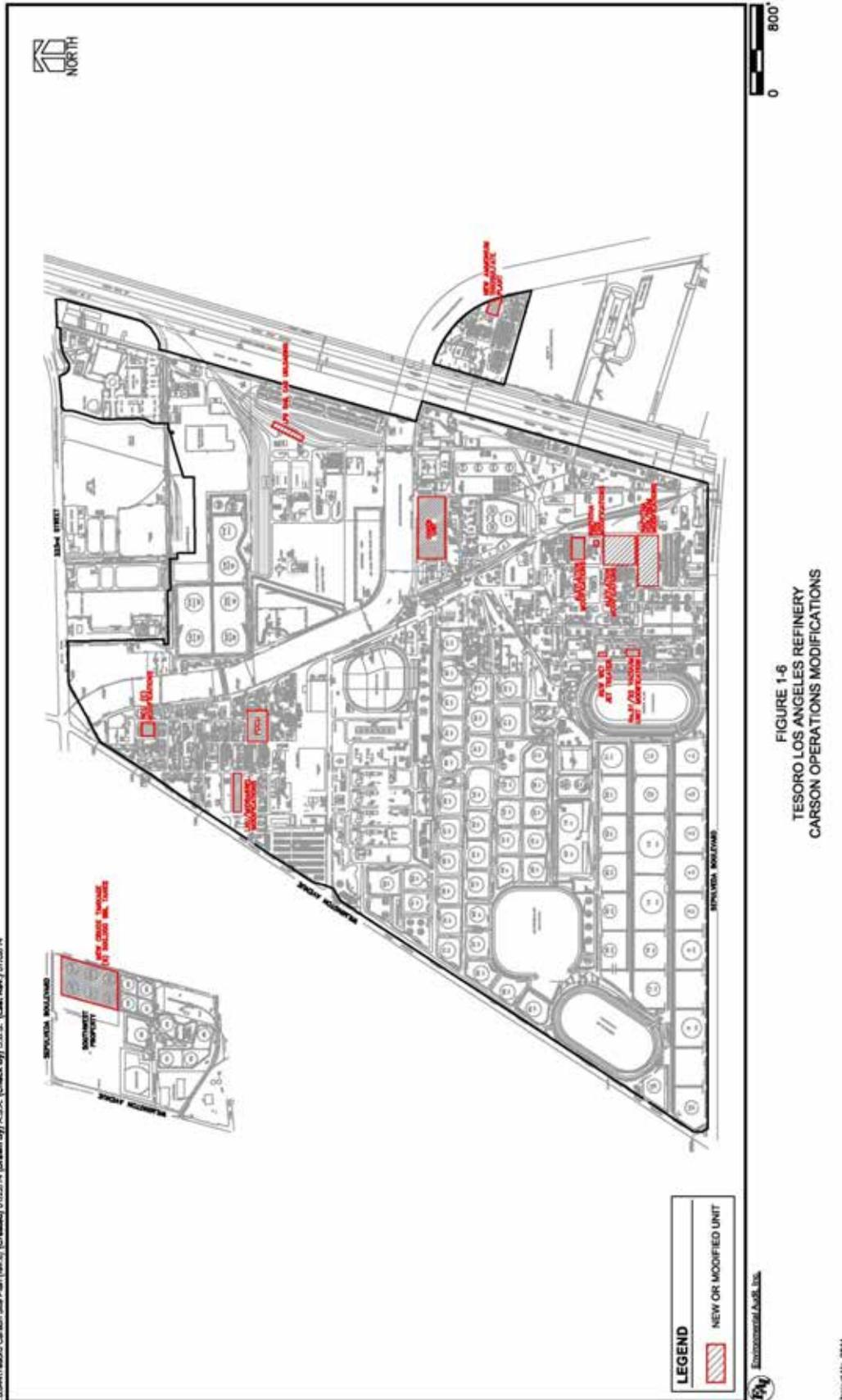
The proposed modifications to HTU-1 will also allow it to switch into jet hydrotreater service, treating approximately 12,000 BPD of jet fuel to remove sulfur impurities. The modifications will include installing one new stripping steam nozzle on the stabilizer, one coalescer, one salt dryer, and condensate pot, and associated piping and instrumentation.

1.4.1.6 HTU-4 Modification

The Wilmington Operations Hydrotreater Unit No. 4 (HTU-4) HTU-4 is a process unit that uses catalyst and hydrogen to reduce aromatic compounds and impurities such as sulfur in the FCC feed. HTU-4 will be modified to fully utilize the existing hydrotreating capacity to produce ultra-low sulfur diesel. There will also be modifications to recover jet fuel, and added heat integration equipment to reduce energy consumption by producing steam, reboiling two strippers and preheating boiler feed water. HTU-4 will process either gas oil or high sulfur diesel. The proposed modification to the HTU-4 will allow the Refinery to minimize motor fuels production disruptions during both planned and unplanned outages. Other modifications to HTU-4 include adding new nozzles on the fractionator, installing a new surge drum, a salt dryer, a coalescer, as many as four new electrically driven pumps and nine heat exchangers, and associated piping and instrumentation.

1.4.1.7 New Ammonium Thiosulfate Plant

A new Ammonium Thiosulfate Plant will be constructed at the Wilmington Operations SRP (see Figure 1-6) and will reduce the sulfur and ammonia content of the sour water stripper overhead vapors. Although permitted as a separate facility, the SRP is and has been a part of the Wilmington Operations. It is physically located in the City of Carson so the location of the new Ammonium Thiosulfate Plant is shown on the site plan for the Carson Operations (see Figure 1-6). The new Ammonium Thiosulfate Plant will be sized for approximately 250 tons/day of 60 percent ammonium thiosulfate (a fertilizer) and will convert hydrogen sulfide and ammonia from sour water stripper overhead gas streams into liquid fertilizer. The ammonia and hydrogen sulfide are currently stripped from the sour water in the existing sour water strippers and sent to the Sulfur Recovery Plants. Instead of sending this ammonia and sulfur to the sour water strippers, it will be sent to



CHAPTER 1: PROJECT DESCRIPTION

the new Ammonium Thiosulfate Plant to produce fertilizer as a new product from the Refinery. The new Ammonium Thiosulfate Plant will include one air cooler, storage tanks, two drums, two filters, three scrubbers, a natural gas fired furnace, three heat exchangers, ten electrically driven pumps, one air blower, and associated piping and instrumentation.

1.4.1.8 New Sulfuric Acid Regeneration Plant

The proposed new Sulfuric Acid Regeneration Plant (SARP) will be constructed in Wilmington and will remove impurities from and recycle the Wilmington and Carson Operations spent sulfuric acid to produce fresh sulfuric acid. The SARP is sized for an approximate throughput of 400 tons/day of sulfuric acid production and will include three tanks, as many as eight electrically driven pumps, a natural gas fired 42 MM Btu/Hr Decomposition furnace, a 5 MM Btu/Hr Converter heater, a natural gas fired 20 MM Btu/Hr Process Air Heater, a waste heat steam generator, as many as four blowers, as many as eight heat exchangers, four towers, one reactor, one stripper, three scrubbers, one electrically driven compressor, three drums, and associated piping and instrumentation. The fresh sulfuric acid will be sent back to Wilmington and Carson Operations for reuse. Spent sulfuric acid is currently transported off-site for recycling at the Rhodia Sulfuric Acid Plant located at 20720 S. Wilmington Avenue in Carson, California. Installing the Sulfuric Acid Regeneration Plant will eliminate approximately 6,000 acid transport truck miles per month from public roadways compared to current operations. Instead of routing trucks to and from the Wilmington Operations to Rhodia, the trucks will be routed to and from the Carson Operations to the Wilmington Operations, a much shorter trip.

1.4.1.9 Wilmington Replacement Crude Tanks

Two new 300,000 barrel internal floating roof storage tanks (Tanks 300035 and 300036) will replace two existing 80,000 barrel fixed-roof storage tanks (Tanks 80035 and 80036) in the north tank area of Wilmington Operations. The two existing tanks currently store light and heavy crude oils as well as light and heavy gas oils. The new larger tanks will allow marine vessels to unload without undue delay, thereby reducing the time vessels are required to wait at anchorage until sufficient tankage is available for vessel discharge. This project will reduce the amount of time that vessels spend within the port and increase the amount of crude oil that can be stored, but will not increase annual Refinery crude oil throughput. In order to increase the crude oil throughput at the Refinery, there would need to be a modification to the units that initially process the crude oil, such as the Crude Units or the Delayed Coking Unit and no such modifications are included as part of the proposed project. This proposed project does not require any modifications to the Wilmington Operations Marine Terminal in the Port of Long Beach. The two new tanks are proposed to store light and heavy crude oils as well as light and heavy gas oils, in support of continuous operations. The scope of this part of the proposed project will include demolishing two existing storage tanks, installing two new larger tanks in the same location as the tanks being removed, replacing 5,000 feet of 12-inch diameter piping with 24-inch diameter piping at Wilmington, and modifying one existing tank (Tank 80038) by connecting it to a vapor recovery system. Tank 80038 and one

additional tank (Tank 80079) will require change of service permit modifications and annual throughput increases for each tank. The increase in annual throughput for each tank has no effect on the annual Refinery crude oil throughput.

1.4.2 CARSON OPERATIONS

In addition to the modifications at the Wilmington Operations, the proposed Tesoro Los Angeles Refinery Integration and Compliance Project also includes modifications at the Carson operations, resulting in a combined Refinery complex and improving the G/D production ratio. Additionally, equipment energy efficiency and heat recovery will be optimized for new or modified units, resulting in lower overall emissions. Proposed new equipment and modifications to existing equipment at the Carson Operations are shown in Figure 1-6 and described in the following subsections.

1.4.2.1 SCAQMD Rule 1114 Compliance – Coker Venting

The coker thermally cracks hydrocarbons in an insulated vessel, referred to as a coke drum. The cracked lighter product rises to the top of the coke drum and is drawn off. The heavier product remains and forms petroleum coke, a solid coal-like substance. Coke builds up in the coker and is removed by using a high pressure water jet. SCAQMD Rule 1114 requires the coke drum pressure to be reduced below two pounds per square inch gauge (psig) before opening the drum to the atmosphere. The proposed project includes modifying both No. 1 and No. 2 Cokers at the Carson Operations to comply with SCAQMD Rule 1114 by the required compliance deadlines. Compliance with Rule 1114 will require installation of additional equipment, such as vapor eductors and associated piping and instrumentation changes, to vent coke drum vapors to existing vapor recovery systems. This will enable the Refinery to comply with the Rule 1114 requirements and to keep the overall coke drum cycle time unchanged.

1.4.2.2 Nos. 1 and 2 Coker Bottom Head Modifications

Currently, the bottom heads of the coke drums in Nos. 1 and 2 Cokers are opened manually to remove the petroleum coke, requiring a worker to physically open the valves. The bottom heads of the coke drums will be upgraded with remotely operated valves. This is a safety project that will allow remote operation of the valves to enhance safety during the de-heading process to remove coke at the end of the coking cycle.

1.4.2.3 No. 51 Vacuum Unit Modifications

The Vacuum Unit is a separation process that uses distillation conducted under vacuum (less than atmospheric pressure) to lower the boiling temperature of a liquid and allow removal of light hydrocarbons without thermal cracking. The No. 51 Vacuum Unit will be modified to allow increased diesel production by reducing vacuum gas oil production by up to 8,000 BPD. The No. 51 Vacuum Unit modifications will include modifying the feed heater's Title V described duty from 300 to 360 MMBtu/Hr, installing one new ten-inch nozzle on the vacuum tower, as many as four new exchangers, two coalescers, two strainers, as many as two new electrically driven pumps, and associated piping and

instrumentation. No substantial heater modifications are required to achieve a firing rate of 360 MMBtu/Hr; however, burner tips may be replaced with a different design.

1.4.2.4 No. 52 Vacuum Unit Modifications

Similar to No. 51 Vacuum Unit, No. 52 Vacuum Unit is a separation process that uses distillation conducted under vacuum to lower the boiling temperature of a liquid and allow removal of light hydrocarbons without thermal cracking. The No. 52 Vacuum Unit will be modified, which will allow an increase in light gas oil production by decreasing vacuum gas oil production by approximately 2,000 BPD. The No. 52 Vacuum Unit modifications will include installing one new six-inch nozzle on the vacuum tower, as many as two new heat exchangers, two strainers, as many as two new electrically driven pumps, and associated piping and instrumentation.

1.4.2.5 FCCU Modifications

The FCCU cracks or converts heavy hydrocarbons into lighter, gasoline range hydrocarbons in the presence of fine particles of catalyst that are circulated throughout the process. Because of the shutdown of the FCCU at Wilmington Operations, the Carson Operations' FCCU will be modified to accept a portion of the Wilmington gas oil feed. The throughput capability of the Carson FCCU will remain unchanged. A new feed surge drum will be installed upstream of the Carson Operations' FCCU No. 2 Depropanizer tower to smooth out feed rate swings. No. 2 Depropanizer is part of the refinery overhead gas recovery system. Modification to the Carson Operations' FCCU will enable recovery of approximately 800 BPD of propane from a stream that is currently sent to the fuel gas system. The FCCU modifications will include installing a feed surge drum, as many as two pumps and two heat exchangers, and associated piping and instrumentation. New piping will be routed between the Wilmington Operations and the Carson Operations' FCCU.

1.4.2.6 New Wet Jet Treater

One new 50,000 BPD Wet Jet Treater will be installed at Carson Operations to remove mercaptans and to reduce the total acid number (TAN), or organic acid content, in jet fuel. The Wet Jet Treater sweetens jet fuel by converting mercaptans to disulfides, and reacting organic acid with caustic making naphthenic salts which are removed to reduce TAN. The Wet Jet Treater includes one mercaptan removal reactor, one TAN removal reactor, two product separators, one spent caustic loading facility, and as many as six associated electrically driven pumps, two salt dryers, two clay filters, and associated piping and instrumentation. Feed and fresh caustic will be routed to the new Wet Jet Treater and spent caustic and treated jet fuel will be routed to existing storage tanks. The spent caustic flow rate will be approximately three gallons per minute (gpm). Approximately one additional railcar load per week of spent caustic will be generated and recycled within the Carson Operations or shipped to the Gulf Coast for recycling. A decision on the final recycling location of caustic will be evaluated in the EIR.

1.4.2.7 HCU Modification

The HCU capacity will be increased by approximately 10 to 20 percent. The existing Carson Operations Hydrocracker (HCU (C)) cracks or converts mid-distillate and heavy hydrocarbons to lighter gasoline, jet, and diesel range material in the presence of catalyst, heat, and hydrogen. The process incorporates a hydrotreater which reduces the sulfur content. The HCU (C) will be modified to enable it to process the distillate recovered from the Nos. 51 and 52 Vacuum Units described above in Subsections 1.4.2.3 and 1.4.2.4, respectively. The existing reactor feed heater will be modified with new ultra-low NO_x burners to reduce NO_x emissions. The new burners will not increase the existing heater duty. The existing reactor heater outlet piping will be upgraded with higher alloy metallurgy.

Processing the recovered distillate feed will require increased hydrogen gas usage to comply with existing low sulfur diesel product specifications. The increased hydrogen gas capacity will be provided by increasing the recycle gas compressor speed. This portion of the proposed project will not result in an overall increase in hydrogen demand because hydrogen that is currently used by the FCCU (W) would no longer be required due to the shutdown of the FCCU (W), which eliminates the need to hydrotreat associated FCCU (W) products. Therefore, this portion of the proposed project will not require changes to hydrogen generation equipment at either of the refineries or by an offsite supplier.

The HCU (C) energy utilization efficiency will be improved by installing steam generators. The HCU (C) modification will include installing as many as two steam generators, an air cooler, as many as two electrically driven pumps, and associated piping and instrumentation.

1.4.2.8 LHU Modifications

The existing Carson Operations Light Hydrotreating Unit (LHU) is a process unit that removes impurities such as sulfur in various naphtha product streams. The LHU will be modified to more effectively remove sulfur from FCCU gasoline to comply with the federally mandated Tier 3 gasoline sulfur specifications. The LHU will process a higher sulfur feed material derived from existing fractionation equipment. The proposed modifications will include installing one new stripping steam nozzle on the stabilizer, as many as five new heat exchangers, one coalescer, one salt dryer, a condensate pot, and associated piping and instrumentation.

1.4.2.9 Naphtha HDS Unit Modification

The existing Carson Operations Naphtha Hydrodesulfurization (HDS) Unit is a process unit that reduces impurities such as sulfur in various naphtha product streams. The (HDS) will be modified with the installation of new equipment to allow removal of contaminants from unit feed and sulfur from pentanes. The existing Reactor Feed Heater will be retrofitted with new ultra-low NO_x burners to reduce emissions. The new burners will not increase the existing heater duty. The modifications will include installing the

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following new equipment: a reactor, a tower, a caustic scrubber, 2 knockout drums, a product coalescer, an air cooler, an accumulator, a condensate pot, as many as 11 new heat exchangers, four electrically driven pumps, and associated piping and instrumentation.

1.4.2.10 Naphtha Isomerization Unit Modifications

The existing Carson Operations Naphtha Isomerization Unit upgrades a pentane/hexane rich stream to make a higher value blending component for gasoline. The Naphtha Isomerization Unit will be modified to recover propane and heavier material from the Unit off-gas. The Naphtha Isomerization Unit modifications include addition of an off gas treater, a sponge tower, two reactor effluent flash drums, a heat exchanger, a pump and associated piping and instrumentation.

1.4.2.11 Alkylation Modification

The existing Carson Operations Alkylation Unit is a process unit that converts propylene (C3 olefins), butylenes (C4 olefins) into gasoline boiling range blendstock. Amylenes (C5 olefins) will be recovered from FCCU gasoline in an existing fractionation tower and converted to low vapor pressure gasoline in the modified Alkylation Unit. Unit capacity will remain unchanged. The modifications to process amylenes will include repurposing the Depentanizer column, replacing one existing four inch nozzle with an eight-inch nozzle on the olefin feed surge drum, installing as many as six heat exchangers, one filter/coalescer, one truck loading rack, two electrically driven pumps, and associated piping and instrumentation. The modifications to process propylene and butylene will include the installation of a propylene chiller and associated piping and instrumentation.

1.4.2.12 Mid Barrel Distillate Treater

The existing Mid Barrel Unit incorporates a hydrotreater to remove sulfur from straight run diesel and converts it to ultra-low sulfur diesel. The Mid Barrel Unit will be modified to enable it to desulfurize heavy FCCU naphtha. Interconnecting piping to/from the LHU and Mid Barrel Distillate Treater will be installed. New bypass piping around a heater and the feed effluent heat exchanger will be installed.

1.4.2.13 Steam System Balance Modification

The Carson Operations steam system demand will increase due to compliance with federally mandated Tier 3 gasoline specifications and amylene alkylation. The increased steam demand will be met by a combination of: installing waste heat steam generators, generating more steam from the existing Cogen Units, and reducing steam demand from existing steam turbines.

1.4.2.14 New Crude Tankage

Up to six new 500,000 barrel floating roof crude oil storage tanks will be constructed adjacent to the Carson Crude Terminal. The new tanks will allow marine vessels to

unload crude oil without undue delay, thereby reducing the time vessels are required to wait at anchorage until sufficient tankage is available for vessel discharge. This project will reduce the amount of time marine vessels spend within the port, but will not increase Refinery crude oil throughput. This portion of the proposed project does not require any modifications to Marine Terminals in the Port of Long Beach. The scope of the work will include installing up to six new tanks, pipelines, as many as five electrically driven transfer pumps, and associated piping and instrumentation.

1.4.3 MODIFICATIONS TO SUPPORTING EQUIPMENT

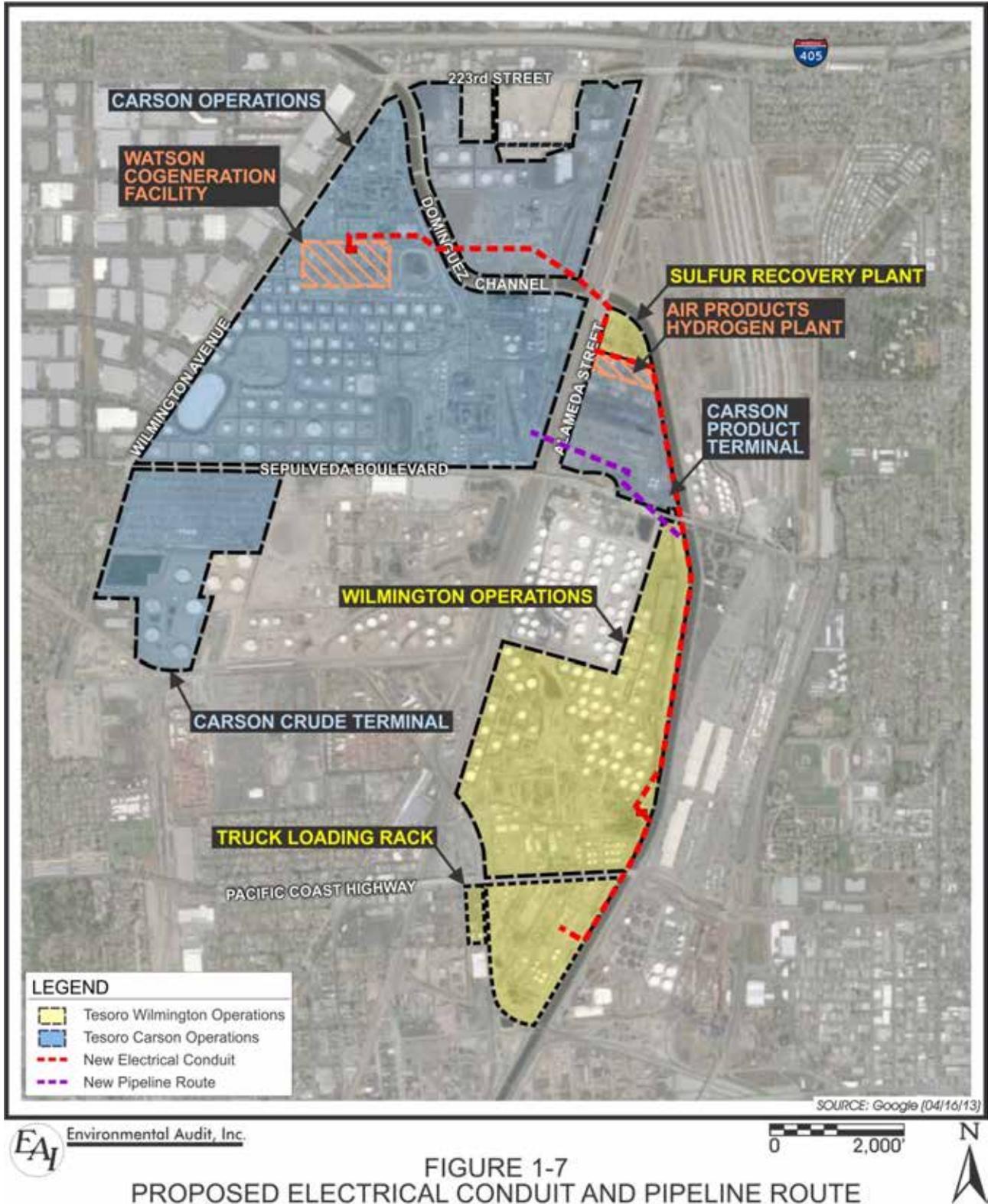
1.4.3.1 Tankage

The proposed project will require modifications to the intermediate and product storage to facilitate the transfers between Carson and Wilmington Operations and better integrate the Tesoro Los Angeles Refinery. The scope of the work will include installing as many as nine pipelines and twelve electrically driven transfer pumps. Up to ten storage tanks total at both Carson and Wilmington Operations may require change of service permit modifications and/or annual throughput increases. Change of service permit modifications that may be required include changing descriptions of commodities in tanks from specific LPG or blend stocks (e.g., propane, reformate, heavy cracked naphtha, alkylate, etc.) to more generic terms such as LPG and gasoline blend stocks. Additionally, tank throughputs will be evaluated to determine if increased throughput will be required to accommodate any of the transfers between the Carson and Wilmington Operations. The tank permit modifications will require all affected tanks to comply with current BACT standards for fugitive emissions.

1.4.3.2 Interconnecting Piping

The proposed project will require interconnecting pipelines between the Wilmington and Carson Operations. The pipelines will be comprised of a pipe bundle of seven to 15 pipelines ranging from four inches to 12 inches in diameter. The pipelines are proposed to exit the Carson Operations and be routed underneath South Alameda Street exiting near the Carson Operations Coke Barn where the pipes would then be routed above ground. The pipelines would then be routed underneath East Sepulveda Boulevard to connect to the Wilmington Operations. The pipes would then be routed above ground on pipe racks or ground level pipe support into the respective product and supply manifolds within the Refinery. The bundle will require a 54-inch bore using horizontal direction drilling (HDD) and HDD would be used to bore underneath (approximately 80 feet in depth) South Alameda Street and East Sepulveda Boulevard. The approximate locations of the pipelines are shown on Figure 1-7.

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1.4.3.3 Electrical Intertie Connection to Wilmington

Up to six new 69 kilovolt (Kv) electrical cables and 13.8 Kv cables will be routed underground and overhead from the Carson Watson Cogen facility located at the Carson Operations to the Sulfur Recovery Plant (see Figure 1-7) and Wilmington Operations. One new 69 Kv substation, and at least two new transformers with associated cabling, are proposed to be installed at the Watson Cogen facility. One new main substation with at least two transformers and associated switch gear and wiring will be installed in Wilmington. Containment dikes will be provided at all transformers within the Refinery. This portion of the proposed project will allow electricity generated at Carson Operations to be used at the Wilmington Operations.

1.4.3.4 Liquid Petroleum Gas (LPG) Rail Unloading

LPG Rail Car Unloading facilities will be modified at either Carson or Wilmington Operations to allow increased deliveries of approximately 4,000 BPD of Alkylation Unit feedstocks (LPG including propane, propylene, butane, butylene, etc.). LPG Rail Unloading facilities will be used to transfer LPG to the Refinery to supplement a portion of the Alkylation Unit feed lost by the closure of the FCCU at the Wilmington Operations. The LPG Rail Unloading facilities are restricted by SCAQMD-permit to only receive LPG. The FCCU provides feed to the alkylation unit and feedstocks to the alkylation unit are important in the production of CARB-compliant gasoline. Therefore, Tesoro will replace a portion of the alkylation feed through delivery of appropriate feedstocks. A determination of the actual location of the LPG Rail Car Unloading facilities will be made prior to the release of the Draft Environmental Impact Report for the proposed project, which will also include as part of the overall analysis potential adverse environmental impacts from this portion of the proposed project. LPG handling at the Refinery may increase by approximately ten railcars per day. Increased production of alkylate is critical for blending clean-burning gasoline due to its properties, such as low benzene and sulfur content and high octane content. The scope of work will include installing as many as four electrically driven transfer pumps, as many as six railcar unloading arms, and associated piping and instrumentation.

Butane is currently received from rail cars into pressurized tanks for use in the refining process. In the past, during the high Reid Vapor Pressure (RVP) gasoline season, during winter months, October through February, the Refinery has imported up to 11,000 BPD of butane. The LPG rail loading modifications will allow the Refinery to import up to about 15,000 BPD of LPG, resulting in the increase of about 10 railcars per day at the Refinery. It is expected that these additional railcars would be added onto existing trains that visit the Refinery. Therefore, no increase in the number of rail trips is expected, but there would be an increase in the number of railcars transferred to/from the Refinery.

1.5 PROJECT CONSTRUCTION SCHEDULE

Construction activities for the proposed project are expected to begin in the July 2015 and are expected to be completed by March 2017, based on preliminary project engineering. As shown in Figure 1-8, the preliminary construction schedule for each component of the

CHAPTER 1: PROJECT DESCRIPTION

proposed project varies. The construction activities for most of the components are expected to overlap from about December 2015 to March 2017. Construction work shifts are expected to last about ten hours per day during most portions of the construction schedule. During normal construction periods, one work shift per day is expected. During Refinery turnaround periods (when the Refinery is shutdown), two work shifts are expected and work may be conducted 24 hours per day. The preliminary project schedule will be refined as more detailed engineering is completed.

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CHAPTER 2

ENVIRONMENTAL CHECKLIST

Introduction
General Information
Potentially Significant Impact Areas
Determination
Environmental Checklist and Discussion
 Aesthetics
 Agriculture and Forestry Resources
 Air Quality and Greenhouse Gas Emissions
 Biological Resources
 Cultural Resources
 Energy
 Geology and Soils
 Hazards and Hazardous Materials
 Hydrology and Water Quality
 Land Use and Planning
 Mineral Resources
 Noise
 Population and Housing
 Public Services
 Recreation
 Solid and Hazardous Waste
 Transportation and Traffic
 Mandatory Findings of Significance
References
Acronyms

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CHAPTER 2 – ENVIRONMENTAL CHECKLIST

2.1 INTRODUCTION

The environmental checklist provides a standard evaluation tool to identify a project's adverse environmental impacts. This checklist identifies and evaluates potential adverse environmental impacts that may be created by the proposed project.

2.2 GENERAL INFORMATION

Project Title:	Tesoro Los Angeles Refinery Integration and Compliance Project
Lead Agency Name:	South Coast Air Quality Management District
Lead Agency Address:	21865 Copley Drive Diamond Bar, CA 91765
Lead Agency Contact Person and Phone Number:	Michael Krause, Program Supervisor (909) 396-2706
Project Sponsor's Name:	Tesoro Refining & Marketing Company, LLC
Project Sponsor's Address:	2350 E. 223 rd Street Carson, CA 90810
Project Sponsor's Contact Person and Phone Number:	June Christman, Staff Engineer, Major Capital Synergy Project (310) 847-3631
General Plan Designation:	Heavy Industrial Uses; heavy manufacturing
Zoning:	M3-1 (Heavy Industrial); MH (heavy manufacturing)
Description of Project:	Tesoro is proposing the Los Angeles Refinery Integration and Compliance Project to better integrate the Tesoro Wilmington Operations with the Carson Operations (formerly BP Refinery). The proposed project is also designed to comply with the federally mandated Tier 3 gasoline specifications, and with State and local regulations mandating pollution reductions. The proposed project is expected to substantially reduce greenhouse gases, sulfur oxide, nitrogen oxide, carbon monoxide, and particulate matter emissions primarily by shutting down the Fluid Catalytic Cracking Unit at the Wilmington Operations and relinquishing relevant permits to the South Coast Air Quality Management District and also by reconfiguring the combined refinery complex, which is expected to improve the gasoline to distillate production ratio. Additionally, energy equipment efficiency and heater recovery will be optimized for new and modified units to minimize emission increases. While certain changes will increase emissions, they are expected to be offset by emission decreases occurring at the Refinery as part of the proposed project.
Surrounding Land Uses and Setting:	Land uses in the vicinity of the Refinery include oil production facilities, refineries, hydrogen plants, coke handling facilities, automobile wrecking/dismantling facilities, and other industrial operations. The Wilmington Operations are bounded to the north by Sepulveda Boulevard, to the west by Alameda Street; to the south by railroad tracks and to the east by the Dominguez Channel. The Wilmington Operations are bisected by Pacific Coast Highway. The Carson Operations are bounded to the north by E. 223rd Street, to the west by Wilmington Avenue, to the east by the Dominguez Channel and Alameda Street, to the south by the Sepulveda Boulevard.
Other Public Agencies Whose Approval is Required:	City of Los Angeles City of Carson U.S. EPA Alameda Corridor Transportation Authority

2.3 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The following environmental impact areas have been assessed to determine their potential to be adversely affected by the proposed project. As indicated by the checklist on the following pages, environmental topics marked with a "✓" may be adversely affected by the proposed project. An explanation relative to the determination of impacts can be found following the checklist for each area.

- | | | |
|--|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Geology and Soils | <input type="checkbox"/> Population and Housing |
| <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Public Services |
| <input checked="" type="checkbox"/> Air Quality and Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use and Planning | <input checked="" type="checkbox"/> Solid and Hazardous Waste |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Transportation and Traffic |
| <input type="checkbox"/> Energy | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

2.4 DETERMINATION

On the basis of this initial evaluation:

- I find the proposed project COULD NOT have a significant effect on the environment, and that a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be significant effects in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect(s) on the environment, and an ENVIRONMENTAL IMPACT REPORT (EIR) is required.
- I find that the proposed project MAY have a "potentially significant impact" on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Date: September 5, 2014

Signature:



Michael Krause
Program Supervisor, CEQA
Planning, Rules, and Area Sources

Telephone: (909) 396-2706

2.5 ENVIRONMENTAL CHECKLIST AND DISCUSSION

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Significance Criteria

The proposed project impacts on aesthetics will be considered significant if:

- The project will block views from a scenic highway or corridor.
- The project will adversely affect the visual continuity of the surrounding area.
- The impacts on light and glare will be considered significant if the project adds lighting which would add glare to residential areas or sensitive receptors.

Discussion

I. a) and b) The nearest officially designated Scenic Highway to the Tesoro Los Angeles Refinery Integration and Compliance Project would be Route 2 (Angeles Crest Scenic Byway) near La Canada/Flintridge, in the northeastern portion of Los Angeles County (Caltrans, 2013). It is approximately 24 miles north from the Wilmington and Carson Operations to the most southern portion of Route 2. Therefore, the Refinery is not visible from Route 2 due to the distance as well as the presence of numerous large buildings of downtown Los Angeles, and the intervening topography (hills and mountains) between downtown Los Angeles and the beginning of Route 2 near La Canada/Flintridge.

The nearest roadway, which is eligible for State Scenic Highway Designation, to the Wilmington and Carson Operations is Route 1 (Pacific Coast Highway at State Route 19 – Lakewood

Boulevard, in Long Beach) in the southernmost portion of Los Angeles County. It is approximately five miles from the Refinery to the intersection of State Route 19, where Route 1 becomes eligible to become a State Scenic Highway. The Wilmington and Carson Operations are not visible from Route 1 at State Route 19 due to the distance, numerous structures, and topography between the two locations. There are no officially designated Scenic Highways or highways eligible for State Scenic Highway Designation in the vicinity of the Wilmington and Carson Operations. Because of the substantial distance between the proposed project and the aforementioned scenic highways, no significant adverse impacts to scenic highways are expected. In addition, there are no other scenic resources, such as trees, rock outcroppings, and historic buildings within the vicinity of the proposed project so no impacts to these resources would occur.

I. c) Construction activities at the Wilmington and Carson Operations are not expected to adversely impact views or other aesthetics resources since most of the construction activities, which include the operation of heavy equipment, are expected to occur in the operating portions of the existing refinery and industrial facilities, all within the existing boundaries of the Wilmington and Carson Operations. As a result, construction activities for the proposed project are not expected to be visible to most areas outside the facility, although some construction activities may be visible to the adjacent industrial areas, e.g., other refineries, railroad operations, truck terminal. Cranes would be required for equipment installation, some of which are expected to be about 150 feet tall and would be visible to surrounding properties. However, the cranes would be temporary, would be similar to the hundreds of other tall structures within the refinery, and would be removed after construction activities. No significant adverse aesthetic impacts during construction activities are expected.

The proposed project includes modifications and new equipment associated with the HCUs, CRU3, PSTU, HTU-1, HTU-2, HTU-4, Ammonium Thiosulfate Plant, Sulfuric Acid Regeneration Plant, LPG Rail Loading and Unloading facilities, Nos. 51 and 52 Vacuum Units, FCCU Modifications, Wet Jet Treater, LHU, Naphtha HDS, Alkylation Unit, No. 3 Reformer, Crude Tanks, and above and below-ground piping. Modifications and new refinery units will occur within the operating portions of the existing refinery. Stacks and towers associated with the new and existing units and flares are generally the tallest structures at a refinery.

Tall structures associated with the proposed modifications include towers, heater stacks, contactors, scrubber stacks and vents, and new tanks are shown in Table 2-1. New structures at the Wilmington Operations would range in height from about 70 to 125 feet tall and will be located within the operating portions of the existing refinery. Other nearby existing structures within the Wilmington Operations that are not part of the proposed project range from 90 to 150 feet tall. New structures at the Carson Operations would range in height from about 40 to 120 feet tall. Other nearby existing structures within the Carson Operations that are not part of the proposed project range from about 50 to 180 feet tall. The ammonium thiosulfate plant would be constructed at the existing SRP facility (see Figure 1-4) and include the construction of an approximately 70-foot scrubber vent. Existing structures at the SRP are 170 feet tall and there are hundreds of existing stacks and towers visible at the two Operations. Although the proposed project includes some structures that are higher than existing adjacent units, the overall visual characteristics of the integrated Refinery are expected to be the same or similar to the existing

configuration at the two Operations. Further, installation of new or replacement of existing equipment at the facility, either inside or outside the existing structures, would not appreciably change the visual profile of the entire facility.

TABLE 2-1

Approximate Height of Largest Project Components

Description	Location	Height of Adjacent Structure ¹	Highest Project Component	
			Description	Size
Ammonium Thiosulfate Plant	Wilmington (SRP)	170 ft.	Scrubber Vent	3 ft. dia. x 70 ft. tall
Sulfuric Acid Regeneration Plant	Wilmington	150 ft.	Scrubber Stack	4 ft. dia. x 125 ft. tall
Wet Jet Treater	Carson	50 ft.	Contactors	5 ft. dia. x 40 ft. tall
Naphtha HDS	Carson	180 ft.	Tower	8.5 ft. dia. x 120 ft. tall
Crude Tanks	Carson Crude Terminal	60 ft.	500,000 bbl Crude Tanks	240 ft. dia. x 60 ft. tall
Crude Tanks	Wilmington	117 ft dia. x 42 ft tall ²	Replaced Crude Tank	180 ft. dia. x 72 ft. tall

¹ These pieces of existing equipment are not part of the proposed project, but are shown here for comparison purposes only.

² Existing crude tanks, which are 42 feet tall by 117 feet diameter tanks, will be replaced with 72 feet tall by 180 feet diameter new tanks.

The proposed project includes constructing six new crude oil storage tanks at the Carson Crude Terminal. While the Carson Crude Terminal is located within an existing heavy industrial area, a residential area is located about 850 feet from the proposed new crude oil storage tanks. The Carson Crude Terminal area is currently used for storage of truck containers and is fenced (with an approximately eight-foot high fence) so that views of the area are limited. Existing storage tanks are located to the north and south of the Carson Crude Terminal. The existing storage tanks north of the Carson Crude Terminal are part of the Carson Operations and are 41 to 58 feet in height. The existing storage tanks south of the Carson Crude Terminal are part of the Phillips 66 Refinery and are about 50 feet in height. The new tanks are expected to be approximately 60 feet in height. The existing fencing is expected to block some of the views of the new storage tanks from the residential area so that the general view of the Carson Operations from the residential areas would remain unchanged. In light of these considerations, the portion of the proposed project at the Carson Operations is not expected to substantially degrade the existing visual character or quality of the site and its surroundings.

The proposed project would also include replacing two existing 80,000 barrel crude oil tanks (Tanks 80035 and 80036) at the Wilmington Operations, which are approximately 42 feet high and 117 feet in diameter with two 300,000 barrel tanks (Tanks 300035 and 300036) at the same

location. Each new fixed-roof internal floating roof tank would be approximately 72 feet high and approximately 180 feet in diameter. The new piping will be located at ground level within the Wilmington Operations in the same location as the existing pipeline and will have no discernible difference in look as compared to existing pipeline, which is not visible from offsite.

The Wilmington Operations are surrounded by other industrial land uses. Land uses adjacent to the Wilmington Operations are all heavy industrial and include oil production facilities, refineries, hydrogen plants, coke handling facilities, and automobile wrecking/dismantling facilities. The closest residential area to the proposed project is located about 2,000 feet (approximately 0.4 mile) from the southwest of the Wilmington Operations with other heavy industrial facilities situated between the project site and residential properties. Other facilities within the boundary of the Wilmington Operations, such as scrubber stacks and flares, are at heights of approximately 150 to 200 feet and exceed the height of the replacement tanks to be installed as part of the proposed project so installation of the two new tanks at the Wilmington Operations is not expected to change the overall profile of the facility.

The views of the Wilmington Operations from adjacent properties are not expected to significantly change because the proposed project facilities will blend in with the existing site facilities and operations. The two new tanks at the Wilmington Operations are expected to be visible from Alameda Street, which traverses through an industrial area. As such, the views of the new tanks will be similar and consistent with views of the other industrial facilities in the area. The new tanks are not expected to be visible to the closest residential area because of the distance (2,000 feet or approximately 0.4 miles) and the fact that other structures (e.g., a 6-foot high cinder block wall and a truck distribution facility adjacent to the residential area, which is approximately 40 feet high) are located between the residential area and where the new tanks will be situated within the Wilmington Operations. The intervening structures obscure most of the Wilmington Operations equipment except for the upper portions of the 200-foot high flares in the area of the proposed new storage tanks. Only the storage tanks from the existing asphalt plant operated by another company and located adjacent to the residential area are visible from the residential area. For the aforementioned reasons, the views of the new tanks would be consistent with the other industrial facilities in the area. In light of these considerations, the portion of the proposed project at the Wilmington Operations is not expected to substantially degrade the existing visual character or quality of the site and its surroundings.

I. d) In general, construction activities for the proposed project are not anticipated to require additional lighting because they are scheduled to take place primarily during daylight hours. However, when daylight hours are limited (i.e., winter months), or during Refinery turnarounds (when construction activities could occur 24-hours per day), temporary lighting may be required. Since the proposed project would be located within the boundaries of the existing refinery, additional temporary lighting, if needed, is not expected to be discernible from the existing permanent night lighting already associated with refinery operations.

Most construction activities at the Carson Operations would occur within the existing boundaries of the refinery. The modifications to Nos. 51 and 52 Vacuum Unit would be located the closest to a residential area and would be located approximately 4,000 feet away. A number of existing

storage tanks and existing industrial structures would block construction light sources within the Carson Operations from residential areas.

The Carson Crude Terminal consists primarily of a truck container storage yard and is currently lighted, with light poles approximately 100 feet high. The closest light poles are located about 775 feet from the residential areas. The construction of the crude oil storage tanks at the Carson Crude Terminal would be located approximately 850 feet from residents in an area that is currently lighted at night. Construction activities are not expected to require additional lighting in this area as the area is already lighted for nighttime truck activities.

Construction activities at the Wilmington Operations would occur within the existing boundaries of the Refinery. The existing crude oil storage tanks and HTU-4, which would be modified as part of the proposed project, are located closer to a residential area (west of the Wilmington Operations) than any other portion of the proposed project, approximately 1,500 feet away. This area of the Wilmington Operations is already lighted for nighttime activities and construction activities are not expected to require additional light sources. The existing crude oil storage tanks are currently lighted and no new light sources are expected to be required for the construction of the replacement crude oil storage tanks at the Wilmington Operations. Further, a number of existing storage tanks and existing industrial structures would interfere with construction light sources between the HTU-4 and residential areas.

Lighting could also be required along the pipeline routes, if construction activities are required at night, to minimize traffic impacts. The proposed location of the new pipeline would cross under Alameda Street and Sepulveda Boulevard and is within a heavy industrial area. The closest residents to the pipeline construction area are over 2,500 feet east and separated by other industrial structures (e.g., storage tanks, rail and transportation related activities, commercial buildings, etc.). The streets in the vicinity of the pipeline construction activities are already lighted at night including, Alameda Street and Sepulveda Boulevard. Some of the existing nearby industrial uses, e.g., the Intermodal Container Transportation Facility (ICTF) operate 24 hours per day and are lighted at night during night time operations. Any temporary lighting would be required to point toward the interior to limit the potential for offsite glare in accordance with the City of Los Angeles Planning and Zoning Code §93.0117 and the City of Carson Municipal Code §9147.1.

New lighting may be provided as necessary in accordance with applicable safety standards on new structures constructed as a result of the proposed project. If installed, any new lighting is expected to be consistent with existing lighting at the refinery and, therefore, not noticeable outside the integrated Refinery boundaries. However, any new lights are not expected to create new light and glare impacts to areas adjacent to the integrated Refinery due to the industrial nature of the surrounding area and the fact that refineries and most other industrial facilities are typically lighted at night for safety reasons. Specifically, modified equipment that are part of the proposed project, would continue to use the existing lighting for that equipment, while installation of new equipment will require similar lighting requirements as the existing equipment, e.g., the new Sulfuric Acid Plan and PSTU will be located within the existing operating portions of the Wilmington Operations so that substantial new lighting is not expected to be required. The area of the proposed new crude oil tanks at the Carson Crude Terminal is

currently lighted and lighting associated with the tanks is not expected to differ from the existing lighting. Further, lighting for tanks, is minimal (i.e., less bright) and used for safety/security lighting only as workers do not generally work in the tank farm during the evening hours. Therefore, no significant adverse light and glare impacts are expected from implementing of the proposed project.

Conclusion

Based on the above considerations, no significant adverse impacts to aesthetic resources are expected to occur as a result of construction and operational activities that would be undertaken in order to complete the proposed project. Since no potentially significant adverse impacts to aesthetic resources were identified, no further evaluation will be required in the EIR.

TESORO LOS ANGELES REFINERY INTEGRATION AND COMPLIANCE PROJECT

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland mapping and Monitoring Program of the California Resources Agency, to non- agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220(g)), timberland (as defined by Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code §51104 (g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Project-related impacts on agriculture and forestry resources will be considered significant if any of the following conditions are met:

- The proposed project conflicts with existing zoning or agricultural use or Williamson Act contracts.
- The proposed project will convert prime farmland, unique farmland or farmland of statewide importance as shown on the maps prepared pursuant to the farmland mapping and monitoring program of the California Resources Agency, to non-agricultural use.
- The proposed project conflicts with existing zoning for, or causes rezoning of, forest land (as defined in Public Resources Code §12220(g)), timberland (as defined in Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code § 51104 (g)).

- The proposed project would involve changes in the existing environment, which due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use.

Discussion

II. a), b), c), and d) The proposed project would not involve construction or operation outside of the existing boundaries of the integrated Refinery or other offsite industrial areas. The proposed project would be consistent with the heavy industrial zoning requirements for the integrated Refinery, including the Carson Crude Terminal. No agricultural or forestry resources or operations, including Williamson Act contracts, are located within or near the boundaries of the Wilmington or Carson Operations. No agriculture or forestry resources would be adversely affected by construction or operation activities from the proposed project because it would be implemented within the existing Refinery or other adjacent industrial areas (e.g., Alameda Corridor) and adjacent industrial areas that support Carson and Wilmington Operations. Therefore, the proposed project would not result in any new construction of buildings or other structures that would convert farmland to non-agricultural use or conflict with zoning for agricultural use or a Williamson Act contract.

Since the proposed project would occur within or adjacent to the boundaries of the Wilmington and Carson Operations, there are no provisions in the proposed project that would affect land use plans, policies, or regulations related to agricultural or forestry resources. Land use and other planning considerations are determined by local governments and no land use or planning requirements relative to agricultural resources will be altered by the proposed project. For these same reasons, the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use.

Conclusion

Based on the above considerations, no significant adverse impacts to agricultural and forestry resources are expected to occur as a result of construction and operational activities that the Tesoro Refinery would undertake in order to complete the proposed project. Since no potentially significant adverse agricultural or forestry resources impacts were identified, no further evaluation will be required in the EIR.

TESORO LOS ANGELES REFINERY INTEGRATION AND COMPLIANCE PROJECT

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
III. AIR QUALITY AND GREENHOUSE GAS EMISSIONS.				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Diminish an existing air quality rule or future compliance requirement resulting in a significant increase in air pollutant(s)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Significance Criteria

To determine whether or not air quality criteria pollutants, greenhouse gas (GHG), and toxic emission impacts from implementing the proposed project are significant, impacts will be evaluated and compared to the criteria in Table 2-2. If the preliminary analysis of the proposed project shows that overall emissions have the potential to equal or exceed any of the thresholds in Table 2-2, these potential impacts will be further evaluated in the EIR.

TABLE 2-2
Air Quality and Greenhouse Gas (GHG) Significance Thresholds

Mass Daily Thresholds^(a)		
Pollutant	Construction^(b)	Operation^(c)
NO_x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day
SO_x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Toxic Air Contaminants, Odor, and GHG Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Chronic and Acute Hazard Index ≥ 1.0 (project increment) Cancer Burden ≥ 0.5 excess cancer cases (in areas ≥ 1 in 1 million)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
GHG	10,000MT/yr CO ₂ eq for industrial facilities	
Ambient Air Quality for Criteria Pollutants^(d)		
NO₂ 1-hour average annual average	In attainment; significant if project causes or contributes to an exceedance of any standard: 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)	
PM10 24-hour annual average	10.4 $\mu\text{g}/\text{m}^3$ (construction) ^(e) and 2.5 $\mu\text{g}/\text{m}^3$ (operation) 1.0 $\mu\text{g}/\text{m}^3$	
PM2.5 24-hour average	10.4 $\mu\text{g}/\text{m}^3$ (construction) ^(e) and 2.5 $\mu\text{g}/\text{m}^3$ (operation)	
SO₂ 1-hour average 24-hour average	0.255 ppm (state) and 0.075 ppm (federal – 99 th percentile) 0.04 ppm (state)	
Sulfate 24-hour average	25 $\mu\text{g}/\text{m}^3$ (state)	
CO 1-hour average 8-hour average	In attainment; significant if project causes or contributes to an exceedance of any standard: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
Lead 30-day average Rolling 3-month average Quarterly average	1.5 $\mu\text{g}/\text{m}^3$ (state) 0.15 $\mu\text{g}/\text{m}^3$ (federal) 1.5 $\mu\text{g}/\text{m}^3$ (federal)	

a) Source: SCAQMD Air Quality Significance Thresholds, www.aqmd.gov/ceqa/handbook/signthres.pdf.

b) Construction thresholds apply to both the SCAB and Coachella Valley (Salton Sea and Mojave Desert Air Basin)

c) For Coachella Valley, the mass daily thresholds for operation are the same as the construction thresholds.

d) Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, Table A-2 unless otherwise stated.

e) Ambient air quality threshold based on SCAQMD Rule 403.

KEY: ppm = parts per million; $\mu\text{g}/\text{m}^3$ = microgram per cubic meter; lbs/day = pounds per day; MT/yr CO₂eq = metric tons per year of CO₂ equivalents, NO₂ = nitrogen dioxide, \geq greater than or equal to, $>$ = greater than

Discussion

III. a) and f) The 2012 Air Quality Management Plan (AQMP) demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the Southern California Association of Governments (SCAG), the agency that develops regional growth forecasts, and they are then used to develop future air quality forecasts for the 2012 AQMP. Development consistent with the growth projections in the City of Carson and City of Los Angeles General Plans is considered to be consistent with the 2012 AQMP. The City of Carson and City of Los Angeles General Plans designate the Wilmington and Carson Operations as heavy industrial so the proposed project is consistent with this land use. The proposed project would be consistent with the City of Carson and City of Los Angeles General Plans for the following reasons:

- As indicated in the Population and Housing and Transportation and Traffic sections, the estimated 700-800 construction workers are expected to be drawn from the existing labor pool in the southern California area.
- As indicated in the Population and Housing and Transportation and Traffic sections, the proposed project is not expected to require additional employees, so there would be no additional worker-related traffic generated during operation.
- Because the proposed project would not require additional workers during operations, it would not increase the demand for additional housing or recreational facilities.

Therefore, because the proposed project would not exceed growth projections in the City of Carson and City of Los Angeles General Plans and would not require a General Plan amendment, the proposed project would be considered consistent with the City of Carson and City of Los Angeles General Plans. Since the proposed project would be consistent with the City of Carson and City of Los Angeles General Plans, it would be consistent with the 2012 AQMP.

Additionally, the proposed project will be required to comply with applicable SCAQMD requirements for new stationary sources. Compliance with established rules ensures the integrity of the emission inventories in the 2012 AQMP. For example, new and modified emission sources associated with the proposed project would be subject to the SCAQMD Regulation XIII - New Source Review, will be required to be equipped with Best Available Control Technology (BACT), and will require Emission Reduction Credits (ERCs) to offset any emission increases greater than one pound per day. The proposed project will also be required to comply with prohibitory rules, such as SCAQMD Rule 403 - Fugitive Dust and stationary source rules such as Rule 1173 - Control of Volatile Organic Compound Leaks and Releases from Components at Petroleum Facilities and Chemical Plants, as well as a number of other federal, state and local air quality rules and regulations. Finally, a portion of the proposed project is specifically designed to comply with federally mandated Tier 3 gasoline specifications.

Based the analysis above, the proposed project is not expected to conflict with or obstruct implementation of the applicable air quality plan or diminish an existing air quality rule or future compliance requirement resulting in a significant increase in any air pollutants. Therefore, these topics will not be further analyzed in the EIR.

III. b) The proposed project has the potential to increase criteria pollutants and toxic air contaminants (TACs) emissions. To minimize potential emission increases, the proposed project will be required to comply with all relevant SCAQMD rules and regulations.

The SCAQMD makes significance determinations for construction impacts based on the maximum or peak daily emissions during the construction period, which provides a “worst-case” analysis of the construction emissions. Construction activities will not all occur at the same time but rather over time as depicted in Figure 1-6. Construction emissions are expected from the following equipment and processes:

- Onsite Construction Equipment (dump trucks, cranes, excavator, etc.);
- Onsite and Offsite Vehicle Emissions, including Delivery Trucks and Worker Vehicles;
- Onsite Fugitive Dust Associated with Site Construction Activities; and,
- Onsite and Offsite Fugitive Dust Associated with Travel on Unpaved and Paved Roads.

Construction activities are expected to occur in several locations throughout the Wilmington and Carson Operations (see Figures 1-3 and 1-4) and have the potential to generate emissions of CO, NO_x, volatile organic compounds (VOCs), SO_x, PM₁₀, and PM_{2.5}. Construction activities include grading, setting foundations, equipment installation, tie-in connections to existing systems, pipeline/conduit construction, etc. Construction-related activities would generate emissions from worker vehicles, trucks, and construction equipment, as well as fugitive dust associated with grading and land disturbance. The air quality impacts associated with the construction phase of the proposed project are potentially significant and will be evaluated in the EIR.

The proposed project includes shutting down of the FCCU at the Wilmington Operations and relinquishing all relevant FCCU permits to the SCAQMD. The shutdown of the FCCU will result in emission reductions associated with the FCCU regenerator, CO Boiler, Steam Superheater, Fresh Feed Heater, Hot Oil Loop Reboiler, and fugitive emission components. The proposed project would also add emission sources to the Refinery including emissions from the PSTU, Ammonium Thiosulfate Plant, Sulfuric Acid Regeneration Plant, LPG Rail Loading and Unloading, Wet Jet Treater, new and modified storage tanks, as well as exhaust and fugitive emissions from heaters, pumps, valves, and flanges. The proposed project would also result in an increase in steam demand that would need to be supplied by combustion sources. The SCAQMD requires the installation of BACT pursuant to Rule 1303 for new, modified, and relocated emission sources within the South Coast Air Basin, which, generally, is expected to result in the lowest achievable emissions rate for affected equipment. Nonetheless, because of the scope of the proposed project, impacts on air quality during the operational phase are potentially significant and will be evaluated in the EIR.

The proposed project may also alter the transport of LPG from the Refinery by rail, as well as the transport of sulfuric acid and ammonium thiosulfate by truck. Potential emission impacts related to changes in transport will be evaluated in the EIR.

III. c) Because the proposed project has the potential to generate significant adverse project-specific construction and operational air quality impacts, it has the potential to generate significant adverse cumulative air quality impacts. Since the project-specific air quality impacts may be significant, they may contribute to impacts that are cumulatively considerable. Therefore, cumulative air quality impacts are potentially significant and will be evaluated in the EIR.

III. d) New emission sources are associated with the proposed project that could potentially be new sources of TAC emissions (e.g., combustion emissions, ammonia slip emissions, etc.). The proposed project will be subject to the requirements of SCAQMD Rule 1401 - Toxic Air Contaminants. The cancer and non-cancer health risk impacts of the TAC emissions from new equipment at the Carson and Wilmington Operations, with particular focus on sensitive populations, including individuals at hospitals, nursing facilities, daycare centers, schools, and elderly intensive care facilities, as well as residential and off-site occupational areas, have the potential to exceed the significance threshold identified in Table 2-2 and, therefore, will be evaluated in the EIR. Although the shutdown of the FCCU at Wilmington Operations will result in the elimination of TAC emissions from this piece of equipment, this effect will also be evaluated in the EIR.

III. e) The proposed project is not expected to create significant objectionable odors, either during construction or during operations. Sulfur compounds (e.g., hydrogen sulfide) are the primary sources of odors at a refinery. Hydrogen sulfide (a gas) is typically generated at the Refinery as part of the process to remove sulfur impurities from crude oil. Hydrogen sulfide gas is treated in the Sulfur Recovery Units where it is converted to solid elemental sulfur, which has no odor. The proposed project is not expected to require modifications to the Sulfur Recovery Units or alter the handling and treatment of hydrogen sulfide. Natural gas will be the combustion fuel for all fired emission units for the proposed project. The sulfur content of natural gas is stringently regulated by SCAQMD Rule 431.1 and, therefore, contains only trace amounts of sulfur compounds. Further, objectionable odors are not expected since the natural gas supply system must be operated as a closed system to prevent safety hazards (e.g., potential fires). Finally, the Ammonium Thiosulfate Plant would be equipped with BACT to limit emissions, which would also minimize odors.

The Refinery maintains a 24-hour environmental surveillance effort where operators are trained to report odors so that the source can be identified and remedied promptly, which helps to minimize the frequency and magnitude of odor events. In addition, all new or modified components would be required to comply with BACT requirements as well as existing SCAQMD rules and regulations, including Rule 402 - Prohibition of Nuisances. As a result, no noticeable increases in odors are expected from the new equipment that is part of the proposed project for the reasons given above. Therefore, no significant odor impacts are expected from constructing and operating the proposed project. Potential odor impacts from the proposed project will not be further analyzed in the EIR.

III. g) and h) The proposed project will result in the shutdown of the FCCU at the Wilmington Operations. The shutdown of the FCCU would result in substantial GHG emission reductions currently associated with the FCCU regenerator, CO Boiler, Steam Superheater, Fresh Feed Heater, Hot Oil Loop Reboiler, Startup Heater and fugitive emission components. Therefore, the shutdown of the FCCU would eliminate GHG emissions, as well as criteria pollutant and TAC emissions, from this and ancillary combustion sources. The proposed project also includes the construction of additional combustion sources. The new combustion sources would generate new GHG emissions. Consequently, the overall effects of shutting down the FCCU and installing new equipment have the potential to exceed the GHG emissions significance threshold in Table 2-2 and will be evaluated in the EIR. The Refinery is subject to federal and state GHG emission regulations (e.g., Assembly Bill 32). Potential impacts relating to compliance with GHG plans and reduction regulations will be evaluated in the EIR.

Conclusion

Based on the above considerations, construction and operation of the proposed project is not expected to: generate significant adverse impacts to the applicable air quality plan; conflict with or diminish an air quality rule or future compliance requirement, policy, or regulation adopted for the purpose of reducing emissions; or create objectionable odors.

Project-specific and cumulative adverse air quality impacts associated with increased emissions of air contaminants (criteria air pollutants, greenhouse gases, and toxic air contaminants) during the construction and operational activities of the proposed project will be evaluated in the EIR. Impacts to sensitive receptors will also be analyzed in the EIR.

TESORO LOS ANGELES REFINERY INTEGRATION AND COMPLIANCE PROJECT

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES.				
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by §404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflicting with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

The impacts on biological resources will be considered significant if any of the following criteria apply:

- The project results in a loss of plant communities or animal habitat considered to be rare, threatened or endangered by federal, state or local agencies.
- The project interferes substantially with the movement of any resident or migratory wildlife species.
- The project adversely affects aquatic communities through construction or operation of the project.

Discussion

IV. a), b), c), and d) The proposed project would be located in a heavy industrial area, entirely within the existing boundaries of the Wilmington and Carson Operations or within already developed existing industrial areas. The Wilmington and Carson Operations have been fully developed and are essentially void of vegetation with the exception of some decorative landscape vegetation near the administration buildings. Landscape plants and growth of vegetation onsite are limited to administration buildings for fire prevention purposes. Further, the Carson Crude Terminal is paved and currently used primarily for truck container storage and is devoid of vegetation, except for landscape vegetation along the perimeter of the property, which will not be impacted by the proposed project. The pipeline route will also be located within existing industrial properties and street/railroad rights-of-way which are already graded, paved and developed, and devoid of vegetation.

A review of the California Natural Diversity Data Base Map for the Long Beach Quadrangle available online did not reveal records of special status species at or in the near vicinity of the Refinery. Based on the disturbed nature of the site, the industrial nature of the proposed and existing activities at the Refinery, the industrial nature of the surrounding property, and records documenting the absence of special status species, no specific wildlife surveys were considered necessary and, thus, none were conducted. No native vegetation is located at the proposed project sites and these areas are currently used for refining operations. For these reasons, the proposed project is not expected to have a significant adverse effect, either directly or through habitat modifications, on any species identified as a special status species. Further, the proposed project would not have an adverse effect, either directly or indirectly or through habitat modifications, on any sensitive biological species, riparian habitat, or other sensitive natural habitat since no such habitat exists at the Refinery due to the developed and industrial nature of the site.

The proposed project would not result in the addition or elimination of water ponds that could be used by animals or migratory birds. Further, the proposed project would not adversely affect federally protected wetlands as defined in §404 of the Clean Water Act as no such wetlands are

located at or adjacent to the Refinery. The Dominguez Channel is a concrete lined flood control channel adjacent to the Refinery. The electrical conduit associated with the proposed project would cross the Dominguez Channel on an existing pipe bridge and on the existing Alameda Street bridge. No construction activities would occur within the Dominguez Channel. There are no significant plant or animal resources, locally designated species, natural communities, wetland habitats, or animal migration corridors that would be adversely affected by the proposed project. There are no rare, endangered, or threatened species at the Refinery or adjacent industrial areas as native vegetation has been removed. Because the area in and near the Refinery is devoid of native habitat, impacts to other, non-listed species are not expected. Therefore, the proposed project would have no direct or indirect impacts that could adversely affect: plant species or habitats, sensitive natural communities, wetlands, animal species or the habitats on which they rely, or the movement of native or migratory species.

IV. e) and f) The proposed project is not envisioned to conflict with local policies or ordinances protecting biological resources or local, regional, or state conservation plans. Land use and other planning considerations are determined by local governments and no land use or planning requirements would be altered by the proposed project as further discussed in Section X – Land Use and Planning. Additionally, the proposed project would not conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or any other relevant habitat conservation plan, and would not create divisions in any existing communities because all activities associated with the proposed project would occur within an existing heavy industrial area devoid of native habitat, which is not subject to a Habitat or Natural Community Conservation Plan.

The SCAQMD, as the Lead Agency for the proposed project, has found that, when considering the record as a whole, there is no evidence that the proposed project would have potential for any new adverse effects on wildlife resources or the habitat upon which wildlife depends. Accordingly, based upon the preceding information, the project will have no effect on fish and wildlife under §753.5 (d), Title 14 of the California Code of Regulations.

Conclusion

Based on the above considerations, no significant adverse impacts to biological resources are expected to occur as a result of construction and operational activities that the Refinery would undertake in order to implement the proposed project. Since no potentially significant adverse biological resources impacts were identified, no further evaluation will be required in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource, site, or feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Significance Criteria

Impacts to cultural resources will be considered significant if:

- The project results in the disturbance of a significant prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group.
- Unique paleontological resources are present that could be disturbed by construction of the proposed project.
- The project would disturb human remains.

Discussion

V. a) CEQA Guidelines state that “generally, a resource shall be considered ‘historically significant’ if the resource meets the criteria for listing in the California Register of Historical Resources including the following:

- Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- Is associated with the lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values;

- d) Has yielded or may be likely to yield information important in prehistory or history” (CEQA Guidelines §15064.5).

Generally, resources (buildings, structures, equipment) that are less than 50 years old are excluded from listing in the National Register of Historic Places¹ unless they can be shown to be exceptionally important). The buildings, structures, and equipment associated with the proposed project are not listed on registers of historic resources, and do not meet any of the eligibility criteria presented above (e.g., associated with historically important events or people, embodying distinctive characteristics of a type, period, or method of construction), and would not be likely to yield historically important information. The only components of the proposed project that are being removed are old Refinery structures including columns, fans, towers, heat exchangers, pumps, etc. None of these structures meet the aforementioned historical significance criteria. Therefore, no significant adverse impacts to historic cultural resources are expected as a result of implementing the proposed project.

V. b), c), and d) All construction and operational activities that would occur as a result of the proposed project will occur within the existing Wilmington and Carson Operations and existing industrial areas. The proposed project would be consistent with the heavy industrial zoning.

Based on previous studies, the area near the Dominguez Channel was used by the Tongva/Gabrielino people. Cultural studies found a Tongva/Gabrielino village site and a large cemetery exposed in 1998 near the Carson Operations (former BP Refinery) (east of the Dominguez Channel) (SCAQMD, 2001). In 1999 construction activities at the Wilmington Operations uncovered human remains within the confines of the Refinery near the eastern property line, just north of Pacific Coast Highway and adjacent to the Dominguez Channel. The human remains were determined to be of Native American origin. Construction activities were suspended until all the remains were uncovered and a complete site investigation could be conducted. Additional site investigations did not uncover any additional human remains (Applied Earth Works, 1999). Since 2001 for the Carson Operations and 1999 for the Wilmington Operations, there have been a number of projects involving construction on site that have not uncovered archaeological or paleontological resources or human remains.

The entire active portions of the Wilmington and Carson Operations have been previously graded and developed. Proposed project activities will occur in areas of the integrated Refinery and Carson Crude Terminal where the ground surface has already been disturbed, within or adjacent to existing refining and other units, and this past disturbance reduces the likelihood that previously unknown cultural resources will be encountered. Further, the Refinery site does not contain known paleontological resources and thus the proposed project also is not expected to impact any sites of paleontological value.

The construction of the pipelines would occur in areas which have been previously graded and developed and which are located adjacent to existing pipelines. For example, a small portion of

¹ The eligibility criteria of the California Register criteria are modeled on those of the eligibility criteria of the National Register of Historic Places.

the new pipelines would be constructed underneath Alameda Street and Sepulveda Boulevard and would be located near other existing pipelines. The pipelines would run above ground within the confines of the integrated Refinery. Therefore, cultural resources are not expected to be impacted during pipeline construction activities.

While the likelihood of encountering cultural resources is low, there is still a potential that additional buried archaeological resources may exist. Any such impact would be eliminated by using standard construction practices and complying with state law including Public Resources Code § 21083.2 and CEQA Guidelines § 15064.5, which require the following, in the event that unexpected sub-surface resources were encountered:

- Conduct a cultural resources orientation for construction workers involved in excavation activities. This orientation will show the workers how to identify the kinds of cultural resources that might be encountered, and what steps to take if this occurred;
- Monitoring of subsurface earth disturbance by a professional archaeologist and a Gabriellino/Tongva representative if cultural resources are exposed during construction;
- Provide the archaeological monitor with the authority to temporarily halt or redirect earth disturbance work in the vicinity of cultural resources exposed during construction, so the find can be evaluated and mitigated as appropriate; and,
- As required by State law in Public Resources Code §§ 5097.94 and 5097.98, prevent further disturbance if human remains are unearthed, until the County Coroner has made the necessary findings with respect to origin and disposition, and the Native American Heritage Commission has been notified if the remains are determined to be of Native American descent.

Conclusion

Based upon the above considerations, no significant adverse impacts to cultural resources are expected to occur as a result of construction and operational activities that would be undertaken in order to complete the proposed project. Since no potentially significant adverse cultural resources impacts were identified, no further evaluation will be required in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
VI. ENERGY. Would the project:				
a) Conflict with adopted energy conservation plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the need for new or substantially altered power or natural gas utility systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Create any significant effects on local or regional energy supplies and on requirements for additional energy?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create any significant effects on peak and base period demands for electricity and other forms of energy?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with existing energy standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

The impacts to energy resources will be considered significant if any of the following criteria are met:

- The project conflicts with adopted energy conservation plans or standards.
- The project results in substantial depletion of existing energy resource supplies.
- An increase in demand for utilities impacts the current capacities of the electric and natural gas utilities.
- The project uses non-renewable resources in a wasteful and/or inefficient manner.

Discussion

VI. a) and e) The proposed project is not expected to conflict with any adopted energy conservation plan or existing energy standard. There is no known energy conservation plan or existing energy standard that would apply to either of the existing Wilmington and Carson Operations or the proposed project as it primarily involves new and modified equipment that will allow the Refinery to operate more efficiently. The FCCU at Wilmington Operations will be shut down, reducing the energy requirements in this portion of the integrated Refinery. As explained in the following section, heat exchangers will be added to a number of units to increase overall energy efficiency. As concluded in the discussion in section VI. b), c), and d) below, the potential additional energy demand that may be needed to implement proposed project construction and operational activities is shown to be less than significant.

VI. b), c), and d) It is not expected that natural gas-fired or electrically-powered construction equipment would be used (with the exception of electric welders); thus, there would be no need for new or substantially altered power or natural gas utility systems during construction of the proposed project. Construction of the proposed project is estimated to require about 64,000 gallons of diesel fuel per year. In 2011, the Los Angeles region used 4,892 million gallons of gasoline (CEC, 2013a) and 281 million gallons of diesel (CEC, 2013b). The fuel associated with construction of the entire project represents less than one percent of the total annual demand in the Los Angeles region, and a negligible fraction of the total use of fuel in California. The construction activities are not expected to result in an increase in gasoline as the construction equipment is predominately diesel fueled. Therefore, less than significant adverse impacts on energy are expected during the construction period. Additionally, no permanent employees are anticipated to be needed to operate the Refinery once construction is completed, so no additional demand for gasoline fuel is expected.

Refinery fuel gas and natural gas required to operate new and modified equipment associated with the proposed project at the Wilmington and Carson Operations would continue to be supplied by the existing facility utility system and Southern California Gas Company. The FCCU at Wilmington Operations will be shutdown, reducing the energy requirements in this portion of the integrated Refinery. Heat exchangers will be added to a number of units to increase overall energy efficiency. Heat exchangers allow waste heat to be transferred from one location to another location where heat is required, thus acting to “reuse” already generated heat and increasing heat efficiency within the Refinery, as well as reducing the use of cooling water. To operate new and modified equipment, the proposed project is expected to increase natural gas consumption by approximately 2,628 million standard cubic feet per year (MMscf/yr). Southern California Gas Company delivered 2,834 million standard cubic feet per day (MMscf/d) (about 1,034,410 million standard cubic feet per year) to users in southern California in 2012 (CGEU, 2013). The additional yearly usage of natural gas required to operate the equipment associated with the proposed project would comprise approximately 0.003 percent of the total gas delivered to the region, which is considered to be less than significant. Since the natural gas demand for the integrated Refinery is expected to be less than significant, the proposed project will not result in the need for new or substantially altered natural gas utilities or adversely affect local or regional natural gas supplies. Similarly, the proposed project would not adversely affect peak or base period natural gas demand. Thus, less than significant adverse impacts on fuel gas and natural gas are expected during operation.

Relative to electricity supply, the Wilmington Operations are currently served by Los Angeles Department of Water and Power (LADWP) and the Carson Operations are served by Southern California Edison (SCE). Currently, the Wilmington and Carson Operations each operate separate onsite cogeneration units to generate electricity for operations at each site. The proposed project includes the construction of an electrical conduit from the Watson Cogen Unit located at the Carson Operations to the Wilmington Operations. The cogeneration units at the Wilmington Operations as well as the Watson cogen currently generate 385 megawatts (MW) of electricity. Current power production capacity by these cogeneration units would be sufficient to supply total electricity demand at the integrated Refinery. In addition, the Watson Cogen is

expected to have the capacity to generate more electricity than is needed by the integrated Refinery, which would continue to be sold back to SCE for use by others on the electrical grid.

The proposed project is expected to require an additional 19 megawatts (MW) of electricity to operate additional pumps, heaters, coolers and blowers. While electricity demand by the integrated Refinery is expected to increase, the additional electricity would come entirely from the existing cogeneration units (primarily Watson Cogen). While this additional use would not require the purchase of electricity from LADWP or SCE, it would reduce the amount of power available for distribution to the electrical grid. Since the integrated Refinery is expected to be completely self sufficient with regard to electricity generation, the proposed project will not result in the need for new or substantially altered electricity utilities or affect local or regional electricity supplies. The entire 19 MW of electricity expected to be required by the proposed project would come from onsite cogeneration units, so no increase in electricity is required from public utilities. Similarly, the proposed project would not adversely affect peak or base period electricity demand. Thus, less than significant adverse impacts on electricity generation and demand are expected during operation.

Conclusion

Based on the above considerations, no significant adverse impacts to energy resources are expected to occur as a result of construction and operational activities that Tesoro would undertake in order to complete the proposed project. Similarly, the proposed project would not utilize non-renewable energy resources in a wasteful or inefficient manner. Therefore, since no potentially significant adverse energy impacts were identified, no further evaluation will be required in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

The impacts on the geological environment will be considered significant if any of the following criteria apply:

- Topographic alterations would result in significant changes, disruptions, displacement, excavation, compaction or over covering of large amounts of soil.
- Unique geological resources (paleontological resources or unique outcrops) are present that could be disturbed by the construction of the proposed project.
- Exposure of people or structures to major geologic hazards such as earthquake surface rupture, ground shaking, liquefaction or landslides.
- Secondary seismic effects could occur which could damage facility structures, e.g., liquefaction.
- Other geological hazards exist which could adversely affect the facility, e.g., landslides, mudslides.

Discussion

VII. a) The proposed project is located within a seismically active region. The most significant potential geologic hazard is estimated to be seismic shaking from future earthquakes generated by active or potentially active faults in the region. Table 2-3 identifies those faults in the southern California region that could affect the proposed project in terms of potential for future seismic activity. Seismic records have been available for the last 200 years, with improved instrumental seismic records available for the past 50 years. Based on a review of earthquake data, most of the earthquake epicenters occur along the Whittier-Elsinore, San Andreas, Newport-Inglewood, Malibu-Santa Monica-Raymond Hills, Palos Verdes, Sierra Madre, San Fernando, Elysian Park-Montebello, and Torrance-Wilmington faults (see Jones and Hauksson, 1986). All these faults are elements of the San Andreas Fault system. Past experience indicates that there has not been any substantial damage, structural or otherwise to the Wilmington and Carson Operations as a result of earthquakes. Table 2-4 identifies the historic earthquakes over magnitude 4.5 in southern California, between 1915 and the present, along various faults in the region.

Table 2-3

Major Active or Potentially Active Faults in Southern California

Fault Zone	Fault Length (Miles)	Maximum Credible Earthquake	Maximum Acceleration (G)
Malibu-Santa Monica-Raymond Hill	65	7.5	0.49
Newport-Inglewood	25	7.0	0.42
Northridge	12	6.7	0.16
Palos Verdes	20	7.0	0.24
San Andreas	200+	8.25	0.21
San Jacinto	112	7.5	0.11
San Fernando	8	6.8	0.17
Sierra Madre	55	7.3	0.23
Whittier-Elsinore	140	7.1	0.46
Elysian Park – Montebello	15	7.1	0.27

G = acceleration of gravity.

Table 2-4
Significant Historical Earthquakes in Southern California

Date	Location (epicenter)	Magnitude
1910	Elsinore	6.0
1915	Imperial Valley	6.3
1918	San Jacinto	~6.8
1923	North San Jacinto Fault	6.3
1925	Santa Barbara	6.3
1927	Lompoc	7.1
1933	Long Beach	6.4
1937	San Jacinto Fault	6.0
1940	Imperial Valley	6.9
1941	Santa Barbara	5.5
1941	Torrance-Gardena	4.8
1942	Fish Creek Mountains	6.6
1946	Walker Pass	6.0
1947	Manix	6.5
1948	Desert Hot Springs	6.0
1952	Kern County	7.5
1952	Bakersfield	5.8
1954	San Jacinto Fault	6.4
1966	Parkfield	6.0
1968	Borrego Mountain	6.5
1970	Lytle Creek	5.2
1971	San Fernando (Sylmar)	6.5
1973	Point Mugu	5.3
1978	Santa Barbara	5.1
1979	Imperial Valley	6.4
1980	White Wash	5.5
1982	Anza Gap	4.8
1986	North Palm Springs	5.6
1987	Whittier	5.9
1987	Elmore Ranch/Superstition Hills	6.2
1988	Tejon Ranch	5.4
1988	Pasadena	5.0
1988	Upland	4.7
1989	Montebello	4.6
1989	Newport Beach	4.7
1990	Upland	5.4
1991	Sierra Madre	5.8
1992	Joshua Tree	6.1
1992	Landers	7.3
1992	Big Bear	6.4
1992	Mojave (Garlock)	5.7
1994	Northridge	6.7
1995	Ridgecrest	5.4

Table 2-4 (Concluded)
Significant Historical Earthquakes in Southern California

Date	Location (epicenter)	Magnitude
1997	Calico	5.3
1999	Hector Mine	7.1
2002	Laguna Salada	5.7
2008	Chino	5.3
2009	Northern Baja California	5.8
2010	Sierra El Mayor (No. Baja Calif.)	7.2
2014*	La Habra	5.1

Source: SCEC, 2014.

* Source: USGS, 2014 available at <http://comcat.cr.usgs.gov/earthquakes/eventpage/ci15481673#summary>

The fault zones in the region with potential for future activity that may affect the Refinery are described below. These faults have been identified under the Alquist-Priolo Earthquake Fault Zoning Act.

Malibu-Santa Monica-Raymond Hills Fault Zone: The Raymond Hills fault is part of the fault system that extends from the base of the San Gabriel Mountains westward to beyond the Malibu coast line. The fault has been relatively quiet, with no recorded seismic events in historic time (see SCEC, 2013, 2013a, 2013b, and 2013c); however, recent studies indicate movement can occur with a recurrence interval of from 740 years for the Santa Monica Mountains Thrust Fault up to 3,290 years for the Hollywood-Santa Monica-Malibu Coast system to rupture (see Dolan, 1995).

The Newport-Inglewood Fault Zone: The Newport-Inglewood fault is a major tectonic structure within the Los Angeles Basin. This fault is best described as a structural zone comprising a series of echelon and sub-parallel fault segments and folds. The faults of the Newport-Inglewood uplift in some cases exert considerable barrier influence upon the movement of subsurface water (see DWR, 1961). Offsetting of sediments along this fault usually is greater in deeper, older formations. Sediment displacement is less in younger formations. The Alquist-Priolo Act has designated this fault as an earthquake fault zone. The purpose of designating this area as an earthquake fault zone is to mitigate the hazards of fault rupture by prohibiting building structures across the trace of the fault.

This fault poses a seismic hazard to the Los Angeles area (see Topozada, et al., 1988, 1989), although no surface faulting has been associated with earthquakes along this structural zone during the past 200 years. Since this fault is located within the Los Angeles Metropolitan area, a major earthquake along this fault would produce more destruction than a magnitude 8.0 on the San Andreas fault. The largest instrumentally recorded event was the 1933 Long Beach earthquake, which occurred on the offshore portion of the Newport-Inglewood structural zone with a magnitude of 6.3. A maximum credible earthquake of magnitude 7.0 has been assigned to this fault zone (see Ziony, 1985).

The Palos Verdes Fault Zone: The Palos Verdes fault extends for about 50 miles from the Redondo submarine canyon in Santa Monica Bay to south of Lausen Knoll and is responsible for

the uplift of the Palos Verdes Peninsula. This fault is both a right-lateral strike-slip and reverse separation fault. The Gaffey anticline and syncline are reported to extend along the northwestern portion of the Palos Verdes hills. These folds plunge southeast and extend beneath recent alluvium east of the hills and into the San Pedro Harbor, where they may affect movement of ground water (see DWR, 1961). The probability of a moderate or major earthquake along the Palos Verdes fault is low compared to movements on either the Newport-Inglewood or San Andreas faults (see Los Angeles Harbor Department, 1980). However, this fault is capable of producing strong to intense ground motion and ground surface rupture. This fault zone has not been placed by the California State Mining and Geology Board into an Alquist-Priolo special studies zone.

San Andreas Fault Zone: The San Andreas fault is located on the north side of the San Gabriel Mountains trending east-southeast as it passes the Los Angeles Basin. This fault is recognized as the longest and most active fault in California. It is generally characterized as a right-lateral strike-slip fault which is comprised of numerous sub-parallel faults in a zone over two miles wide. There is a high probability that southern California will experience a magnitude 7.0 or greater earthquake along the San Andreas or San Jacinto fault zones, which could generate strong ground motion in the project area. There is a five to twelve percent probability of such an event occurring in southern California during any one of the next five years and a cumulative 47 percent chance of such an event occurring over a five year period (see Reich, 1992).

San Fernando Fault: The westernmost segment of the Sierra Madre fault system is the San Fernando segment. This segment extends for approximately 12 miles beginning at Big Tujunga Canyon on the east to the joint between the San Gabriel Mountains and the Santa Susana Mountains on the west (see Ehlig, 1975). The 1971 Sylmar earthquake occurred along this segment of the Sierra Madre fault system, resulting in a 6.4 magnitude fault. Dolan, et al. (1995) indicates the San Fernando fault segment is capable of producing a 6.8 magnitude fault every 455 years.

Sierra Madre Fault System: The Sierra Madre fault system extends for approximately 60 miles along the northern edge of the densely populated San Fernando and San Gabriel valleys (Dolan, et al., 1995) and includes all faults that have participated in the Quaternary uplift of the San Gabriel Mountains. The fault system is complex and appears to be broken into five or six segments each 10 to 15 miles in length (see Ehlig, 1975). The fault system is divided into three major faults by Dolan, et al. (1995), including the Sierra Madre, the Cucamonga and the Clamshell-Sawpit faults. The Sierra Madre fault is further divided into three minor fault segments the Azusa, the Altadena and the San Fernando fault segments. The Sierra Madre fault is capable of producing a 7.3 magnitude fault every 805 years (see Dolan, et al., 1995).

Whittier-Elsinore Fault Zone: The Whittier-Elsinore Fault is one of the more prominent structural features in the Los Angeles Basin. It extends from Turnbull Canyon near Whittier, southeast to the Santa Ana River, where it merges with the Elsinore fault. Yerkes (1972) indicated that vertical separation on the fault in the upper Miocene strata increases from approximately 2,000 feet at the Santa Ana River northwestward to approximately 14,000 feet in the Brea-Olinda oil field. Farther to the northwest, the vertical separation decreases to approximately 3,000 feet in the Whittier Narrows of the San Gabriel River.

The fault also has a major right-lateral strike slip component. Yerkes (1972) indicates streams along the fault have been deflected in a right-lateral sense from 4,000 to 5,000 feet. The fault is capable of producing a maximum credible earthquake event of about magnitude 7.0 every 500 to 700 years.

Elysian Park-Montebello System: The Elysian Park fault is a blind thrust fault system, i.e., not exposed at the surface, whose existence has been inferred from seismic and geological studies. The system as defined by Dolan, et al. (1995) comprises two distinct thrust fault systems: 1) an east-west-trending thrust ramp located beneath the Santa Monica Mountains; and 2) a west-northwest-trending system that extends from Elysian Park Hills through downtown Los Angeles and southeastward beneath the Puente Hills. The Elysian Park thrust is capable of producing a magnitude 7.1 earthquake every 1,475 years.

Torrance-Wilmington Fault Zone: The Torrance-Wilmington fault has been reported to be a potentially destructive, deeply buried fault, which underlies the Los Angeles Basin. Kerr (1988) has reported this fault as a low-angle reverse or thrust fault. This proposed fault could be interacting with the Palos Verdes hills at depth. Little is known about this fault, and its existence is inferred from the study of deep earthquakes. Although information is still too preliminary to be able to quantify the specific characteristics of this fault system, this fault appears to be responsible for many of the small to moderate earthquakes within Santa Monica Bay and easterly into the Los Angeles area. This fault itself should not cause surface rupture, only ground shaking in the event of an earthquake.

In addition to the known surface faults, shallow-dipping concealed "blind" thrust faults have been postulated to underlie portions of the Los Angeles Basin. Because there exist few data to define the potential extent of rupture planes associated with these concealed thrust faults, the maximum earthquake that they might generate is largely unknown.

No faults or fault-related features are known to exist at the Refinery. The closest fault zone to the Refinery is the Newport-Inglewood Fault Zone, which is located approximately 1.5 to 2.0 miles northeast of the Refinery. The proposed project is not located in any Alquist-Priolo Earthquake fault zone and is not expected to be subject to significant surface fault displacement. Therefore, no significant adverse impacts to the proposed project facilities are expected from seismically-induced ground rupture.

Based on the historical record, it is highly probable that earthquakes will affect the Los Angeles region in the future. Research shows that damaging earthquakes will occur on or near recognized faults which show evidence of recent geologic activity. The proximity of major faults to the Refinery increases the probability that an earthquake may impact the site. There is the potential for damage in the event of an earthquake. Impacts of an earthquake could include structural failure, spill, etc. The hazards of a release during an earthquake are addressed in Section VIII - Hazards and Hazardous Materials.

The new and modified equipment must be designed to comply with the California Building Code requirements since the proposed project is located in a seismically active area. The California Building Code is considered to be a standard safeguard against major structural failures and loss

of life. The code requires structures that will: 1) resist minor earthquakes without damage; 2) resist moderate earthquakes without structural damage, but with some non-structural damage; and, 3) resist major earthquakes without collapse, but with some structural and non-structural damage. The California Building Code bases seismic design on minimum lateral seismic forces ("ground shaking"). The California Building Code requirements operate on the principle that providing appropriate foundations, among other aspects, helps to protect buildings from failure during earthquakes. The basic formulas used for the California Building Code seismic design require determination of the seismic zone and site coefficient, which represent the foundation conditions at the site.

The new and modified equipment at the Refinery will require building permits, as applicable, for all new structures associated with the proposed project from the City of Los Angeles and the City of Carson. The Refinery must receive approval of all building plans and building permits to assure compliance with the latest Building Code adopted by each City prior to commencing construction activities. The issuance of building permits from the local authority will assure compliance with the California Building Code requirements which include requirements for building within seismic hazard zones. No significant adverse impacts from seismic hazards are expected since the proposed project will be required to comply with the California Building Codes, including those addressing seismic effects.

Thus, the proposed project would not alter the exposure of people or property to geological hazards such as earthquakes, landslides, mudslides, ground failure, or other natural hazards. As a result, substantial exposure of people or structures to the risk of loss, injury, or death involving the rupture of an earthquake fault, seismic ground shaking, ground failure or landslides is not anticipated.

The topic of liquefaction is addressed in the discussion in VII. c) below.

VII. b) The proposed project is located within the confines of the existing Refinery. Concrete foundations presently support refinery structures and equipment. The proposed new and modified processing units for the proposed project will be constructed in areas within the existing Wilmington and Carson Operations. The proposed crude storage tanks would be constructed within the Carson Crude Terminal which is paved. The pipelines and electrical conduit would be placed within the confines of the existing Refinery or within the existing right-of-way of existing streets, all of which are industrial areas which are currently paved. Most of the roads in the Refinery, including all high traffic roads, have been paved. The major aspects of the proposed project are expected to be constructed in locations within the Refinery that have been previously graded or excavated for refining equipment. The locations of the proposed new and modified crude storage tanks have also been graded and paved, so soil erosion or loss of topsoil is not anticipated to occur.

Wind erosion during construction is not expected to occur to any appreciable extent, because construction contractors operating at any dust generating sites within the Wilmington and Carson Operations would be required to comply with the best available control measure (BACM) requirements of SCAQMD Rule 403 – Fugitive Dust. In general, fugitive dust must be controlled through a number of soil stabilizing measures such as watering the site, using

chemical soil stabilizers, re-vegetating inactive sites, et cetera. The proposed project involves the removal of existing equipment, the installation of new equipment, and the modification of existing equipment, at a site that was previously graded within the existing Refinery. However, additional grading and excavation is expected to be required to provide stable foundations for the new and modified equipment. Potential air quality impacts related to grading and excavation are addressed elsewhere in this document (as part of construction air quality impacts discussion in Section III.).

Further, the Wilmington and Carson Operations have prepared Storm Water Pollution Prevention Plans (SWPPP) in order to comply with National Pollution Discharge Elimination System (NPDES) standards, and compliance with the SWPPP will continue during and after completion of the proposed project. The SWPPP includes best management practices to control dust and mud transport during rain events to prevent solids and sediment transport into the storm drains and onto streets.

VII. c) Liquefaction would most likely occur in unconsolidated granular sediments that are water saturated less than 30 feet below ground surface (see Tinsley et al., 1985). Based on the latest seismic hazards maps developed under the Seismic Hazards Mapping Act, the Wilmington and Carson Operations are located in an area of historic (or has the potential for) liquefaction (California Division of Mines and Geology, Map of Seismic Hazard Zones, Long Beach Quadrangle, March 25, 1999). Therefore, because of the type of soil present at the Refinery, there is a potential for liquefaction and expansion induced impacts since the appropriate parameters for liquefaction exist at the site.

However, the California Building Code has more stringent requirements when there is a potential for liquefaction and soil expansion. Since new and modified equipment will be of different sizes and configurations compared to existing equipment, a geotechnical engineering investigation would be required for the proposed project. Building permits for all project components would be required by either the City of Carson or City of Los Angeles. As part of the building permit approval process, the Cities of Los Angeles and Carson would review and approve the geotechnical designs and ensure that the designs comply with California Building Code requirements to minimize the potential impacts associated with liquefaction and expansive soils. Issuance of building permits will not occur until the Cities of Los Angeles and Carson have reviewed and approved the geotechnical engineering investigation for the proposed project.

Subsidence is not anticipated to be a problem since only minor excavation and grading would occur at a site that has been previously excavated and graded. Further, the proposed project would not involve drilling or removal of underground products (e.g., water, crude oil, et cetera) that could produce subsidence effects. Additionally, the affected area is not envisioned to be prone to landslides or have unique geologic features since the Wilmington and Carson Operations are located in heavy industrial areas where such features have already been altered or removed and the area is flat and, therefore, not prone to landslides.

For these reasons, implementation of the proposed project would not be expected to alter or make worse any existing potential for subsidence, liquefaction, et cetera.

VII. d) and e) Expansive soils have not been detected within the Wilmington and Carson Operations and the Refinery has not experienced damage due to expansive soils. Since the proposed project would occur within the confines of the Wilmington and Carson Operations, which are located in industrial zones, as explained in VII. c), it is expected that people or property would not be exposed to new impacts related to expansive soils. The Wilmington and Carson Operations currently have existing wastewater treatment systems that collect and treat wastewater generated at the Refinery. Treated wastewater is then discharged to a local sewer system in accordance with Industrial Wastewater Discharge Permits. The Refinery does not use septic tanks or alternative wastewater disposal systems. The proposed project would not change the existing wastewater treatment systems. For this reason, the proposed project would not require installation of a septic tank or alternative wastewater disposal system. Thus, implementation of the proposed project would not adversely affect soils associated with a septic system or alternative wastewater disposal system.

Conclusion

Based on the above considerations, no significant adverse impacts to geology and soils are expected to occur as a result of construction and operational activities associated with the proposed project. Since no potentially significant adverse geology and soils impacts were identified, no further evaluation will be required in the EIR.

TESORO LOS ANGELES REFINERY INTEGRATION AND COMPLIANCE PROJECT

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, and disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions, or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public use airport or a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Significantly increased fire hazard in areas with flammable materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Significance Criteria

The impacts associated with hazards will be considered significant if any of the following occur:

- Non-compliance with any applicable design code or regulation.
- Non-conformance to National Fire Protection Association standards.
- Non-conformance to regulations or generally accepted industry practices related to operating policy and procedures concerning the design, construction, security, leak detection, spill containment or fire protection.
- Exposure to hazardous chemicals in concentrations equal to or greater than the Emergency Response Planning Guideline (ERPG) 2 levels.

Discussion

VIII. a) and b) Though hazard analyses have been previously completed for the existing equipment at the Wilmington and Carson Operations, the proposed project may alter the existing hazards setting. The Wilmington and Carson Operations use a number of hazardous materials at each site to manufacture petroleum products. The major types of public safety risks consist of impacts from toxic substance releases, fires, and explosions. Toxic substances handled by the Refinery include hydrogen sulfide and ammonia. Flammable materials handled by the Refinery include propane and butane, and petroleum products like crude oil, gasoline, fuel oils, and diesel. Shipping, handling, storing, and disposing of hazardous materials inherently poses a certain risk of a release to the environment.

Some of the new units that are proposed to be installed, such as the new Wet Jet Treater, Sulfuric Acid Regenerator, ATS, etc., may increase the potential for exposure to toxic hazards in the event of an accidental release from one the new units. The proposed project could also increase the potential for fires and explosions associated with additional storage/use of flammable materials such as crude oil, feedstock, or petroleum products. In addition, the proposed project may result in changes to the quantities of hazardous materials that will need to be transported to or from the Refinery (e.g., LPG, sulfuric acid, spent caustic, etc.) and the hazards associated with the transport of these materials will be evaluated in the EIR.

Increases in potential hazards associated with the implementation of the proposed project could potentially alter the probability for upset and accident conditions that could cause a release of hazardous materials into the environment. The potential effects of an accidental release of the additional hazardous materials being stored, used, and transported as part of implementing the proposed project will be evaluated in the EIR.

VIII. c) The Wilmington and Carson Operations are not located within one-quarter mile of an existing or proposed school site. The proposed Project is not expected to impact school sites from handling hazardous materials or wastes. Hazardous emissions impacts on schools, as well

as other sensitive receptors, will be evaluated as part of the air quality analysis section of the EIR.

VIII. d) Government Code §65962.5 refers to the "Hazardous Waste and Substances Site List," which is a list of facilities that may be subject to the Resource Conservation and Recovery Act (RCRA) corrective action program. The Wilmington Operations are not included on the list prepared by the Department of Toxic Substances Control (DTSC) pursuant to Government Code §65962.5. Nonetheless, the Wilmington Operations are included on a list of RCRA-permitted sites that require corrective action as identified by DTSC. Furthermore, the Wilmington Operations are subject to corrective action under the Spill Cleanup Program (SCP) formerly "Spills, Leaks, Investigation & Cleanup (SLIC) Program" administered by the Regional Water Quality Control Board (RWQCB) pursuant to California Water Code §13304. In order to provide full public disclosure per CEQA (Public Resources Code §21092.6) with regard to corrective actions required by local agency, the following information is provided:

Applicant: Tesoro (Wilmington Operations)
 Address: 2101 E. Pacific Coast Highway, Wilmington, CA 90744
 Phone: (310) 522-6000
 Address of Site: 2101 E. Pacific Coast Highway, Wilmington, CA 90744
 Local Agency: Wilmington, City of Los Angeles
 Assessor's Book: Parcel numbers 7315-014-008, 7315-017-005, 7428-007-003
 List: Corrective Action
 SCP Case No: SCP T10000002352

The Carson Operations is listed on the RCRA database as a State Equivalent of Federal Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) site (CALSITE) and as a leaking underground storage tank (LUST) site. Hazardous wastes from the facility are managed in accordance with applicable federal, state, and local rules and regulations. The Carson Operations is included on a list prepared pursuant to Government Code §65962.5. CEQA (Public Resources Code §21092.6) requires the following information for sites which are listed pursuant to Government Code §65962.5:

Applicant: Tesoro Carson Operations (former BP Carson Refinery)
 Address: 2350 E. 223rd Street, Carson, CA 90810
 Phone: (310) 816-8100
 Address of Site: 1801 East Sepulveda Boulevard, Carson, CA 90749
 Local Agency: City of Carson
 Assessor's Book: 7315-006-003
 List: LUFT/SLIC
 Case No: R-20190/0224

Given the heavily industrialized nature of the Wilmington and Carson Operations and the fact that refining activities, petroleum storage, and distribution have been conducted at the site for over 75 years, construction activities associated with the proposed project such as grading, excavating, and trenching could potentially uncover contaminated soils. The location of the proposed new crude oil storage tanks at the Carson Crude Terminal is a former oil reservoir that

has been closed and remediated pursuant to Regional Water Quality Control Board guidance. Construction activities associated with the crude oil tanks could require the removal of a large amount of contaminated soil, up to 151,000 cubic yards. The handling, processing, transportation and disposal of the contaminated soils will be subject to multiple hazardous waste regulations such as Title 22 of the California Code of Regulations and other local and federal rules. Title 22 has multiple requirements for hazardous waste handling, transport, and disposal, such as requirements to use approved disposal and treatment facilities, to use certified hazardous waste transporters, and to have manifests for tracking the hazardous materials. Contaminated soils also must be handled and disposed in accordance with SCAQMD's Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil, and the Refinery's Soils Handling Plan. Contaminated soil would be stored at a temporary holding location within the Refinery before transport to an appropriate disposal or treatment facility. Because of the large volume of contaminated soil that may be removed due to the proposed project, the project impacts related to soil contamination are potentially significant and will be evaluated in the EIR.

VIII. e) The Tesoro Refinery is not located within an airport land use plan or within two miles of a public or private use airport. Therefore, the proposed project would not be expected to result in a safety hazard for people residing or working in the area of the Wilmington and Carson Operations, on any airport, or on an airport land use plan.

VIII. f) The proposed project is located within the existing Refinery and industrial properties. The existing emergency response procedures include detailed requirements for specific actions for employees to take (including evacuation and spill control), individuals to be notified, and agencies to call when assistance is required. The proposed project would require updating and revising the existing emergency response plans to address emergency response activities that will be associated with new and modified equipment at the integrated Refinery. Tesoro already uses and stores, processes, and transports crude oil and refined products at the Wilmington and Carson Operations, so the current emergency response procedures are specific to the use of crude oil. Emergency responses related to the proposed project would include accidental releases, spills, and fires associated with hazardous materials. Based on existing requirements for developing and revising emergency response plans, the proposed project would not impair implementation or physically interfere with an adopted emergency response plan or evacuation plan. Evacuation plans generally require employees to head towards the employee parking areas and away from the operating portions of the Refinery. The emergency response plans at the Refinery would be reviewed and updated to reflect the proposed project modifications, new units, and new and modified crude oil tanks. The emergency response plans are expected to be limited to the integrated Tesoro Refinery as the proposed project is not expected to affect in any way emergency response plans at other industrial facilities in the local area. Therefore, no significant adverse impacts to emergency response or evacuations plans are expected.

VIII. g) The proposed project will not increase the existing risk of fire hazards in areas with flammable brush, grass, or trees because the proposed project is located in an urbanized, industrial area and no wildlands are located in the immediate or surrounding areas of the Wilmington and Carson Operations. Also, no substantial or native vegetation exists within the operational portions of the Refinery, and for safety reasons, no vegetation is located within the existing areas where the new and modified equipment will be sited. For these reasons, the

proposed project would not expose people or structures to wildland fires. Therefore, no significant adverse impacts resulting from wildland fire hazards are expected from the proposed project.

VIII. h) The Wilmington and Carson Operations use a number of hazardous materials to manufacture petroleum products. The major types of public safety risks consist of impacts from the transportation, release, fire, and explosion of flammable substances. Examples of toxic substances handled by the Refinery include hydrogen sulfide and ammonia. Regulated flammable materials like propane and butane, and petroleum products like gasoline, fuel oils, and diesel are also used, processed, produced and/or stored onsite.

The primary hazards associated with refining are fire hazards and subsequent exposure to thermal radiation. Thermal radiation is the heat generated by a fire and the potential impacts associated with exposure. Exposure to thermal radiation would result in burns, the severity of which would depend on the intensity of the fire, the duration of exposure, and the distance of an individual to the fire.

The Refinery operators have prepared a Risk Management Plan (RMP) for hazardous materials (butane, pentane, hydrogen sulfide, and ammonia) that are currently used at the Refinery. For the Tesoro Wilmington Operations, the City of Los Angeles Fire Department administers this program through the California Accidental Release Prevention (CalARP) program. For the Tesoro Carson operations, the County of Los Angeles Fire Department administers the CalARP program. Modifications under the RMP and CalARP are required for covered processes if there is a major change to the process requiring a new process analysis. New RMPs are expected to be required because there would be new hazards associated with new equipment and modified equipment may handle more or different types of hazardous materials. As part of the review of the proposed project under the RMP and CalARP programs, a process hazard analysis will be conducted to verify the materials and engineering adequacy of the proposed modifications. In addition, a review of the project changes is required to ensure that no unexpected or adverse interactions with existing systems would occur. Such reviews are required as part of the RMP, CalARP, and Process Safety Management programs for covered processes.

The proposed project includes changes to a number of existing units, including the HCU at Wilmington, CRU-3, HTU-1, HTU-2, HTU-4, LPG Rail Loading and Unloading facility, Nos. 51 and 52 Vacuum Units, FCCU modifications, HCU, LHU, Naphtha HDS, Alkylation Unit, and existing storage tanks. In addition, new units would be added to the Refinery including a new PSTU, Ammonium Thiosulfate Plant, Sulfuric Acid Regeneration Plant, Wet Jet Treater, new crude oil storage tanks, and new pipelines. All of these modifications have the potential to introduce new hazards to the Refinery.

New safety systems would also be included as part of the proposed project. For example, the new crude oil storage tanks to be constructed as part of the proposed project will be constructed with connections to both foam- and water-based fire extinguishing systems. Centralized foam generation systems would deliver foam to the tanks in the event of a fire. Foam would cover the tank and fire, extinguishing flames by eliminating the presence of oxygen. In addition, the tanks would also be served by fire protection systems to minimize heat generated in the event of a fire.

Despite installation of the above-described safety features, the proposed project has the potential to introduce new hazards to the integrated Refinery. Because the proposed project has the potential to generate new fire hazard impacts, this topic will be evaluated in the EIR.

Conclusion

Based on the above considerations, the potential hazards and hazardous materials impacts related to the operations at the integrated Refinery, the transport of hazardous materials, and the potential excavation of contaminated soils associated with the proposed project are potentially significant. Therefore, hazards and hazardous material impacts will be further evaluated in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards, waste discharge requirements, exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, or otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in substantial erosion or siltation on- or off-site or flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Place housing or other structures within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
f) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, or inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Require or result in the construction of new water or wastewater treatment facilities or new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Significance Criteria

Potential impacts on water resources will be considered significant if any of the following criteria apply:

Water Quality:

- The project will cause degradation or depletion of ground water resources substantially affecting current or future uses.
- The project will cause the degradation of surface water substantially affecting current or future uses.
- The project will result in a violation of NPDES permit requirements.

- The capacities of existing or proposed wastewater treatment facilities and the sanitary sewer system are not sufficient to meet the needs of the project.
- The project results in substantial increases in the area of impervious surfaces, such that interference with groundwater recharge efforts occurs.
- The project results in alterations to the course or flow of floodwaters.

Water Demand:

- The existing water supply does not have the capacity to meet the increased demands of the project, or the project would use more than 262,820 gallons per day of potable water.
- The project increases demand for water by more than five million gallons per day.

Discussion

IX. a), g), and i) Wastewater Generation: The potential for wastewater generation and water quality impacts associated with construction activities at the Refinery was determined to be less than significant because construction activities are not expected to generate any additional wastewater as there will be no changes to any refinery units during construction activities. Water may be used for dust suppression but would not be used in sufficient quantities to generate wastewater discharge because the area will be sufficiently wetted without generating runoff. The current volumes of wastewater generated by the existing Wilmington and Carson Operations would not be expected to change during the construction activities.

Wastewater streams from the Wilmington and Carson Operations include process wastewater, boiler blowdown, sanitary wastewater, and surface runoff. Process wastewater and surface water streams are treated by the Refinery's existing wastewater treatment facilities prior to discharge to the Los Angeles County Sanitation District (LACSD) sewer system; the sanitary wastewater stream is discharged directly to the sewer without prior treatment. Wastewater is treated and sampled in compliance with the LACSD Industrial Wastewater Discharge Permit. The LACSD places limitations on wastewater parameters such as oil and grease contents, pH levels, temperature, heavy metals, organic compounds and so forth. Wastewater that complies with the LACSD permit requirements is discharged to the LACSD sewer system. Wastewater that does not comply is returned to the wastewater treatment system for further treatment.

Operational activities are expected to require approximately 370,000 gallons per day of additional water use. Most of the additional increase in water use is associated with cooling water, which will evaporate. The proposed project is not expected to generate additional wastewater discharge as the shutdown of the FCCU is expected to result in a reduction in wastewater generation. Future discharges of wastewater from the integrated Refinery will continue to be required to comply with the LACSD Industrial Wastewater Discharge permit, so the proposed project is not expected to violate any water quality standards, waste discharge

requirements, exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, or otherwise substantially degrade water quality.

IX. b) and h) Water Demand: Water is primarily provided to the Wilmington Operations by an existing onsite water well (e.g., groundwater) and supplemental water is supplied by the LADWP, as necessary. The Carson Operations obtains its water from a combination of sources including: (1) purchased water from the California Water Services via various well sources; (2) water from Wilmington Operations-owned wells; and (3) reclaimed water.

Construction activities associated with the proposed project would require water for dust suppression during grading to prepare the construction site for the placement of foundations. In addition, the new and modified crude oil storage tanks and the new pipelines will require water for hydrotesting during construction.

Preliminary analysis of water demand from new or modified equipment associated with operation of the proposed project indicates that there may be an increase in water demand at the integrated Refinery of approximately 370,000 gallons per day. The SCAQMD significance criteria states that impacts are considered significant if the existing water supply does not have the capacity to meet the increased demands of the project or the project would use more than 262,820 gallons per day of potable water. Therefore, impacts to ground water supplies and water demand from implementing the Tesoro Integration and Compliance Project are potentially significant, and will be further evaluated in the EIR.

IX. c) and d) Surface Water Runoff: The Wilmington and Carson Operations are located adjacent to the Dominguez Channel and approximately 1.5 miles west of the Los Angeles River. The Los Angeles River and the Dominguez Channel are the major drainages that flow into the Los Angeles-Long Beach Harbor complex. The Los Angeles River drains an 832-square mile watershed basin into the Long Beach Harbor. The Los Angeles River watershed is controlled by a series of dams and an improved river channel with a design flow capacity of 146,000 cubic feet per second.

The Dominguez Channel originates in the area of the Los Angeles International Airport and flows southward into the East Channel of the Los Angeles Harbor. The Dominguez Channel, an 8.5-mile long structure, drains approximately 80 square miles west of the Los Angeles River drainage basin. Permitted discharges from industrial sources are a substantial percentage of the persistent flows in the Dominguez Channel. The Tesoro Refinery does not routinely discharge into the Dominguez Channel.

The proposed project is not expected to increase impermeable surfaces at the integrated Refinery. New units and modifications to existing units would occur within existing paved areas. The proposed new crude oil storage tanks will be located in an area currently paved and used for truck container storage. The modified storage tanks will be located within the general footprint of the existing storage tanks, which are also paved. Therefore, the proposed project is not expected to result in an increase in impermeable surfaces that would increase storm water runoff from the integrated Refinery.

At both the Wilmington and Carson Operations, storm water runoff within process unit areas is handled by the existing wastewater system and sent to an on-site wastewater treatment system prior to discharge to the LACSD system. Storm water runoff from outside the process unit areas is collected, treated as necessary, and discharged pursuant to the existing NPDES permits. The Wilmington and Carson Operations have separate NPDES permits. The proposed project would not require any changes or modifications to the existing NPDES permits at either the Wilmington or Carson Operations. The collection and treatment of storm water runoff is not expected to be modified as part of the proposed project. The proposed project is not expected to result in an increase in storm water runoff, therefore, this topic will not be evaluated further in the EIR.

IX. e) The proposed project is expected to involve construction and modification activities located within existing industrial facilities and would not include the construction of any new housing or construction of new housing within a 100- or 500-year flood hazard area. The Refinery is not located within a 100-year flood zone and would not expose people or property to any known water-related flood hazards. Further, because the proposed project would occur at existing industrial facilities, it does not have the potential to impede or redirect flood flows to a greater extent than is currently the case. The proposed project is not located within a flood zone and therefore, would not expose people or property to a significant risk of loss, injury or death related to flood hazards. Based on the topography and/or site elevations of the Wilmington and Carson Operations in relation to the ocean, the proposed project is not expected to result in an increased risk of flood. Therefore, no significant adverse impacts associated with flooding are expected from the proposed project.

IX. f) The proposed project is located near the Ports of Long Beach and Los Angeles, but at a sufficient distance from the shore to avoid potential impacts from tsunamis or seiches. The Tesoro Refinery is located north of the Ports of Los Angeles and Long Beach. The construction of breakwaters offshore, combined with the distance of the integrated Refinery from the water, is expected to further minimize the potential flooding impacts from a tsunami or seiche so that no significant flooding impacts from these phenomena are expected. Finally, the Refinery is located in a relatively flat area, therefore, the proposed project is not susceptible to mudflows (e.g., hillside or slope areas) so that no significant impacts from mudflows would be expected as a result of the proposed project and will not be further evaluated in the EIR.

Conclusion

Based on the above considerations, the proposed project is not expected to create significant adverse wastewater or water quality impacts, surface runoff impacts, or flood hazard impacts. As a result, these topics will not be analyzed further in the EIR. Potentially significant adverse water demand impacts may occur as a result of construction and operational activities that the integrated Refinery would undertake in order to complete the proposed project. Since potentially significant adverse water demand impacts were identified, those impacts will be further evaluated in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING.				
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Land use and planning impacts will be considered significant if the project conflicts with the land use and zoning designations established by local jurisdictions.

Discussion

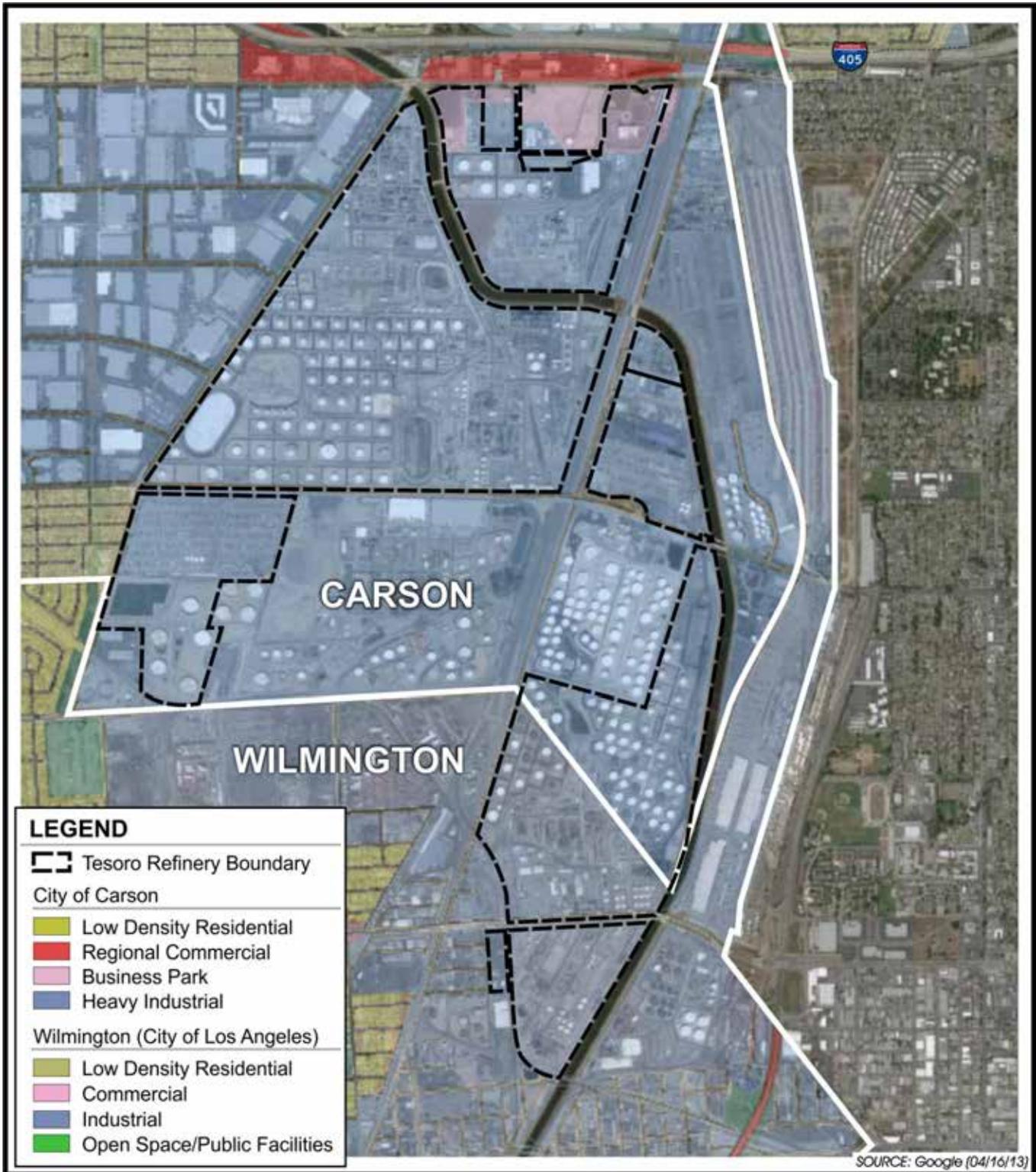
X. a) The construction and operation of the proposed project will occur primarily within the confines of the existing Wilmington and Carson Operations. Because portions of the two existing Operations are adjacent to each other, separated only by Alameda Street, equipment to fully integrate the two refineries, e.g., the interconnecting piping and Electrical Intertie Connection, would still occur primarily within the confines of both refineries. However, the interconnecting piping would be routed underneath Alameda Street and Sepulveda Boulevard and the electrical conduit would be routed underground and over Alameda Street. As a result, no component of the proposed project would result in physically dividing any established communities, but will continue the use of the site as a Refinery.

X. b) Land use and other planning considerations are determined by local governments. Local land uses in the vicinity of the Tesoro Refinery are shown in Figure 2-1. The proposed project will occur primarily within the confines of the existing Refinery, interconnecting piping would be routed underneath Alameda Street and Sepulveda Boulevard, and the electrical conduit would be routed underground and over Alameda Street. All land uses in the vicinity of the proposed project are existing industrial areas, which are zoned for heavy industrial use (see Figure 2-1). The proposed project is consistent with the heavy industrial land use designation of the Refinery and no land use or planning requirements will be altered by adoption of the proposed project. Therefore, present or planned land uses in the region will not be affected as a result of the proposed project. Further, there is no habitat conservation or natural community conservation plans located within or adjacent to the existing Refinery. Based upon the above considerations,

significant adverse land use planning impacts are not expected from the implementation of the proposed project.

Conclusion

Based on the above considerations, no significant adverse impacts to land use and planning are expected to occur as a result of construction and operational activities that the integrated Refinery would undertake in order to complete the proposed project. Since no potentially significant adverse land use and planning impacts were identified, no further evaluation will be required in the EIR.



LEGEND	
	Tesoro Refinery Boundary
City of Carson	
	Low Density Residential
	Regional Commercial
	Business Park
	Heavy Industrial
Wilmington (City of Los Angeles)	
	Low Density Residential
	Commercial
	Industrial
	Open Space/Public Facilities

Environmental Audit, Inc.

0 2,000' N

FIGURE 2-1
LAND USE MAP
TESORO LOS ANGELES REFINERY

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Project-related impacts on mineral resources will be considered significant if any of the following conditions are met:

- The project would result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.
- The proposed project results in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

Discussion

XI. a) and b) Construction and operation of the proposed project would occur entirely within the boundaries of the existing refinery and adjacent industrial areas all of which are zoned heavy industrial (see Figure 2-1). The California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR) keeps records of oil wells and oil fields in California. According to the DOGGR online data (<http://maps.conservation.ca.gov/doms/doms-app.html>), there are no oil wells (active or abandoned) located within the confines of the proposed project. The nearest oil and gas wells are located adjacent to the southwestern property line and are either idle or abandoned wells in the Wilmington Oil Field. Thus, the proposed project would not affect the availability of known mineral resources.

There are no provisions of the proposed project that would result in the loss of availability of a known mineral resource of value to the region and the residents of the State of California such as aggregate, coal, clay, shale, etc., or of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

Conclusion

Based on the above considerations, no significant adverse impacts to mineral resources are expected to occur as a result of construction and operational activities that the integrated Refinery would undertake in order to complete the proposed project. Since no potentially significant adverse mineral resources impacts were identified, no further evaluation will be required in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XII. NOISE. Would the project result in:				
a) Exposure of persons to or generation of permanent noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public use airport or private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Noise impacts will be considered significant if:

- Construction noise levels exceed the local noise ordinances or, if the noise threshold is currently exceeded, project noise sources increase ambient noise levels by more than three decibels (dBA) at the site boundary. Construction noise levels will be considered significant if they exceed federal Occupational Safety and Health Administration (OSHA) noise standards for workers.
- The proposed project operational noise levels exceed any of the local noise ordinances at the site boundary or, if the noise threshold is currently exceeded, project noise sources increase ambient noise levels by more than three dBA at the site boundary.

Discussion

XII. a), b), and c) The existing noise environment at the Tesoro Refinery is dominated by refinery equipment, other heavy industrial activities, and traffic. Construction activities for the proposed project are expected to generate noise associated with the use of heavy construction equipment and construction-related traffic. The types of construction equipment that will be

used at the Refinery include, but are not limited to, welding machines, trucks, cranes, compressors, loaders, concrete pumps, graders, pavers, and pipe boring machines. The estimated noise level during installation of various equipment is expected to average about 80 decibels (dBA) at 50 feet from the center of construction activity. Most of the construction noise sources will be located at or near ground level, so the noise levels are expected to attenuate over distance. Nonetheless, the potential construction noise impacts may be significant.

Once constructed, the proposed project is expected to result in an increase in noise generating equipment. The proposed project includes modifications to existing equipment and construction of new refinery units. A number of the Refinery modifications include replacing columns, accumulators, drums, heat exchangers, and condensers, e.g., FCCU, CRU, HCU, and HTU modifications. These modifications do not involve equipment that is expected to result in substantial increases to existing noise levels because the same basic process will continue to occur. The proposed new equipment at the Refinery includes a new Diesel Hydrotreater, PSTU, Ammonium Thiosulfate Plant, Sulfuric Acid Regeneration Plant, Wet Jet Treater, and crude oil storage tanks. The new equipment will include new noise sources from ancillary equipment such as pumps, heaters, compressors, and blowers. The additional noise sources and noise levels would be similar to noise from existing equipment within the existing Wilmington and Carson Operations. In addition, the proposed project would result in the shutdown of the FCCU at Wilmington eliminating noise sources associated with that unit. Nonetheless, operational noise impacts are potentially significant and will be evaluated in the EIR.

XII. d) The Refinery is not located within an airport land use plan, and the proposed project would not expose people residing or working in the project area to excessive noise levels associated with airplanes.

Conclusion

Based on the above considerations, potentially significant adverse impacts to noise are expected to occur as a result of construction and operational activities that the integrated Refinery would undertake in order to complete the proposed project. Since potentially significant adverse noise impacts were identified, those impacts will be further evaluated in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING.				
Would the project:				
a) Induce substantial growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (e.g. through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

The impacts of the proposed project on population and housing will be considered significant if the following criteria are exceeded:

- The demand for temporary or permanent housing exceeds the existing supply.
- The proposed project produces additional population, housing or employment inconsistent with adopted plans either in terms of overall amount or location.

Discussion

XIII. a) Construction and operational activities associated with the proposed project are not expected to involve the relocation of individuals, impact housing or commercial facilities, or change the distribution of the population because the proposed project will occur completely within existing industrial facilities and no housing is located within the industrial areas. An estimated 700-800 construction workers are expected to be needed during peak construction activities and most of the workers are expected to come from the large labor pool in southern California. No increase in the permanent number of workers at the Tesoro Los Angeles Refinery is expected following the construction phase. Human population within the jurisdiction of the SCAQMD is anticipated to grow regardless of implementing the proposed project. As a result, the proposed project is not anticipated to generate any significant adverse effects, either direct or indirect, on population growth or distribution within the district.

XIII. b) The proposed project includes modifications and/or changes to integrate two existing refineries, which are located in an industrial setting. All construction workers are expected to be drawn from the large local southern California labor pool and operation of the proposed project would not require additional workers, as discussed in item XIII. a) above. As a result, the proposed project is not expected to result in the creation of any industry that would affect

population growth, directly or indirectly induce the construction of single- or multiple-family units, or require the displacement of people or housing elsewhere in the district.

Conclusion

Based on the above considerations, no significant adverse impacts to population and housing are expected to occur as a result of construction and operational activities that the Tesoro Refinery would undertake in order to complete the proposed project. Since no potentially significant adverse population and housing impacts were identified, no further evaluation will be required in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES. Would the proposal result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Impacts on public services will be considered significant if the project results in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, or the need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response time or other performance objectives.

Discussion

XIV. a) To respond to emergency situations, both the Wilmington and Carson Operations maintain on-site fire departments, which are supplemented by the resources of public fire departments. Both Operations are supported by the Los Angeles County Fire Department (LACFD) and City of Los Angeles Fire Department (City Fire). There are four LACFD stations (all located within the City of Carson) and one City Fire station in Wilmington that serve the proposed project area. The station number and address of each of these five stations are provided in the following bullet points:

- LACFD Station 10 located at 1860 E. Del Amo Boulevard,
- LACFD Station 36 located at 223rd Street,
- LACFD Station 116 located at 755 E. Victoria Street,
- LACFD Station 127 located at 2049 E. 223rd Street, and
- City Fire Station 38 located at 124 East "I" Street.

During construction, safeguards, monitoring for hazards with equipment designed to detect sources of flammable gases and vapors, written procedures, training, and authorization of equipment used on-site will be in place. These safety features are expected to minimize potential accidental fire hazards, thus, construction activities are not expected to result in an increased need for fire response services or affect service ratios or other performance objectives.

Compliance with state and local fire codes is expected to minimize the need for additional fire protection services. In addition, the both Operations maintain their own emergency response teams to respond to emergencies. Each Operation maintains fully trained 24-hour emergency response teams, fire-fighting equipment including fire engines and foam pumper trucks or trailers, and manual and automatic fire suppression systems for flammable and combustible materials. Further, Refinery staff are trained in accordance with industry standards, and on-site fire training exercises with the LACFD and City Fire staff are routinely conducted.

Both the Wilmington and Carson Operations, including the Carson Crude Terminal, are surrounded by fences and entry is restricted to specified gates. Fire-fighting and emergency response personnel and equipment will continue to be maintained and operated at the integrated Refinery. Close coordination with local fire departments and emergency services will be maintained. The proposed project is not expected to increase the need or demand for additional services from the fire department above current levels because onsite firefighting and emergency response capabilities and personnel will be maintained and are expected to be able to continue to respond to potential emergencies in the future, while maintaining acceptable service ratios, response times, or other performance objectives.

XIV. b) The Los Angeles City Police Department and the Los Angeles County Sheriff's Department are the responding agencies for law enforcement needs in the vicinity of the Wilmington and Carson Operations. Because the sheriff and police departments typically have units that are in the field, response times to the Refinery currently vary depending on the location of the nearest unit.

The existing Wilmington and Carson Operations have security departments that provide 24-hour protective services for people and property within the fenced boundaries of each facility. As part of their regular duties, the security departments would monitor construction activities associated with the proposed project since construction would occur within the confines of the Wilmington and Carson Operations' boundaries. Along with the existing work force, entry and exit of the construction work force would be similarly monitored. Once construction is completed, the proposed project would not expect to result in changes to integrated Refinery staffing within the security department compared to staffing at the existing Operations. Thus, no additional or altered police protection would be required for the proposed project once it becomes operational.

XIV. c) and d) As noted in the previous "Population and Housing" (Section XIII.) discussion, the proposed project is not expected to induce population growth in any way because the local labor pool (e.g., workforce) is expected to be sufficient to accommodate all construction activities. Therefore, during construction there would be no increase in the local population so no adverse impacts would be expected to local schools or other public facilities. Similarly, once the proposed project becomes operational, the integrated Refinery is not expected to require

additional permanent staffing to operate new equipment, so an increase in the local population that could adversely affect local schools or other public facilities is not expected.

Besides permitting the equipment or altering permit conditions by the SCAQMD and City building permits, there would be no need for other types of government services. Permitting agencies are currently equipped with the resources necessary to provide permits and environmental review of the proposed project. Thus, the proposed project would not result in the need for new or physically altered government facilities in order to maintain acceptable service ratios, response times, or other performance objectives. There would be no increase in population and, therefore, there would be no need for physically altered government facilities.

Conclusion

Based on the above considerations, no significant adverse impacts to public services that could adversely affect acceptable service ratios, response times, or other performance objectives are expected to occur as a result of construction and operational activities that the Tesoro Refinery would undertake in order to complete the proposed project. Since no potentially significant adverse public services impacts were identified, no further evaluation will be required in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XV. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment or recreational services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

The impacts to recreation will be considered significant if:

- The project results in an increased demand for neighborhood or regional parks or other recreational facilities.
- The project adversely affects existing recreational opportunities.

XV. a) and b) Parks in the vicinity of the Wilmington and Carson Operations include Silverado, Hudson, and Admiral Kidd Parks in Long Beach; East Wilmington Vest Pocket, East Wilmington Greenbelt, and Banning Parks in Wilmington; and Calas and Friendship Mini-Park in Carson.

As noted in the previous “Population and Housing” (Section XIII.) discussion, the existing labor pool in southern California is sufficient to fulfill the labor requirements for the construction of the proposed project. The operation of the proposed project would not require additional permanent workers to be hired at the Refinery and, therefore, there would be no significant changes in population densities or distribution resulting from the proposed project and, thus, no increase in the use of existing neighborhood and regional parks or other recreational facilities.

As noted in the previous “Land Use and Planning” (Section X.) discussion, there are no provisions in the proposed project that would affect land use plans, policies, or regulations. Land use and other planning considerations are determined by local governments and no land use or planning requirements will be altered by the proposed project.

Because the proposed project is limited to the confines of the existing industrial facilities and will not result in additional employees during operation, the proposed project would not increase

the demand for or use of existing neighborhood and regional parks or other recreational facilities or require the construction of new or expansion of existing recreational facilities that might have an adverse physical effect on the environment because it would not directly or indirectly increase or redistribute population.

Conclusion

Based upon the above considerations, no significant adverse impacts to recreation are expected to occur as a result of construction and operational activities that the Tesoro Refinery would undertake in order to complete the proposed project. Since no potentially significant adverse recreation impacts were identified, no further evaluation will be required in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XVI. SOLID AND HAZARDOUS WASTE. Would the project:				
a) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Comply with federal, state, and local statutes and regulations related to solid and hazardous waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Significance Criteria

The proposed project impacts on solid and hazardous waste will be considered significant if the following occurs:

- The generation and disposal of hazardous and non-hazardous waste exceeds the capacity of designated landfills.

Discussion

XVI. a) and b) The potential for solid/hazardous waste impacts associated with the proposed project at the Wilmington and Carson Operations was determined to be potentially significant for the following reasons. Construction activities associated with the proposed project will increase the amount of solid waste generated and disposed. Demolition activities are expected to generate waste from the removal of the existing equipment that is proposed to be replaced. However, this equipment is expected to be either reused at another site outside of the district or recycled for metal content.

The six new storage tanks to be constructed at the Carson Crude Terminal as part of the proposed project are expected to require excavation approaching 151,000 CY of soil. The soil to be excavated will come from an area of the Refinery that has been historically utilized for petroleum storage increasing the potential of uncovering contaminated soils during grading and excavation. The handling, processing, transportation, and disposal of any excavated soils containing high concentrations of certain hazardous substances, such as heavy metals and hydrocarbons, would be subject to applicable hazardous waste regulations (i.e., Title 22 of the California Code of Regulations and other local and federal rules). Title 22, Division 4.5 - Environmental Health Standards for the Management of Hazardous Waste has multiple requirements for hazardous waste characterization, handling, transport, and disposal, such as requirements to use approved disposal and treatment facilities, to use certified hazardous waste transporters, and to have manifests for tracking the hazardous materials. If discovered, contaminated excavated soil would be properly characterized to determine an appropriate offsite processing method(s). These methods may include recycling of the soil if it is considered a non-

hazardous waste, off-site treatment to reduce the contaminant concentrations to non-hazardous levels so that the treated soil could be used as landfill cover, or disposal as a hazardous waste at a permitted hazardous waste facility.

Other construction-related waste such as shipping packing materials, depending on the classification of the waste, would likely need to be disposed of at a Class II (industrial) or Class III (municipal) landfill. A Class II landfill can handle wastes that exhibit a level of contamination not considered hazardous, but that are required by the State of California to be managed for disposal to a permitted Class II landfill. For this reason, Class II landfills are specially designed with liners to reduce the risks of groundwater contamination from industrial wastes, also known as California-regulated waste. Similarly, a Class III landfill can handle non-hazardous or municipal waste. Municipal waste is typically generated through day-to-day activities and does not present the hazardous characteristics of hazardous, industrial, or radioactive wastes.

There are 32 active Class III landfills within the SCAQMD's jurisdiction, many of which have liners that can handle both Class II and Class III wastes. According to the Final Program EIR for the 2012 AQMP (SCAQMD, 2012), total Class III landfill waste disposal capacity in the district is approximately 116,796 tons per day.

There are no hazardous waste landfills within the Southern California area. If contaminated soil is encountered it must be disposed of at a permitted hazardous waste disposal facility. One such facility in California is the Clean Harbors (formerly Safety-Kleen) facility in Buttonwillow (Kern County). Hazardous waste also can be transported to permitted facilities outside of California. The nearest out-of-state landfills are U.S. Ecology, Inc., located in Beatty, Nevada and USPCI, Inc., in Murray, Utah.

In summary, the amount of solid or hazardous waste that may be generated during construction activities is potentially substantial. Due to the volume and type of soil to be removed from the proposed project site during construction, impacts on solid and hazardous waste are potentially significant. For this reason, the construction impacts of the proposed project on solid and hazardous waste will be further evaluated in the EIR.

The operation of the new and modified equipment associated with the proposed project has the potential to generate additional or new solid waste streams, e.g., caustic from the wet jet treater, catalyst from the NHDS at Carson, and additional tank sludge. The operational impacts on solid and hazardous waste will be evaluated in the EIR.

Conclusion

Based on the above considerations, potentially significant adverse solid and hazardous waste impacts could occur as a result of construction and operational activities that the Refinery would undertake in order to complete the proposed project. Since potentially significant adverse solid and hazardous waste impacts were identified, further evaluation will be required in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION AND TRAFFIC. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

The impacts on transportation and traffic will be considered significant if any of the following criteria apply:

- Peak period levels on major arterials are disrupted to a point where level of service (LOS) is reduced to D, E or F for more than one month.
- An intersection's volume to capacity ratio increase by 0.02 (two percent) or more when the LOS is already D, E or F.
- A major roadway is closed to all through traffic, and no alternate route is available.
- The project conflicts with applicable policies, plans or programs establishing measures of effectiveness, thereby decreasing the performance or safety of any mode of transportation.
- There is an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system.
- The demand for parking facilities is substantially increased.
- Waterborne, rail car, or air traffic is substantially altered.
- Traffic hazards to motor vehicles, bicyclists or pedestrians are substantially increased.
- The need for more than 350 employees.
- An increase in heavy-duty transport truck traffic to and/or from the facility by more than 350 truck round trips per day.
- Increase customer traffic by more than 700 visits per day.

Discussion

XVII. a) and b) The proposed project will increase traffic in the local area associated with construction workers, construction equipment, and the delivery of construction materials. The proposed project is expected to require an estimated 700 to 800 construction workers during the peak construction phase. Therefore, the traffic impacts associated with the proposed project during the construction phase are potentially significant and will be analyzed in the EIR.

Once construction of the proposed project is completed, the existing work force at the Refinery is not expected to increase or substantially change the volume of traffic. No increase in permanent workers is expected so no increase in worker traffic is expected. Construction of the Sulfuric Acid Regeneration Plant will decrease traffic in the area because spent sulfuric acid is currently transported off-site for recycling. Installing the Sulfuric Acid Regeneration Plant will eliminate

approximately 6,000 acid transport truck trip miles per month that are currently used to transport spent and regenerated sulfuric acid to and from Wilmington Operations. In addition, catalyst in various units (hydrotreater catalyst) will need to be changed once every three to ten years. As a result, the proposed project may result in a maximum increase in trucks of one per day since the delivery of all project-related materials is infrequent. Therefore, the operation-related traffic is not expected to change so no significant impacts on traffic during operation of the proposed project is expected. Traffic impacts during operation, therefore, will not be further evaluated in the EIR.

In the past parking for the construction workers has typically been provided within the confines of the existing Wilmington and Carson Operations. Portions of the proposed project at the Refinery are expected to adversely affect onsite parking that is currently used for contractor parking. Therefore, additional parking will be required during the construction phase and Tesoro is currently investigating the feasibility of off-site parking and transporting workers to the site. Therefore, the proposed project may result in significant parking impacts during the construction phase, which will be evaluated in the EIR. Once construction is complete, no increase in permanent workers is expected. As a result, operational parking impacts will not be further evaluated in the EIR.

XVII. c) The proposed project includes modifications to existing equipment and installation of new equipment associated with the existing Refinery. The proposed modifications and new structures will be similar in height and appearance to the existing industrial structures. The maximum height of a new structure is approximately 125 feet. Other facilities at the Refinery, e.g., flares, are at heights up to approximately 200 feet, which exceeds the heights of the proposed project equipment and are far below the height at which air traffic exists. For these reasons, the proposed project would not be expected to result in a change to air traffic patterns. Since the proposed modifications and new structures will not be greater than 250 feet in height and are not expected to result in a change to air traffic patterns, notification to the Federal Aviation Administration pursuant to Advisory Circular AC 70/7460-2K is not required. Further, since the Refinery is located approximately four miles west of the nearest airport, Long Beach Airport, the Refinery is located outside of the normal flight pattern of the Long Beach Airport. In addition, the proposed project will not involve the delivery of materials via air cargo, so no increase in air traffic is expected.

XVII. d) and e) The proposed project is not expected to substantially increase traffic hazards or create incompatible uses at or adjacent to the site because the proposed project does not include the construction of roadways on-site or off-site that could include design hazards. Emergency access at the Refinery would not be adversely affected by the proposed project because no on-site roadways would be altered as a result of the proposed project and Tesoro would continue to maintain the existing emergency access road and gates to the Refinery. As discussed in topic VIII. f), the proposed project would not significantly adversely affect emergency response plans at the integrated Refinery, therefore, no changes related to emergency response routes are expected as a result of the proposed project.

XVII. f) The proposed project will be constructed within the confines of the existing Refinery and industrial areas and the need for an additional 700 to 800 constructions worker during peak

construction periods and is not expected to conflict with adopted policies, plans, or programs supporting alternative transportation modes (e.g., bus turnouts, bicycle racks). Construction workers typically drive their own vehicles to construction sites, which will not have any effects on other transportation modes. Once construction is completed, construction workers will no longer be needed. Further, operation of the proposed project is not expected to require any additional workers. Therefore, operation of the proposed project is not expected to conflict with adopted policies, plans, or programs supporting alternative transportation modes (e.g., bus turnouts, bicycle racks).

Conclusion

Based on the above considerations, no significant adverse impacts to transportation/traffic are expected to occur as a result of operational activities at the Refinery due to implementation of the proposed project. Since no potentially significant adverse operational transportation/traffic impacts were identified, no further evaluation will be required in the EIR. The traffic and parking impacts associated with construction activities for the proposed project are potentially significant; therefore, these impacts will be further evaluated in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

XVIII. a) As shown in Section IV – Biological Resources and Section V – Cultural Resources of this environmental checklist evaluation, the proposed project is not expected to reduce or eliminate any plant or animal species or destroy prehistoric records of the past. The affected sites are part of an existing Refinery and industrial facilities, which have been previously disturbed and graded, such that the proposed project is not expected to degrade any biologically or culturally sensitive areas, so that no significant adverse biological or cultural resources impacts are expected.

XVIII. b) and c) The proposed project has the potential to result in air quality impacts (including criteria pollutants, toxic air contaminants, and greenhouse gas emissions), hazards and

hazardous materials impacts, water demand impacts, noise, solid and hazardous waste, and traffic from the construction of the proposed project and has the potential to result in cumulative impacts in these areas. The potential cumulative impacts will be analyzed, as necessary, in the EIR. Potential adverse air quality and hazards and hazardous materials impacts could also adversely affect humans, either directly or indirectly. Potential adverse effects on humans will be included in the air quality and hazards and hazardous materials analyses.

Conclusion

Based on the review of the environmental impacts associated with the proposed Tesoro Los Angeles Refinery Integration and Compliance Project, the SCAQMD has concluded that the proposed project may result in significant adverse environmental impacts in the areas of air quality, hazards and hazardous materials impacts, hydrology and water quality impacts, noise, solid and hazardous waste, and traffic from the construction of the proposed project (including parking). Therefore, the preparation of an EIR is required.

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ACRONYMS

Abbreviation	Description
AQMP	Air Quality Management Plan
ATS	Ammonium Thiosulfate Plant
BACM	Best Available Control Measure
BACT	Best Available Control Technology
bbbl	barrel or 42 gallons
bbbl/d	barrels per day
BP	British Petroleum
BPD	barrels per day
Carson Operations	Tesoro Los Angeles Refinery – Carson Operations
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CEQA	California Environmental Quality Act
CO	carbon monoxide
CRU	Catalytic Reformer Unit 3
CY	cubic yards
dBA	A weighted noise level measurement in decibels
DCU	Delayed Coker Unit
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
ERCs	Emission Reduction Credits
ERPG	Emergency Response Planning Guideline
FCCU	fluid catalytic cracking unit
G	acceleration of gravity
GHGs	Greenhouse Gases
gpm	gallons per minute
G/D	gasoline to distillate
HCU	hydrocracking unit
HDD	horizontal direction drilling
HTU	Hydrotreater Unit
Kv	kilovolt
LACSD	Los Angeles County Sanitation Districts
LADWP	Los Angeles Department of Water and Power
lbs/day	pounds per day
LGB	Long Beach Airport
LHU	Light Hydrotreating Unit
LOS	Level of Service
LPG	Liquid Petroleum Gas
LUST	leaking underground storage tank
MH	manufacturing heavy
MMBtu/hr	million British Thermal Units per hour
MMscf/d	million standard cubic feet per day
MMscf/yr	million standard cubic feet per year
MW	megawatt

CHAPTER 2 – ENVIRONMENTAL CHECKLIST

M3-1	heavy industrial use
NOP/IS	Notice of Preparation and Initial Study
NO _x	Nitrogen oxide
NPDES	National Pollution Discharge Elimination System
OSHA	Occupational Safety and Health Administration
PM ₁₀	particulate matter less than 10 microns in diameter
PM _{2.5}	particulate matter less than 2.5 microns in diameter
PM	particulate matter
ppmv	parts per million volume
proposed project	Los Angeles Refinery Integration and Compliance Project
psig	per square inch gauge
PSTU	Propane Sales Treating Unit
RCRA	Resource Conservation and Recovery Act
Refinery	Tesoro Los Angeles Refinery
RVP	Reid vapor pressure
RWQCB	California Regional Water Quality Control Board
SARP	Sulfuric Acid Regeneration Plant
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCP	Spill Cleanup Program
SHU	Selective Hydrotreating Unit
SLIC	Spills, Leaks, Investigation and Cleanup
SO _x	sulfur oxide
SRPs	Sulfur Recovery Plants
SWPPP	Storm Water Pollution Prevention Plan
TACs	toxic air contaminants
TAN	total acid number
Tesoro	Tesoro Refining & Marketing Company, LLC
VOC	Volatile Organic Compound

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APPENDIX A

**TESORO LOS ANGELES REFINERY
PROPOSED INTEGRATION AND COMPLIANCE PROJECT**

**COMMENT LETTERS RECEIVED ON THE NOP/IS
AND RESPONSES TO COMMENTS**

INTRODUCTION

The following responds to comments received on the NOP/IS for the Tesoro Los Angeles Refinery Integration and Compliance Project. The NOP/IS was circulated for a 30-day public review and comment period starting September 10, 2014 and ending October 10, 2014. In addition, the SCAQMD conducted a CEQA scoping meeting at the Carson Community Center on September 24, 2014 to take public comment on the proposed project. The SCAQMD received 87 comment letters on the NOP/IS during the public review period and six written comments from the public scoping meeting. The names of the commenters are provided in Table A-1.

The comment letters and individual responses to all comments related to potential environmental impacts from the proposed project are provided in this appendix. The individual comments are bracketed and numbered. The related responses are identified with the corresponding number and are included following each comment letter. The first eight comment letters provided comments on potential environmental impacts from the proposed project and responses have been provided to those comments.

Comment letters 9 through 93 expressed support for the proposed project, but provided no comments specifically on information provided in the NOP/IS or the content of the DEIR. These comment letters have been included for completeness, but because no comments were made regarding the environmental analysis of the proposed project, no responses are required for these comment letters.

TABLE A-1
List of Comment Letters Received on the Tesoro NOP/IS

Comment Letter	Commenter
1	City of Carson, Saied Naaseh
2	Aleshire & Wynder, LLP, June S. Ailin
3	Native American Heritage Commission, Katy Sanchez
4	Department of Transportation, Caltrans, Dianna Watson
5	Holy Trinity Peace and Justice Ministry, Connie Rutter
6	Sierra Club, Eva Cicoria and Al Sattler
7	San Pedro and Peninsula Homeowner Coalition, John G. Miller
8	San Pedro Peninsula Homeowner United, Inc., Chuck Hart
9	Michael E. Dailey
10	Dominic DiCarlo
11	Robert F. Lamm
12	Lisa Grnja
13	Nancy Imbery
14	Ronald Lacy
15	John J. Smith
16	Raimundo R. Stenico
17	Rise M. Stenico
18	Josue Medina
19	Lena R. Whittaker
20	Sheila Powers
21	Michael DePasquale
22	Norman S. Richardson
23	Roxanne Wood
24	Mike Hendrickson
25	David Essex
26	Kris W. Turk
27	Michelle Blumberg
28	Denis Kurt
29	Ping-Chau Liao
30	John Shao
31	Emmanuel L. Biscocho
32	Hirofumi Kono
33	Mary Jo Rowe
34	Allen Tran
35	Bikash Sharma
36	Carson Chamber of Commerce, John Wogan
37	City of Carson, Mayor Jim Dear
38	YMCA of Greater Long Beach, Alfredo Velasco
39	Los Angeles Area Chamber of Commerce, Gary Toebben
40	Sharefest, Chad Mayer
41	Los Angeles Unified School District, Monica M Fiello
42	Los Angeles Unified School District, Lou Mardesich
43	Los Angeles Unified School District, Adriana M. Nakano
44	Gang Alternative Program, Douglas L. Semark
45	Joe Sparano

TABLE A-1 (cont.)

Comment Letter	Commenter
46	Spencer Reed Group, LLC, Jimi Reed
47	Newsha Ghodsi
48	Nancy L. Huizing
49	Andy Disaver
50	Robert Ford
51	Julia Sheldon Banning
52	International Trade Education Programs, LLC, Amy L. Grat
53	Los Angeles Unified School District, David Kooper
54	Los Angeles Unified School District, Richard Vladovic
55	Rotary International, Margaret I. Hernandez
56	Alfonso Barahona
57	Rebecca L. Pulmano
58	PTS Staffing Solutions, Ronald Stein
59	Friends of Banning's Landing, Cecilia McKenzie
60	United Wilmington Youth Foundation, Robert A. Trani Jr.
61	Wilmington Coordinating Council, Shirley Atencio
62	BizFed, Don St. Clair, David Flemming, and Tracy Rafter
63	Wilmington Chamber of Commerce, Dan Hoffman
64	International Bird Rescue, Barbara Callahan
65	Dan Hoffman
66	Eureka Strategies, LLC, Steven L. Toth
67	Long Beach Area Chamber of Commerce, Randy Gordon
68	Clean Wilmington, Salvador Lara
69	Friends of Cabrillo Marine Aquarium, Caroline Brady
70	Wilmington Boat Owners Association, Donna Ethington
71	Wilmington Youth Sailing and Aquatic Center, Robert P. McKay
72	Los Angeles Unified School District, Rudy Mendoza
73	Yolanda V. James
74	Paul Brooks
75	Javier Murphy
76	Lucia Moreno
77	Gwendolyn Elzy
78	Harbor Area and South Bay YWCA, Margaret I. Hernandez
79	Arena Painting Contractors, George Nichol
80	Brian Manning
81	Ruben B Rivera
82	Arena Painting Contractors, Guy Grant
83	Karsten Graff
84	Allistair Blair
85	Connie Chow
86	Christine Tenazas
87	Erin C. Dunavent
88	Shirley Alencio
89	Jim Dill
90	Dan Hoffman
91	Teri Flor
92	Weston LaBar
93	Jenny McCambridge

Comment Letter No. 1



CITY OF CARSON

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

October 8, 2014

Subject: Determination of Lead Agency for Tesoro Refining and Marketing Company, LLC, Los Angeles Refinery Integration and Compliance Project; Comments on the Notice of Preparation of Draft Environmental Impact Report, Tesoro Refining and Marketing Company, LLC, Los Angeles Refinery Integration and Compliance Project

Mr. Krause:

The City of Carson appreciates the opportunity to comment on the Notice of Preparation (NOP) of a Draft Environment Impact Report (DEIR) for the Tesoro Refining and Marketing Company, LLC, Los Angeles Refinery Integration and Compliance Project. Before addressing the content of the NOP, the City would like to first address the subject of which agency is appropriately the lead agency for CEQA purposes.

The refinery and related uses, although located in a heavy manufacturing zone in the City of Carson, are permitted only with a conditional use permit (CUP) pursuant to Carson Municipal Code §9141.1. The portion of the project that is located in the City is subject to the amendment of one or more existing CUPs and/or the issuance of one or more new CUPs.

Section 15051(b) of the CEQA Guidelines provides that the lead agency shall be the public agency with the greatest responsibility for supervising or approving the project as a whole, and that the lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose, such as an air pollution control district.

It appears the SCAQMD has identified itself as the lead agency on the basis of Section 15051(c) of the CEQA Guidelines, which provides that where more than one public agency equally meet the criteria in subdivision (b), the agency which will act first on the project shall be the lead agency. However, as between the City and SCAQMD, the City, as an agency with general governmental powers, meets the criteria of subdivision (b) and SCAQMD does not. Accordingly, the City of Carson is the proper lead agency for the Tesoro project.

We would like to meet with SCAQMD as soon as possible to discuss this matter and attempt to reach agreement on which agency will be the lead agency for this project. If we are unable to reach an

agreement satisfactory to the City, the City is prepared to request the Office of Planning and Research designate the lead agency pursuant to Section 15053 of the CEQA Guidelines.

1-1
cont.

Notwithstanding, and without waiving, its position on the question of which agency should be the lead agency, the City has the following comments regarding the NOP:

1. Exhibits 1-5, 1-6, and other exhibits are not very clear making it very difficult to understand the location of each of the project components. Consider using 11 x 17 paper and folding the page to 8 1/2 x 11.
2. Clearly identify the location of the crude, vacuum, and coker units for both the Carson and Wilmington sites.
3. The DEIR should identify all facilities that are being constructed within the City of Carson and all permits necessary from the City of Carson and other permitting authorities.
4. The DEIR needs to identify all pipelines that are being removed and added, including location, diameter, length, and use.
5. The NOP does not identify Aesthetics as an environmental factor potentially affected by the project. The DEIR should evaluate impacts to aesthetics since 180' tall structures, which will be visible from numerous locations both within and outside of the City, are proposed. The DEIR needs to clearly identify all above ground structures and provide their elevations. Mitigation measures should be proposed to screen the project elements.
6. The NOP does not identify Population and Housing as an environmental factor potentially affected by the project. This factor should be considered in the DEIR due to the proximity of the site to residential areas and other sensitive receptors.
7. The NOP incorrectly states that the project is consistent with the City's General Plan because the site is designated as industrial, thereby suggesting the impacts do not require extensive additional analysis. The impacts of this type of project, because of its nature and purpose, cannot be anticipated at the General Plan level, unlike typical residential projects based on their density and typical industrial and commercial projects based on their FAR. The proposed project is intensifying the existing operations by proposing new equipment, tanks, pipes, etc. and is proposed to generate additional emissions despite eliminating FCCU units.
8. Carson is considered a "disadvantaged community" as defined by the CalEnviroScreen tool. The project should strive to reduce emissions, not increase them. The DEIR needs to identify mitigation measures and benefits to the community.
9. The DEIR should include a detailed analysis on air quality impacts of the proposed project on the community and how air quality impacts public health. Cumulative air quality impacts need to be addressed as well.
10. The goal of the project should be to reduce emissions and carbon footprint of the site, not to increase them.
11. The DEIR should include a discussion of how the community is impacted by the cap and trade program as it relates to the operations at the site.
12. The DEIR should evaluate the impacts of ultra-fine particulates even though currently there are no standards.

1-2

1-3

1-4

1-5

1-6

1-7

1-8

1-9

1-10

1-11

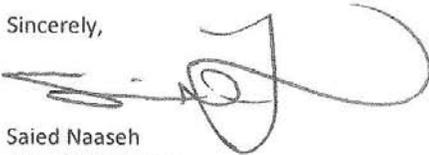
1-12

1-13

- 13. The NOP does not identify Energy as an environmental factor potentially affected by the project. This factor should be considered in the DEIR due to the long term cumulative impacts to energy needs, including the impact of transitioning away from fossil fuels.] 1-14
- 14. The DEIR should provide for a mitigation and monitoring expert, paid by Tesoro, to ensure compliance with the mitigation measures of the DEIR. The monitor should provide reports to the City.] 1-15
- 15. The DEIR should ensure best available technologies are used.] 1-16
- 16. The pipes and tanks should include meters to detect leaks. The accuracy of the meters should be identified to acceptable levels.] 1-17
- 17. Hazardous materials used at the site should be identified. The DEIR should identify ways to account for the quantity of all hazardous materials on site.] 1-18
- 18. The DEIR should discuss ways to detect potential soil and ground water contamination.] 1-19
- 19. All pertinent information from all monitoring activities should be made available to the public through a website.] 1-20
- 20. Any landscaping removed in the public right-of-way must be replaced on a 3:1 ratio.] 1-21
- 21. The DEIR should include a section for discussion of potential terrorist attacks and how the site is or proposed to be protected.] 1-22
- 22. Prior to the preparation of the DEIR, an area-wide public outreach notice should be mailed to solicit input from the public. The site is in close proximity to residential areas.] 1-23
- 23. As part of the preparation of the DEIR, a traffic study needs to be prepared including, but not limited to, traffic generated by the construction crew and future site operations and identify ways to mitigate these impacts.] 1-24
- 24. The DEIR needs to address the potential impacts from noise and odor, identify mitigation measures and identify ways to monitor them.0] 1-25

Please contact me at snaaseh@carson.ca.us or (310) 952-1761 at your earliest convenience to set up a meeting to discuss the lead agency issue. I look forward to hearing from you soon.

Sincerely,



Saied Naaseh
Associate Planner

cc: Barry R. Wallerstein, Env. D., SCAQMD Executive Officer
Kurt Wiese, Esq., SCAQMD General Counsel

Responses to Comment Letter No. 1

City of Carson: October 8, 2014

Response 1-1

In this comment the City of Carson asserts that it is the most appropriate lead agency for preparing the CEQA document for the proposed project. After communications between the SCAQMD and the City of Carson, the City has concluded that, in fact, the SCAQMD is the more appropriate public agency to act as lead agency for the proposed project. The City has communicated this conclusion to the SCAQMD in Comment Letter No. 2. As such, the SCAQMD will serve as the lead agency for the Tesoro Los Angeles Refinery Integration and Compliance Project and the City of Carson will serve as a responsible agency.

Response 1-2

In this comment, the City states that it is difficult to understand some of the details of two figures and recommends using a larger size format. The complex figures in the DEIR that show the location of project components within the Refinery use 11" x 17" format, as requested. Please see Chapter 2 of the DEIR, Figures 2-14 and 2-15.

Response 1-3

This comment requests that the location of the crude, vacuum, and coker units for both the Carson and Wilmington Operations be identified. Please note that there are no proposed modifications to the crude or coker units at either the Carson or Wilmington Operations. The No. 51 Vacuum Unit will be modified as part of the proposed project at the Carson Operations. The existing Vacuum Unit at the Wilmington Operations will not be modified as part of the proposed project. The locations of all units mentioned by the City and all other units associated with the proposed project for both the Carson and Wilmington Operations are clearly marked and provided in Chapter 2 of the DEIR, Figures 2-14 and 2-15. Using the 11" x 17" format helps to make it easier to locate the various units associated with the proposed project.

Response 1-4

This comment requests that all facilities that are being constructed within the City of Carson and all permits necessary from the City and other permitting authorities be identified. In Chapter 2 – Project Description – all components of the proposed project are described in detail. Locations of all components of the proposed project are identified, described in the text and shown on site location maps (see Figures 2-14 and 2-15) in both Carson and Wilmington. Additionally, all known discretionary federal, state, and local permit requirements associated with the proposed project, including those from the City of Carson, are identified and summarized in Table 2.10-1 of the DEIR.

Response 1-5

In this comment, the City requests that all pipelines that are to be removed and constructed be identified, including their locations, diameters, lengths, and uses. All information requested by the City pertaining to the new pipelines associated with the proposed project are described in detail in Chapter 2, Section 2.7.3.1 of the DEIR and the locations of the pipeline are shown in blue in Figure 2-17. The interconnecting pipelines between the Carson and Wilmington Operations, including the pipeline bundle in the bore includes approximately 15,000 feet of new 12-inch piping, 30,000 feet of new 10-inch piping and 40,000 feet of new 6-inch and 4-inch piping. As discussed in Section 2.7.3.1 of the DEIR, the proposed project includes installing a bundle of up to 15 pipes under Alameda Street and Sepulveda Boulevard. The bundle is comprised of up to 15 new pipelines ranging in size from four inches to 12 inches in diameter. The pipelines are expected to transport gasoline and gasoline blending components, gas oil, crude oil, butylene, propylene, and LPG. As part of the proposed project to install new and replacement tanks at the Wilmington Operations, some existing pipelines will be removed and replaced with approximately 5,000 feet of pipelines with a larger diameter. This portion of the proposed project is described in detail in Section 2.7.1.9.

Response 1-6

The City asserts that aesthetics is an environmental topic that should be evaluated in the DEIR since 180' tall structures are proposed which will be visible outside of the Refinery. Further, the City stated that all above-ground structures be identified including their elevations. The proposed project does not include any structures up to a height of 180 feet. Rather the existing structures are currently up to 180 feet tall and new structures would vary in height up to 125 feet. The conclusion that the proposed project would not adversely affect aesthetic resources is based, in part, on the fact that the Carson and Wilmington Operations are located in industrially designated and zoned areas. Therefore, there are no scenic vistas or scenic resources, such as rock outcroppings, scenic highways, etc., in the vicinity of the Refinery that could be adversely affected by the proposed project. The tall structures associated with the proposed project were identified in the NOP/IS (see Chapter 2, Section I – Aesthetics – of the NOP/IS). New structures associated with the proposed project would include towers, heater stacks, contactors, scrubber stacks and vents, and new tanks and are described in detail in Chapter 2, Section 2.7 of this DEIR. The height of the new equipment, as well as nearby existing equipment, was provided in Section I – Aesthetics, Table 2-1 of the NOP/IS, which is reproduced below to provide further clarification.

TABLE 2-1

Approximate Height of Largest Project Components

Description	Location	Height of Adjacent Structure ¹	Highest Project Component	
			Description	Size
Ammonium Thiosulfate Plant	Wilmington (SRP)	170 ft.	Scrubber Vent	3 ft. dia. x 70 ft. tall
Sulfuric Acid Regeneration Plant	Wilmington	150 ft.	Scrubber Stack	4 ft. dia. x 125 ft. tall
Wet Jet Treater	Carson	50 ft.	Contactors	5 ft. dia. x 40 ft. tall
Naphtha HDS	Carson	180 ft.	Tower	8.5 ft. dia. x 120 ft. tall
Crude Tanks	Carson Crude Terminal	60 ft.	500,000 bbl Crude Tanks	240 ft. dia. x 60 ft. tall
Crude Tanks	Wilmington	117 ft dia. x 42 ft tall ²	Replaced Crude Tank	180 ft. dia. x 72 ft. tall

¹ These pieces of existing equipment are not part of the proposed project, but are shown here for comparison purposes only.

² Existing crude tanks, which are 42 feet tall by 117 feet diameter tanks, will be replaced with 72 feet tall by 180 feet diameter new tanks.

New structures at the Wilmington Operations would range in height from about 72 to 125 feet tall and would be located within the operating portions of the existing refinery. Other nearby existing structures within the Wilmington Operations that are not part of the proposed project currently range from 42 to 170 feet tall. New structures at the Carson Operations would range in height from about 40 to 125 feet tall. Other nearby existing structures within the Carson Operations that are not part of the proposed project range from about 50 to 180 feet tall. The tallest structure proposed to be constructed as part of the proposed project is 125 feet tall associated with the SARP, not 180 feet. Please note that the Ammonium Thiosulfate Plant, along with the 70-foot vent stack, has been removed from the proposed project. Construction of structures associated with the proposed project is expected to occur near the center of the refinery, furthest away from refinery boundaries, and in proximity to several taller structures. Therefore, the proposed project impacts on aesthetics were determined to be less than significant and no information has been provided that would change this conclusion.

Response 1-7

The comment states that population and housing is an environmental factor that should be evaluated in the EIR due to the proximity to the Refinery of residential and other sensitive receptors. The SCAQMD recognizes that there are residential and other sensitive receptors in the vicinity of the Refinery. Potential adverse environmental effects, including air quality and noise impacts from the proposed project on sensitive receptors, have been comprehensively evaluated in the air quality section (Section 4.2 and Appendix B) and noise section (Section 4.5 and Appendix D) of the EIR.

Specifically, the topic of population and housing in the CEQA Checklist includes questions regarding whether or not a project may induce substantial population growth or displace

substantial numbers of people or existing housing. The impacts to population and housing as a result of the proposed project are considered to be less than significant as the temporary construction workforce is expected to be filled primarily with workers from the local labor pool. Further, operation of the proposed project is not expected to require any additional permanent workers. As concluded in the NOP/IS, the proposed project is not anticipated to generate any significant adverse effects, either direct or indirect, on population growth or distribution within the district. In addition, the proposed project would not displace any people or housing. Therefore, the proposed project would not result in any significant impacts on Population or Housing as defined by the CEQA Checklist (see Chapter 2, Section XIII – Population and Housing– of the NOP/IS). Comment 1-7 did not provide any evidence that the conclusion in the NOP/IS regarding population and housing was incorrect.

Response 1-8

The comment asserts that the NOP/IS incorrectly states that the proposed project is inconsistent with the City of Carson’s General Plan. Further, the comment asserts that the proposed project is intensifying operations and generating additional air pollution. The SCAQMD disagrees with the opinions expressed in this comment for the following reasons. Under land use and planning the CEQA Checklist asks if the project would: (a) Physically divide an established community; or (b) conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

Most aspects of the proposed project occur within the confines of the existing Refinery and no change in land use or zoning is required in either the City of Los Angeles or Carson for the continued operation of the Refinery. Because the Refinery is an existing industrial facility, it has been included in the most current applicable General Plans. As discussed in the NOP/IS (see Chapter 2, Section X – Land Use and Planning, Figure 2-1), the land use designation for the Refinery is Heavy Industrial (City of Carson) and Industrial (City of Los Angeles). Further, the proposed project does not require any amendments to the current General Plan. The existing Refinery and surrounding area is zoned industrial and the proposed project is consistent with this General Plan and land use designation (City of Carson, 2004).

Although new and modified equipment are included as part of the proposed project, they allow the refinery to integrate two separate operations into a single cohesive refinery, allow the refinery to continue current refinery operations with a two percent increase in crude throughput capacity, recover and upgrade distillate range material from FCCU feeds, comply with federal regulations on reformulated gasoline, and comply with other state and local requirements to reduce emissions. In addition, the proposed project will enable the shutdown of the FCCU at the Wilmington Operations, which is a complex, major refinery unit. Proposed new units are simple and have few pieces of equipment in comparison. Modifications to existing units are also simple and include the addition of heat exchangers, pumps, a compressor and minor vessels; equipment that is easy to operate with existing unit operators. Further, no new employees would be required when the proposed project becomes operational. Therefore, the proposed project would not change the existing land use or zoning of the Refinery or adjacent industrial sites, but allows

the existing facilities to integrate and operate as one Refinery. No evidence was provided in Comment 1-8 that substantiates that this conclusion is incorrect.

With regard to potential air quality impacts during operation associated with the proposed project, these are evaluated in Section 4.2 and Appendix B of the DEIR. Please note that the proposed project will result in an overall decrease in emissions of CO, with less than significant increases in VOC, NO_x, SO_x, PM₁₀, and PM_{2.5} emissions as a result of the shutdown of the Wilmington Operations FCCU. Please see Section 4.2 of the DEIR for further details.

Response 1-9

This comment claims that the proposed project will increase emissions from the Refinery. The proposed project is comprised of an integration of both the Carson Operations and Wilmington Operations. As indicated in response to comment 1-8, the proposed project will result in an overall decrease in CO emissions and a less than significant increase in VOC, NO_x, SO_x, PM₁₀, and PM_{2.5} emissions during operation as a result of the shutdown of the Wilmington Operations FCCU. Please see Section 4.2 and Appendix B of the DEIR for further details.

Response 1-10

The comment states that the DEIR should include a detailed analysis of project-specific and cumulative air quality impacts. As indicated in response to comment 1-8, the proposed project will result in an overall decrease in Refinery emissions during operation as a result of the shutdown of the Wilmington Operations FCCU. Please see Section 4.2 and Appendix B of the DEIR for further details. Chapter 4, Section 4.2 and Appendix B of the DEIR includes an extensive and detailed analysis of the impacts of the proposed project on air quality, including a detailed health risk analysis. As evaluated in Section 4.2.2.5 of the DEIR, health risks associated with the proposed project have been determined to be less than significant. In addition, Section 4.2.2.6 summarizes the health impacts associated with the proposed project and has determined that the long-term operational impacts of the proposed project were beneficial to public health, as the proposed project would result in a decrease in Refinery (local) emissions. Chapter 5, Section 5.2.1, provides a detailed review of cumulative air quality impacts associated with the proposed project and other cumulatively related projects to the extent that environmental information is available.

Response 1-11

The comment states that the goal of the proposed project should be to reduce emissions and the carbon footprint of the site. Section 2.2 DEIR identifies the Project Objectives. The project objectives include the following: “Improving process efficiency through integration while maintaining the overall production capability of transportation fuels. Making process modifications that improve efficiency and enable shutdown of the Wilmington Operations FCCU prior to the next scheduled turnaround, currently anticipated to occur in 2017, providing substantial emission reductions and reducing carbon intensity.” Therefore, one of the goals of the project is to reduce emissions as well as carbon intensity (e.g., greenhouse gas emissions). The analysis of project-specific air quality impacts during operation of the project substantiates

that the proposed project will reduce local criteria pollutant emissions from the Refinery (see Chapter 4, Section 4.2 and Appendix B of the DEIR). With regard to greenhouse gas emissions, which are considered to be a cumulative impact, Section 5.2.2 of the DEIR concludes the proposed project will result in a reduction in local greenhouse gas emissions.

Response 1-12

The comment states that the DEIR should include a discussion of how the community is affected by the cap and trade program. The Cap-and-Trade Program is a key element of California's climate plan. It sets a statewide limit on sources responsible for 85 percent of California's greenhouse gas emissions, and establishes a price signal needed to drive long-term investment in cleaner fuels and more efficient use of energy. The Cap-and-Trade Program is not an element of the proposed project and the proposed project is not being proposed to specifically comply with the state Cap-and-Trade program. Section 5.2.2 of the DEIR includes an analysis of the greenhouse gas impacts of the proposed project. Please note that the proposed project would result in an estimated decrease of approximately 66,139 metric tons per year of GHG emissions from the Refinery providing an overall beneficial impact (see Table 5.2-8).

Response 1-13

The comment states that the DEIR should include an analysis of the impacts of fine particulates even though there are currently no standards. In addition to the fact that there are no adopted significance criteria for ultrafine particles, there are also no adopted methodologies for quantifying ultrafine particles. However, air quality impacts associated with the proposed project during operation are evaluated in Section 4.2 and Appendix B of the DEIR. Please note that the proposed project will result in a less than significant increase in NOx, SOx, PM10, PM2.5, and VOC emissions and an overall decrease in CO emissions during operation as a result of the shutdown of the Wilmington Operations FCCU (see Table 4.2-4).

Response 1-14

The comment states that the NOP/IS did not consider the project's effects on energy and recommends that project-specific and cumulative energy impacts, including transitioning away from fossil fuels, be considered in the DEIR. The NOP/IS reviewed potential energy impacts from the proposed project in the CEQA Checklist and concluded that the energy impacts associated with the proposed project would be less than significant (see Chapter 2, Section VI – Energy – of the NOP/IS) as the proposed project would not conflict with an adopted energy conservation plan, result in the need for new or substantially altered power or natural gas utility systems, create any significant effects on local or regional energy supplies, or create any significant effects on peak and base period demands for electricity and other forms of energy. As indicated in the NOP/IS (see page A-61), although the proposed project would increase demand for natural gas, it includes a number of components that eliminate the need for natural gas, e.g., shutting down the FCCU and increasing energy efficiency by adding heat exchangers to a number of units. As discussed in the NOP/IS (see page A-61), the proposed project is expected to increase natural gas consumption by approximately 2,628 million standard cubic feet per year (MMscf/yr). Southern California Gas Company delivered 2,834 million standard cubic feet per

day (over 1 million standard cubic feet per year) to users in southern California. The additional yearly usage of natural gas required to operate the equipment associated with the proposed project would comprise approximately 0.003 percent of the total gas delivered in the region. Because the increased demand for natural gas would constitute a very small fraction of the available natural gas supplies, appropriately, this impact was concluded to be less than significant. With regard to electricity, the integrated Refinery will be self-sufficient in electricity generation and use and, in fact, will produce excess electricity that will be sold to Southern California Edison. The proposed project does not involve transitioning away from fossil fuels and so this topic was not required to be addressed in the DEIR.

Response 1-15

The comment states that the DEIR should provide for a mitigation monitoring expert to ensure compliance with mitigation measures and that the monitor provide reports to the City. A mitigation monitoring plan is not required to be included in a DEIR. If a mitigation monitoring program is required, it will be prepared and released with the Final EIR. Because the DEIR identified significant adverse construction air quality, hazard, and construction traffic impacts, a mitigation monitoring program will be required for any significant impacts identified in the DEIR. Mitigation monitoring programs are made available to the public upon request and are uploaded to the SCAQMD's CEQA website.

Response 1-16

The comment states that best available control technology (BACT) be used. As discussed in Section 4.2.2.2.1 of the DEIR and Appendix B, all new and modified emissions sources associated with the proposed project will be required to incorporate BACT as defined by the SCAQMD and required by SCAQMD Rule 1303. As stated in Rule 1303(a)(1), the SCAQMD will deny any permit to construct for new or modified sources which result in an emissions increase, unless BACT is employed. Because the analysis of air quality impacts is based on the BACT for new and modified equipment, Tesoro will need to demonstrate that BACT has been designed into, and can be achieved by, new and modified emission sources prior to the issuance of air permits from the SCAQMD.

Response 1-17

The comment states that pipes and tanks should include accurate meters to detect leaks. Please note that meters are not the only method for detecting leaks and not all leaks are detectable by the use of meters.

Pipeline monitoring is designed to comply with Department of Transportation requirements as discussed in Section 4.3.2.3 of the DEIR. Additionally, the metering stations will be designed to include launching stations to enable the use of devices that can monitor line thickness and provide early detection of anomalies in the pipelines. Within the Refinery, new pipelines are constructed above ground so leak detection is done via routine visual inspection.

Newly constructed storage tanks will employ state of the art leak detection including double bottoms with interstitial monitoring between the two bottoms.

With respect to leaks associated with fugitive emissions, all new fugitive emission sources associated with the proposed project must comply with SCAQMD Rule 1173, which includes specific requirements for leak monitoring, detection, maintenance and repair. SCAQMD Rule 1173 also includes specific methods and requirements for testing for leaks. Storage tanks associated with the proposed project are regulated under SCAQMD Rule 1178, which provides specific requirements for monitoring and leak detection. SCAQMD Rule 1178 also includes specific methods and requirements for testing for leaks.

Response 1-18

The comment states that hazardous materials used onsite be identified and the DEIR should identify ways to account for the quantity of hazardous materials onsite. Hazardous materials associated with the proposed project are analyzed in detail and evaluated in Section 4.3.2.1 of the DEIR where the impacts of hazardous materials associated with the proposed project is evaluated including sulfur dioxide, sulfur trioxide, hydrogen sulfide, radiant heat, explosion overpressure, and flash fires. As noted in the DEIR, handling of hazardous materials is monitored, recorded and administrated by numerous federal, state and local agencies (see Section 3.3.6 and Section 4.3.2.2 of the DEIR for further details on applicable hazardous materials regulations), which helps reduce impacts associated with storing and handling hazardous materials. Please note that the proposed project will not alter the ways in which the Refinery accounts for hazardous materials onsite and no new hazardous materials are expected to be used at the Refinery due to the proposed project. The measures currently in place, and which will continue to be in place, that account for the quantity of hazardous materials onsite include the following:

- Tesoro maintains a chemical inventory database, which is annually reviewed by employees responsible for the process unit or shop. The chemical inventory is also updated when there is a significant change (e.g., a new chemical coming into the site or no longer used, or if there is a significant change in the inventory of one or more chemicals). In addition, the Refinery maintains a Hazard Communication program for the chemical inventory at the site. Other procedures in place at the Refinery include Management of Change process and compliance with the CalARP/RMP requirements (see Section 3.3.6 and Section 4.3.2.2 of the DEIR for further details on these and other applicable hazardous materials regulations).
- The Refinery compiles reports and information on hazardous materials under the requirements of CalARP and RMP (see Section 3.3.6 and Section 4.3.2.2 of the DEIR for further details on these and other applicable hazardous materials regulations). These reports document the volumes of certain types of hazardous materials. Regarding hazardous wastes, all the waste generated is reported on a manifest, along with the quantity of waste generated. Monthly certified reports of all manifested waste are provided to DTSC.

- A number of agencies receive the various reports. For the Carson Operations, reports on hazardous material inventories are reported to the Los Angeles County Fire Department as the CUPA for the City of Carson. For the Wilmington Operations, hazardous materials reports are provided to the Los Angeles County and Los Angeles City Fire Departments as the CUPA for the City of Los Angeles. Reporting requirements under the CalARP regulations are submitted to the local Fire Department. Reporting requirements under the RMP requirements are submitted to the U.S. EPA. Certified hazardous waste manifests are reported to DTSC.

Response 1-19

The comment states that the DEIR should discuss ways to detect potential soil and groundwater contamination. The DEIR is required to evaluate the impacts of the proposed project. CEQA does not require evaluation of issues that are not part of a proposed project. The ways to detect potential soil and groundwater contamination are not part of the Tesoro proposed project and, therefore, do not require evaluation in the DEIR.

The DEIR, however, did evaluate the potential impacts associated with the discovery of contaminated soil and groundwater as part of the construction activities associated with the proposed project. Existing soil and groundwater contamination are detected by taking soil and groundwater samples and having them analyzed in the laboratory for the presence of chemicals of concern. As discussed in Section 3.3.5 soil and groundwater samples were taken onsite and tested in the laboratory to determine the presence of contaminated soil and any associated groundwater contamination that may be encountered during construction of the proposed project. This information is then used to determine the potential for human exposure during construction activities, whether the material would be considered as hazardous or non-hazardous waste, and the need to develop measures to minimize human exposure. The results of soil sampling indicated that 95 percent of the soil to be excavated would be classified as non-hazardous. Section 4.3.2.6 of the DEIR provides a detailed analysis of soil and groundwater contamination at the Refinery. The commenter is referred to these two sections for further information on the potential for soil and groundwater contamination.

Response 1-20

The comment states that pertinent information from all monitoring activities should be put on a website. Information on monitoring associated with a number of activities is available to the public. For example, existing soil and groundwater contamination (not associated with the proposed project) is overseen by Regional Water Quality Control Board and that monitoring data are available at the Regional Water Quality Control Board's GEOTRACKER. Data related to hazardous waste generation is available at the DTSC's ENVIROSTOR. Any information on soil and groundwater monitoring at the Refinery associated with the proposed project is included either in the DEIR, which is uploaded to the SCAQMD's website, or as reference material available on request. Data from annual emissions reports and other facility information, including the Tesoro Refinery, is available through the SCAQMD FIND website (<http://www3.aqmd.gov/webappl/fim/prog/search.aspx>). Data from flaring activities are

available on the SCAQMD's website (Carson Operations: <http://www.aqmd.gov/home/regulations/compliance/r1118/flare-operator-information/tesoro-refinery-carson>, Wilmington Operations: <http://www.aqmd.gov/home/regulations/compliance/r1118/flare-operator-information/tesoro-wilmington>).

Response 1-21

The comment states that any landscaping removed in the public right-of-way must be replaced at a ratio of 3:1. As stated in Chapter 2, Section IV – Biological Resources – of the NOP/IS, most components of the proposed project will occur within the boundaries of the Wilmington and Carson Operations, which are devoid of vegetation for fire safety purposes. The portion of the proposed project that will occur offsite, the pipeline, will occur underground or in industrial areas that are void of vegetation. Therefore, no landscape materials in public right-of-ways are expected to be removed as a result of the proposed project.

Response 1-22

The comment states that the DEIR should discuss terrorist attacks and how the site is or would be protected against such attacks. As noted in the NOP/IS (Chapter 2, Section XIV – Public Services, pages A-92 and A-93) both the existing Carson and Wilmington Operations have security departments that provide 24-hour protective services for people and property within the boundaries of each facility. The existing security departments would continue to operate once the proposed project becomes operational. In addition, the Los Angeles City Police Department and the Los Angeles County Sheriff's Department are the responding agencies for law enforcement needs in the vicinity of the Carson and Wilmington Operations. If a terrorist attack were to occur, potential impacts from such an attack would be similar to accidental hazardous impacts that could occur for other reasons, e.g., flash fires, radiant heat exposure, and exposure to hazardous materials releases (see DEIR, Section 4.3.2.1). See Section 4.3.2.1 and Appendix C of the DEIR for analysis of hazards which could be associated with the proposed project modifications. The analysis of potential hazard impacts uses worst-case assumptions to determine the potential consequences of a hazardous materials release, irrespective of the cause of the release (e.g., human error, equipment failure, sabotage, terrorism, natural disaster, or civil uprising) (see DEIR, Section 4.3.2.1).

Response 1-23

The comment states that notice of the proposed project should be provided to the public prior to preparation of the DEIR. The proposed project not only complies with procedural notification requirements in Public Resources Code §21092, but goes beyond them. For example, Tesoro has been performing public outreach on the proposed project for the last two years. A scoping meeting was held on September 24, 2014 at the Carson Community Center to solicit public input on the DEIR. A 30-day public comment period was provided on the NOP/IS and submitted to the State Clearinghouse which generated 93 comment letters. Both the scoping meeting and the availability of the NOP/IS were published in the Los Angeles Times and the Daily Breeze. In addition, the SCAQMD maintains a list of individuals or organizations who have requested

notices of all CEQA documents where the SCAQMD is the lead agency and the NOP was sent to those individuals and organizations. Tesoro has been in contact with and provided information on the proposed project to numerous community members and groups throughout the CEQA process. During the scoping period, Tesoro conducted numerous briefings to community organizations and individuals in Wilmington, Carson, Long Beach and the regional Los Angeles area to provide an overview of the proposed project and answer questions. Since the scoping period, Tesoro has remained available to respond to questions about the project and its status and has responded to media inquiries from local newspapers. Tesoro published a quarterly community newsletter in March 2015 which included a summary article of the proposed project. The newsletter was mailed to over 10,000 residents in the communities neighboring the Tesoro Los Angeles Refinery. The publication of the DEIR provides another opportunity for public comment and outreach. Tesoro will continue to provide education opportunities to the local community and interested stakeholders in addition to providing project facts via the Tesoro website, briefings, and direct mail. In addition, the DEIR will be noticed to the public in accordance with Public Resources Code §21092 and circulated for a 45-day public comment period (per Public Resources Code §21091). The DEIR will be available from the SCAQMD's website.

Response 1-24

The comment states that traffic studies during construction and operation be prepared and included in the DEIR. A traffic study for the proposed project during the construction period is included in Section 4.7 and Appendix E of the DEIR. The traffic impacts associated with construction of the proposed project are potentially significant and mitigation measures have been developed and must be implemented. The mitigation identified for construction traffic impacts is expected to reduce construction traffic impacts to less than significant. As evaluated in the NOP/IS (Chapter 2, Section XVII – Traffic, pages A-100 and A-101), the proposed project is not expected to require additional workers associated with future operations at the integrated refinery. The operation of the proposed project includes an increase in truck trip of a maximum of 10 trucks per day (see Appendix E, page E-2 for further details). The operational traffic impact was concluded to be less than significant in the NOP/IS, so potential traffic impacts during operation of the proposed project are not required to be analyzed further in the DEIR. The commenter has not provided any information that disputes this conclusion. Also, please see Section 5.2.7 of the DEIR, which discusses the cumulative traffic impacts of the proposed project and related projects during operation. All intersections were expected to operate at LOS C or above so that the potential cumulative impacts are expected to be less than significant on transportation and circulation.

Response 1-25

The comment states that the DEIR needs to address potential odor and noise impacts, identify mitigation measures, and ways to monitor mitigation. Noise impacts associated with the proposed project during both construction and operation are addressed in Section 4.5 and Appendix D of the DEIR. Noise impacts associated with the proposed project were concluded to be less than significant (see DEIR, Section 4.5.2). Therefore, mitigation measures are not required. As noted in the NOP/IS, the potential for odor impacts is related to sulfur compounds

(primarily hydrogen sulfide) during the process to remove sulfur from crude oil. Because the proposed project does not require modifications to units handling hydrogen sulfide (including the sulfur recovery units), potential odor impacts from the proposed project were concluded to be less than significant. See NOP/IS Section IIIe. – Air Quality – for discussion of potential odors associated with the proposed project. As stated in the NOP/IS (see page A-52), the Refinery maintains a 24-hour environmental surveillance effort where operators are trained to report odors so that the source can be identified and remedied promptly, which helps to minimize the frequency and magnitude of odor events. In addition, all new or modified components would be required to comply with BACT requirements as well as existing SCAQMD rules and regulations, including Rule 402 – Prohibition of Nuisances. As a result, no noticeable increases in odors are expected from the new equipment that is part of the proposed project for the reasons given above. Potential odor impacts have been considered less than significant and, therefore, mitigation measures are not required. The commenter has not provided any information that disputes this conclusion.

Comment Letter No. 2



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December 15, 2014

Kurt R. Wiese
General Counsel
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

Re: Determination of Lead Agency for Tesoro Refining and Marketing Company,
LLC, Los Angeles Refinery Integration and Compliance Project

Dear Mr. Wiese:

In prior correspondence and phone calls, the City of Carson has raised objections to AQMD acting as the lead agency for the preparation of the EIR for the above-referenced project. After conferring with Tesoro, the City has decided to withdraw its objection to AQMD acting as the lead agency. However, as the City is a responsible agency, the City will be continuing to monitor the environmental review process closely. Thank you for your courtesy in discussing this issue with me.

2-1

Very truly yours,

ALESHIRE & WYNDER, LLP

June S. Ailin
Partner

JSA

cc: Mr. Nelson Hernandez
Mr. Saied Naaseh
Sunny Soltani, Esq.
Mr. Michael Krause

01007.0005/236032.1

Responses to Comment Letter No. 2

Aleshire & Wynder, LLP: December 15, 2014

Response 2-1

The SCAQMD understands that the City of Carson has withdrawn its objections to the SCAQMD being the lead agency for the proposed project in the City of Carson and the Wilmington District in the City of Los Angeles. As such, the SCAQMD will serve as the lead agency for the Tesoro Los Angeles Refinery Integration and Compliance Project. As a responsible agency, the City of Carson will receive notices, as appropriate, regarding the CEQA process and documents for the proposed project.

Comment Letter No. 3

STATE OF CALIFORNIA
NATIVE AMERICAN HERITAGE COMMISSION
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West SACRAMENTO, CA 95691
(916) 373-3710
Fax (916) 373-5471

Edmond G. Brown, Jr., Governor



September 25, 2014

Michael Krause
South Coast Quality Management District
21885 E. Copley Drive
Diamond Bar, CA 91765

RE: SCH# 2014091020 Tesoro Los Angeles Refinery Intergration Project, Los Angeles County.

Dear Mr. Krause,

The Native American Heritage Commission (NAHC) has reviewed the Notice of Preparation (NOP) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
 - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded on or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
 - A Sacred Lands File Check. **USGS 7.5-minute quadrangle name, township, range, and section required**
 - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) Guidelines §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered cultural items that are not burial associated, which are addressed in Public Resources Code (PRC) §5097.98, in consultation with culturally affiliated Native Americans.
 - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, PRC §5097.98, and CEQA Guidelines §15064.5(e), address the process to be followed in the event of an accidental discovery of any human remains and associated grave goods in a location other than a dedicated cemetery.

3-1

Sincerely,

Katy Sanchez
Associate Government Program Analyst

CC: State Clearinghouse

**Native American Contacts
Los Angeles County
September 25, 2014**

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This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH # 2014091020 Tesoro Los Angeles Refinery Intergration Project, Los Angeles County.

**Native American Contacts
Los Angeles County
September 25, 2014**

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This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH # 2014091020 Tesoro Los Angeles Refinery Intergration Project, Los Angeles County.

Responses to Comment Letter No. 3

Native American Heritage Commission: September 25, 2014

Response 3-1

This comment includes the following statements and requests: contact the appropriate regional archaeological information center regarding requirements for an area of project effect; identifies requirements regarding performing an archaeological inventory; identifies requirements regarding contacting the Native American Heritage Commission; and provides recommendations in the event that subsurface archaeological resources are encountered. As indicated in Section V – Cultural Resources – of the NOP/IS, no impacts to culturally significant resources are expected as a result of the proposed project for the following reasons. Since 2001 for the Carson Operations and 1999 for the Wilmington Operations there have been a number of projects at both locations and at both locations no archaeological resources, paleontological resources, or human remains were uncovered. In addition, entire portions of the Wilmington and Carson Operations have been previously disturbed, graded, and developed. Because construction activities will be confined to previously developed heavy industrial areas it is unlikely that archaeological resources, paleontological resources, or human remains will be encountered. Finally, if archaeological resources, paleontological resources, or human remains are accidentally encountered, the project proponent will be required to adhere to the requirements of Public Resources Code §21083.2 and CEQA Guidelines §15064.5, which are outlined on page 2-23 of the NOP/IS (page A-59) and require education for construction workers, monitoring of subsurface earth disturbance by professional archaeologist, and halting construction activities when humans remains are uncovered. Additionally, the SCAQMD has established notification procedures that include an extensive list of Native American contacts. The Native American contacts will continue to be included in public notifications for the EIR.

Comment Letter No. 4

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7-OFFICE OF TRANSPORTATION PLANNING
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-9140
FAX (213) 897-1337
www.dot.ca.gov



Serious drought.
Help save water!

October 9, 2014

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

Re: **Tesoro Los Angeles Refinery Integration Project**
Notice of Preparation of a Draft EIR
IGR No. 140923/EA, Vic. LA/405/ PM 8.611-9.715

Dear Mr. Krause:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the proposed project to integrate the Tesoro Wilmington with the Tesoro Carson Operations. Both operations will undergo various major modifications to substantially reduce emissions of greenhouse gases, sulfur oxide, carbon monoxide, and particulate matter. Modifications include shutting down the Fluid Catalytic Cracking Unit and six new 500,000 barrel crude storage tanks and new interconnecting pipelines.

4-1

The initial study states that the proposed project will increase traffic in the local area associated with construction workers, construction equipment, and the delivery of construction materials. Traffic impacts associated with the construction phase are potentially significant and will be analyzed in the EIR. Caltrans would be concerned with any adverse impacts to traffic operations on Pacific Coast Highway (State Route 1), Alameda Street (State Route 47) and I-405 facilities. Please coordinate any lane closures and corresponding Traffic Management Plans involving these state highway facilities with Caltrans early in the planning process.

Please be aware that any transportation of heavy construction equipment and/or materials which requires the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit.

Please require construction heavy-duty-truck deliveries expected to use state highways to be scheduled off-peak commuting periods as much as possible.

4-2

If you have any questions regarding these comments, feel free to contact me at (213) 897-9140 or project coordinator Elmer Alvarez at (213) 897-6696 or electronically at elmer.alvarez@dot.ca.gov.

Sincerely,

DIANNA WATSON
IGR/CEQA Program Manager
Caltrans, District 7

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

Responses to Comment Letter No. 4

Department of Transportation: Caltrans, October 9, 2014

Response 4-1

This comment summarizes some of the components and effects of the proposed project. The commenter expressed concerns with traffic on Pacific Coast Highway, Alameda Street, and I-405. Please see Section 4.7 and Appendix E of the DEIR for a comprehensive analysis of traffic impacts during construction associated with the proposed project. Because the proposed project would not add additional workers when it becomes operational, no significant adverse traffic impacts during operation are expected. It should be noted that the proposed project does not significantly affect traffic operations and would not result in lane closures on Pacific Coast Highway (State Route 1) or Alameda Street (State Route 47). Although significant impacts to the Wilmington Ave/I-405 South Bound Ramps during construction were identified, as discussed in Section 4.7.3 of the DEIR, mitigation will be required so that construction traffic avoids this intersection, which would reduce the traffic impacts to less than significant.

Response 4-2

The comment notes that transport of heavy construction equipment and/or materials may require over-sized transport vehicles, which would require a Caltrans Permit. The comment also includes a request to schedule heavy-duty truck deliveries during off-peak commuting periods. Section 2.10.2 of the DEIR recognizes that permits and approvals from Caltrans may be required for the proposed project, including the Caltrans requirement for permits for oversized vehicles. Heavy-duty delivery trucks needed during construction of the proposed project are expected to arrive and depart the proposed project site throughout the day and generally avoid peak traffic hours.

Comment Letter No. 5

Comments on the
“Notice of Preparation of Draft Environmental Impact Report
for the Tesoro Los Angeles Refinery Integration and Compliance Project

October 10, 2014

I am chair of the Holy Trinity Peace and Justice Ministry in San Pedro, and we have been concerned for several years about the risks to the area presented by Rancho LPG (butane and propane) at 2110 N. Gaffey Street in San Pedro. This facility has the capacity to store 25 million gallons of butane and 300,000 gallons of propane. The butane comes to them by pipeline from Tesoro and Valero, and some of it returns to these refiners to be blended into gasoline. The balance is hauled out in tank cars and goes out by rail to points unknown. (This is how BP operated, so I'm assuming that Tesoro also operates this way, but I could be wrong. My remarks all presume that Tesoro owns the bulk of the butane stored at Rancho)

5-1

Our concern is with the dangerous nature of LPG, being explosive as a vapor, very flammable, heavier than air, and inextinguishable by ordinary means (like foam) used in refineries. (Foam is not advisable, according to the National Fire Prevention Association, because it increases the rate of vaporization, making a fire worse.)

In addition the Rancho site fails the standards set up by API (American Petroleum Institute) for LPG tankage, API 2510. It fails the setback provisions of 200 feet from any other property, and the five bullet tanks which are designed to store propane are aligned so that, if one were to suffer a BLEVE (boiling liquid expanding vapor explosion) and rupture, the bullet could become airborne and hit an adult or child in the 'Field of Dreams' just south of the Rancho site. **But the worst aspect of the site is that the API standard calls for an impound basin or dike area, which will not function to protect against a release.** If a butane tank releases more than about 0.5 % of its liquid contents, the liquid will rapidly vaporize and expand over 230 times as it does so, and flow out of the impound basin and so escape the site. (It's heavier than air, and so will flow invisibly, following gravity into an adjacent storm drain and down Gaffey Street. It will mix with air at its edges and so become flammable, and subject to ignition from one of the five flames on site or the engine of a passing car.

5-2

The risk management plan which the site was to prepare to comply with Federal law, Emergency Procedures and Community Right to Know (EPCRA), directs each site to assume that the largest tank releases its entire contents, then that volume is subject to a calculation contained in the EPA Guidance, which compares the explosive power to TNT, called TNT-equivalency. This calculation puts the blast-radius at a little over 3 miles, for an area of 28 square miles. This takes in most of the LA Port and part of Long Beach Port. The probability of a tank failure is calculated at 1.2%, using data from the United Kingdom, available on the Internet. That is, of course, just general probability, which is increased by the fact that the Palos Verdes fault lies near the site, that the soil is subject to liquefaction, that the site would be a terrorist draw because of the damage to the Port, that there is no maintenance team on site, that there are only 12 people 24/7 to cover a 20-acre site, and that the personnel didn't know if they were to evacuate or to respond to a release in an emergency, according to a recent EPA citation. Considering all these other factors, it's a mercy that there hasn't been a serious incident yet.

5-3

If you've read this far, you're probably wondering what this has to do with Tesoro's plans. Well, Tesoro solves its problems with high insurance, associated with high risk from the nature of LPG, by sending its butane to Rancho. (And Rancho 'self-insures' but is a 'limited liability corporation', and so could go out of business without hurting its parent company, Plains All American.) So Carson is safer but San Pedro is put at risk.

It makes sense that, as Tesoro reshapes its refineries to work together, and adds tankage, that at least one new tank should be a refrigerated tank, so that it can store its own butane. This would make the whole area safer and is more just. Tesoro apparently expects to increase its processing of butane in its alkylation unit, because it's adding additional rail car unloading as part of the project.

Therefore, we ask that, Tesoro be made to assume its own risk about LPG by keeping its products on its own site. That's what most other refiners do. They could use the move to reduce the general riskiness of the area and so claim a type of credit similar to emission offsets. We would be glad to discuss this with anyone at the District or with Tesoro personnel. Our motive is simply to reduce the likelihood of a terrible accident.

Sincerely,

Connie Rutter
Chair Holy Trinity Peace and Justice
209 N. Hanford St.
San Pedro, CA 90732
310 833 6793

5-4

Responses to Comment Letter No. 5

Holy Trinity Peace and Justice Ministry: October 10, 2014

Response 5-1

This comment identifies concerns regarding Rancho LPG Holdings, which owns the terminal in San Pedro referenced in this letter. The comment provides information on storage of butane and propane at the facility; asserts that Tesoro has a pipeline to this facility, which transports butane; and asserts that Tesoro owns the bulk of the butane stored at the Rancho LPG facility. Rancho LPG is a subsidiary of Plains Midstream Canada, which is a subsidiary of Plains All American Pipeline, LP. The Rancho LP facility is an existing facility that is not owned or operated by Tesoro in any way. Tesoro regularly sells LPG on the open market, however, none of the LPG stored at the Rancho LPG site in San Pedro is owned by Tesoro. Further, the Rancho LPG facility is not part of the proposed project and the proposed project would have no effect on the Rancho LPG facility.

The proposed project does include modifications to the LPG rail unloading rack at the Carson Operations that would unload LPG that is expected to be transported to the Tesoro Los Angeles Refinery from the Tesoro Martinez Refinery. All LPG associated with the proposed project will be stored onsite in existing tanks and will not be stored at the Rancho LPG facility.

Response 5-2

The comment identifies potential hazards associated with LPG and describes conditions at the Rancho LPG facility that may result in severe consequences in the event of an accidental release of LPG. The SCAQMD recognizes the hazards associated with storage and handling of LPG and the DEIR includes an analysis of such impacts from the proposed project at the Carson Operations (see Section 4.3.2.1 of the DEIR). However, the Rancho LPG facility is not a part of the proposed project, is not affected in any way by the proposed project, nor is the facility owned by Tesoro, so an analysis of hazard impacts at the Rancho LPG facility is not appropriate for inclusion in this DEIR.

Response 5-3

The comment provides information regarding risk management plan (RMP) requirements, and makes assertions regarding preparedness of employees at the Rancho LPG facility in the event of an accidental release of an explosive substance. It should be noted that RMPs are provided to the local Certified Unified Program Agency, which is the City of Los Angeles Fire Department for San Pedro. As noted in Responses to Comments 5-1 and 5-2, the Rancho facility is not a part of the proposed project, is not affected in any way by the proposed project, nor is the facility owned by Tesoro.

Response 5-4

The comment requests that Tesoro store LPG on its own site. As indicated in Response to Comment 5-1, Tesoro does store its LPG products onsite and is not expected to store products at the Rancho facility. Further, the additional LPG to be used at the Tesoro Refinery is expected to be transported to the Refinery from the Tesoro Martinez Refinery, not from a third party supplier and will be stored onsite at the Tesoro Refinery.

Comment Letter No. 6



SIERRA
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Palos Verdes - South Bay Group / Angeles Chapter

October 10, 2014

Michael Krause, Program Supervisor
Planning, Rules and Area Sources SCAQMD
mkrause@aqmd.gov

Re: Notice of Preparation (NOP) of Draft Environmental Impact Report (DEIR) for Tesoro Refining and Marketing Company, LLC (Tesoro), Los Angeles Refinery Integration and Compliance Project (Project)

Dear Mr. Krause,

The Tesoro NOP indicates that, in addition to crude oil operations, both the Carson and Wilmington operations involve receiving, processing and transporting liquid petroleum gas (LPG) by ship, truck and railcar and that the Project will involve very significant modifications to storage, processing and transporting LPGs. In particular, regarding LPGs the Project contemplates:

- modifications to the Carson Operations alkylation unit, to process propylene (more volatile than propane) and butylene, including "installation of a propylene chiller and associated piping and instrumentation";
- increased deliveries of approximately 4,000 BPD of Alkylation Unit feedstocks (LPG including propane, propylene, butane, butylene);
- modification of existing LPG rail facilities at either the Carson or Wilmington Operations to accommodate the increase of LPG handling at the refinery to the tune of approximately 10 railcars per day;
- construction of a new PSTU at the Wilmington Operations to condition liquid propane for sale--up to approximately 2,000 BPD--including eight vessels and four pumps to purify recovered propane; and
- changes in the descriptions of the commodities in tanks from specific liquefied gases, such as propane, to more generic terms such as LPG.

6-1

While there is a significant risk of fires, explosions, releases of flammable or toxic materials, or other accidents at the Property or from the processing, storage, transporting, or other handling of petroleum products, in general, the risk is elevated in the case of LPG, resulting in greater potential for injury, lasting health effects, or death to members of the public. LPGs, such as propane and butane, which are stored under pressure and upon tank rupture will vaporize, differ from other petroleum products in that a spill cannot easily be contained. Upon exposure to ambient air temperature, butane, for example, vaporizes and increases in volume 200 times. Being heavier than air, the gas will not dissipate but will travel along the ground, eventually reaching an ignition source and leading to an explosion. Impound basins built to mitigate potential spills are often designed to contain the volume of liquid stored in a tank, but in the case of liquid gas that vaporizes upon exposure to ambient air temperature, increasing 200-fold in volume, an impound basin can be expected to be inadequate mitigation.

In July 2013, explosions at a propane gas plant in Florida underscored the potential dangers to local communities from facilities that store LPG. The Florida plant was relatively small, but the incident there nonetheless critically injured workers and forced an evacuation of the surrounding community.

6-2

In addition to identifying what measures will be put in place to ensure safe processing, storage, transport, and other operations relating to petroleum products, in general, at the Property, the DEIR should 1) identify the elevated risks associated with the processing, storage, transport and other operations related to liquid gases such as butane and propane, in particular, and 2) identify and address any and all storage, transport and other operations offsite that are related to the operations at the Property. It is imperative that the DEIR indicate what will be stored, processed, and transported where and what mitigations will be put in place to address the particular properties of the specific stored, processed, and/or transported materials.

6-3

Given the relatively close proximity of the Property, and Tesoro's activities related thereto, to residences and schools, greater scrutiny is called for relative to projects where facilities are more remote from residences, schools and other sensitive receptors. It is critical that the DEIR address any storage, transport and processing operations of Tesoro related to the operations on the Property that may not be undertaken strictly within the Property boundaries as well. The DEIR must identify who will be the first responders in the event of upset. Will Tesoro rely on the Fire Department and, if so, is the Fire Department trained to respond to LPG accidents on the Property site and off?

The Project description in the DEIR should identify, separately from other petroleum products, any and all LPG storage facilities, transport routes, and/or operations onsite or off that are related to Tesoro Project operations. The DEIR should differentiate LPGs from other petroleum products given the explosive properties of these gases, describing all aspects of Tesoro's LPG storage facilities, including age, identifying environmental impacts including those related to operational safety and those related to a possible natural factor (earthquake, tsunami, severe environmental conditions, etc.), human error, or equipment failure, or terrorist activity with a view to disclosing the possible hazards to the environment and the public of such impacts. The DEIR should fully disclose liability coverage for any and all LPG storage tanks owned, leased, or otherwise used by Tesoro related to its operations on the Property. The DEIR should present mitigation measures Tesoro may undertake in view of the extreme hazards of each particular LPG product.

6-4

The NOP indicates that butane is currently received from rail cars into pressurized tanks for use in the refining process and that the Project would involve increasing the rail cars bringing butane to the Property. The DEIR must address where this butane will be coming from, the route anticipated, and any changes in environmental impacts associated with the increase in butane transport.

6-5

If Tesoro is currently storing butane and/or propane at the Rancho LPG facility at 2110 N. Gaffey St. in San Pedro, for example, that raises specific concerns. If that is the case, the DEIR should disclose that there is considerable public concern regarding the safety of that facility and the risk to nearby schools and residences. If that is the case, the DEIR should analyze the relative hazards and risk to human life associated with storing propane and butane at the Gaffey St location versus on the Property, with consideration given to all relevant factors including tank location relative to fault lines, likelihood of terrorist threat, availability of personnel trained to deal with worst case scenarios, and proximity to schools and residences. The DEIR should disclose that the State Lands Commission is currently reviewing the revocable permit issued by the Port of Los Angeles for a segment of the rail spur that serves the Rancho LPG facility. In addition, the DEIR should identify how the propane and butane stored at the Rancho LPG facility would be transported, in the event the rail spur permit is not renewed in the future. If such transport would be by truck on city streets, the hazards of such transport must be addressed. The DEIR should address the impact of the potential loss of offsite LPG storage to Tesoro's operations and the environmental and potential human impacts associated with changes related thereto due to the ultra-hazardous nature of these materials.

6-6

Sincerely,

/s
Eva Cicoria
Chair, Conservation Committee
Sierra Club Palos Verdes-South Bay Group

/s
Al Sattler
Chair, Executive Committee
Sierra Club Palos Verdes-South Bay Group

Responses to Comment Letter No. 6

Sierra Club, October 10, 2014

Response 6-1

This comment summarizes components of the proposed project associated with LPG, stating: that LPG would be received by ship, truck, and railcar; that modifications to the Carson Operations unit would allow processing more propylene; that there would be increased deliveries of Alkylation Unit feedstocks; that there would be modifications at either the Carson or Wilmington Operations to increase LPG handling; that a new PTSU at the Wilmington Operations would be constructed; and that changes to tank storage commodities would allow more storage of LPG. The comment also identifies some risks associated with processing, storing transporting and handling LPG. Please note that the Refinery currently handles and stores LPG onsite and transports its own LPG to and from the Refinery. The proposed project would allow the Refinery to receive additional LPG by rail (not by ship or truck). With regard to the Alkylation Unit, although it will be modified to process amylenes, its processing capacity will remain unchanged. Modifications do include installation of a propylene chiller and associated piping and instrumentation. As discussed in Section 2.7.3.3 of the DEIR, LPG Rail Car Unloading facilities will be modified at Carson Operations to allow increased deliveries of approximately 4,000 bbl/day of Alkylation Unit feedstocks (LPG including propane, propylene, etc.), which is an increase of about 10 railcars per day at the Refinery. As discussed in Section 2.7.1.5, the proposed project includes construction of a new PSTU to treat approximately 2,000 bbl/day of LPG recovered from the HCU and the CRU-3 at the Wilmington Operations. The proposed project would not involve any changes or physical modifications the LPG storage facilities at the Refinery and all LPG transported to the Refinery would be stored onsite. See Chapter 2.7 of this DEIR for more detailed information on the project description for the proposed project. As required by CEQA, a comprehensive analysis of hazard impacts associated with the new or modified units that are part of the proposed project was conducted and is included in Section 4.3 and Appendix C of the DEIR. The impacts of the proposed project on hazards associated with the Naphtha Isomerization Unit, new crude tanks, SARP, and interconnecting piping were concluded to be significant. A mitigation measure was developed to minimize the significant hazard impacts, which can be found in Section 4.3.3 of this DEIR. The mitigation measure would require: (1) an Emergency Action Plan; (2) compliance with Process Safety Management requirements; and, (3) the development of a Risk Management Plan be prepared prior to the commencement of operations associated with the proposed project.

However, because LPG is currently stored onsite and there are no changes to LPG storage capacity associated with the proposed project, the proposed project would not change the LPG hazards associated with the use and storage of LPG at the Refinery. Any hazards associated with the existing use and storage of LPG is considered to be part of the existing setting (CEQA Guidelines §15125) and is not analyzed as an impact from a proposed project. Because there would be an increase in the number of railcars per day delivering LPG associated with the proposed project, Section 4.3.2.5.2 of the DEIR includes an analysis of the rail transportation hazards associated with the increased transport of LPG and determined that those impacts would

be less than significant. The existing storage is adequate to accommodate the increase in delivered LPG because the delivered LPG will be used in the Wilmington Operations Alkylation unit with minimal storage time.

Response 6-2

The comment describes an LPG explosion at a gas plant in Florida, which resulted in injuries to workers and required evacuation of the local community. The facility in Florida is not associated in any way with the proposed project. Although there are hazards associated with storing LPG, as implied in the comment, the proposed project does not include any changes to LPG storage. Regulations in place that minimize these types of explosions include the federal OSHA regulations that require the preparation and implementation of a Process Safety Management (PSM) Program (40 CFR Part 1910, Section 119) and Title 8 of the California Code of Regulations Section 5189. A PSM that meets the requirements of the regulations will minimize the consequences of a release by requiring employee training, written process safety information, performance of process safety analysis, development of operating procedures; and pre-start up safety review for new facilities. For additional information on the hazards analysis prepared for the proposed project, please see Response to Comment 6-1.

Response 6-3

The commenter requests that the DEIR: identify measures to ensure safe processing, storage, transport of petroleum products; identify elevated risks associated with processing, storage, transport of liquid gases, especially risks to residences and sensitive receptors; identify and address offsite processing, storage and transport risks; identify what mitigation will be put into place to address the properties of products being stored on and off of the Refinery, and identify first responders and their training regarding LPG accidents. With regard to the analysis of all hazards associated with the proposed project and measures to mitigate significant adverse hazard impacts, please see Responses to Comment 6-1 and Section 4.3 of this DEIR. The analysis of hazard impacts in Section 4.3 and Appendix C takes into consideration the location of sensitive receptors as part of the analysis. Please note that a number of laws, rules and regulations are in place that minimize the potential for hazard impacts that must be complied with by the Refinery operators which include the PSM requirements discussed in Response 6-2, Cal OSHA requirements under (8 CCR Sections 337-240), California Accident Release Prevention Program (19 CCR Division 2, Chapter 4.5), Hazardous Materials Management Act (California Health and Safety Code Division 20, Chapter 6.95), among others (see Section 3.3.6 and Section 4.3 of the DEIR for comprehensive lists of laws, rules and regulations). As indicated in the NOP/IS (see Chapter 2, Section XIV – Public Services, page A-93), in the event of an emergency, both Carson and Wilmington Operations at the Refinery have trained 24-hour emergency response teams, fire-fighting equipment including fire engines and foam pumper trucks or trailers, and manual and automatic fire suppression systems for flammable and combustible materials. Consequently, the Refinery emergency response teams would be the first responders and additional responders include the City of Los Angeles and County of Los Angeles Fire Departments. Tesoro conducts training operations with both fire departments on an annual basis so that emergency responders are familiar with potential emergency events at the Refinery.

Response 6-4

This comment requests that the project description in the DEIR identify LPG storage facilities, transport routes, and/or operations onsite separate from other petroleum products; differentiate risks between LPG and other petroleum products; describe all aspects of Tesoro's LPG storage facilities, including age; identify operational safety hazards from natural disasters, human error, equipment failure, and terrorist activity; disclose liability coverage for all LPG storage tanks owned or leased by Tesoro; and identify mitigation measures. The description of the proposed project in Chapter 2 of this EIR complies with all relevant requirements in CEQA Guidelines §15124 regarding what should be included in a project description. In addition to providing a detailed description of the proposed project, Chapter 2 also includes information on existing refinery operations. As noted in Response to Comment 6-1, the proposed project would not change the storage or handling of LPG at the Refinery, so there is no requirement to describe all aspects of Tesoro's LPG storage facilities (e.g., the age of the storage tanks) as modifications to these facilities are not part of the proposed project. Therefore, hazard impacts associated with the proposed project were not required to be analyzed for LPG storage, but hazard impacts from railcar transport and unloading of LPG were analyzed and for both scenarios and potential hazard impacts from the proposed project were concluded to be less than significant. Further, all LPG associated with the proposed project will be stored onsite in existing tanks and will not be stored at offsite facilities. Consideration of liability coverage is not a topic that is required to be analyzed in a CEQA analysis. The analysis of potential hazard impacts uses worst-case assumptions to determine the potential consequences of a hazardous materials release, irrespective of the cause of the release (e.g., human error, equipment failure, sabotage, terrorism, natural disaster, or civil uprising). For additional information regarding the analysis of potential hazard impacts from the proposed project and mitigation measures, please see Response to Comment 6-1 and Section 4.3 of the DEIR.

Response 6-5

The commenter asserts that the proposed project would increase the transport of railcars bringing butane to the refinery and requests that the DEIR identify where the butane will be coming from, the route, and (hazard) impacts from increased butane transport. Butane is one of several hydrocarbons that comprise LPG. LPG associated with the proposed project would be transported to the Tesoro Refinery from the Tesoro Martinez Refinery in the Bay Area. No additional train trips would be required to transport the LPG. Instead it is expected that up to 10 additional railcars carrying LPG would be coupled to existing trains, so no changes in LPG railcar transport routes are expected. Please see Section 4.3.2.5.2 of the EIR for a discussion of the existing rail routes in California (Martinez to Barstow to Wilmington). Please see Response 6-1 regarding storage of LPG. See Section 4.3 and Appendix C of the DEIR for analysis of all hazards which could be associated with the proposed project modifications. Mitigation measures have been provided in the DEIR as the proposed project has the potential for significant adverse hazard impacts (see Section 4.3 of the DEIR).

Response 6-6

The commenter questions whether Tesoro is currently storing butane and/or propane at the Rancho LPG facility in San Pedro and, if this is the case, the DEIR should evaluate a number of impacts and other issues associated with the facility. See Response to Comments 5-1 for information regarding the Rancho LPG facility. Please note that Tesoro does not own Rancho LPG nor does Tesoro own any of the LPG stored at the Rancho LPG facility. As previously noted, the proposed project does not include storage of any hydrocarbon products at the Rancho LPG facility.

Comment Letter No. 7

Via e-mail and fax

October 10, 2014

SAN PEDRO AND PENINSULA HOMEOWNERS COALITION
P.O. BOX 1106
SAN PEDRO, CA 90733

310-548-4420

To: Mr. Michael Krause, Program Supervisor, SCAQMD

COMMENTS ON N.O.P. OF DRAFT E.I.R.

Project Title: Tesoro Refining &Marketing Company, LLC
Los Angeles Refinery Integration and Compliance Project

Dear Sir,

I am President of the San Pedro and Peninsula Homeowners Coalition. We are a group of eleven Homeowners Associations representing several thousand homeowners in the San Pedro and P.V. area.

While we welcome any improvements in the Tesoro facility that will improve local air quality we have several concerns about this project and the N.O.P. that has been prepared for it.

First we are concerned that there seems to be no provision in the Project Description for proper long term on site storage of all LPG that will be generated by the upgraded Tesoro facility. It appears that the plan is to transfer LPG generated at the facility to the Rancho LPG facility at 2110 N Gaffey St., San Pedro. This transfers the dangers and liabilities of above ground storage of large quantities of LPG from an industrial area to a facility located near homes, schools and businesses. We are opposed to this. The refineries should be upgraded to be able to store their own LPG as part of this project.

The Rancho LPG facility is known to be a very hazardous facility due to its location and lack of an API Standard impound basin. Our group endorses and wishes to include by reference to our Comments, the Comments by Ms Connie Rutter dated Oct 10, 2014 which have been submitted to your office. Ms. Rutter is a member of our group and a retired petroleum industry safety professional.

We note in the NOP Table 2-3 "Major Active or Potentially Active Faults in Southern California" This table lists the Palos Verdes Fault, as capable of generating a 7.0

7-1

7-2

“Maximum Credible Earthquake”. Unfortunately the Rancho facility is located either in the liquefaction zone or on the actual rupture zone of the Palos Verdes Fault. We note from table 2-3 that the “Maximum Credible Earthquake” from the Northridge Fault is “only” 6.7 and yet we all remember how devastating the Northridge Quake of 1994 was.

We are asking you to consider making the situation a bit less deadly by providing in the project that Tesoro generated LPG does not have to be stored at Rancho.

We note and appreciate in the N.O.P. your discussion of the potential earthquake hazard posed by the Palos Verdes Fault (p 2-30 and 2-31): “...this fault is capable of producing strong to intense ground motion and ground surface rupture.” Our community has been falsely reassured for years by Ranchos commercial interests that there is no real danger of earthquake rupture of their storage tanks.

We ask you, to include in your evaluation of this Project to consider the potential increased health and safety hazards posed by the project to our communities if Tesoro generated LPG is to be stored at Rancho.

In Section VII.c) we note the assertion that “The proposed Project is not expected to impact school sites from handling hazardous materials or wastes.” Our counter-assertion is that the proposed Project WILL affect school sites if ANY LPG , or butane are to be transported to the RANCHO site and stored there. (nearby Taper Ave Elementary School and others.) We ask you to analyze this potential impact as part of the EIR. We request that you analyze this as a “Potentially Significant Impact”.

We note that the Proposed Project is adjacent to the Dominguez Channel. The Dominguez Channel drains directly into navigable waterways and may itself be a navigable waterway. Because of this, we wonder if the US Army Corps of Engineers (USACOE) should be involved in the evaluation and approval process for the project? Do we also need an EIS here? We request you contact USACOE to clarify these issues. Please document in the EIR the results of any contact with the USACOE regarding this matter.

The Project Description (1.4) asserts that there will be no increase in throughput at the refinery due to the Project. This information has apparently been provided by the Tesoro business interests. We wonder what assurances an apprehensive public and concerned decision makers have that this will actually prove to be true? What if by some circumstance in the future the actual throughput and the associated increased environmental impacts somehow increases after this project is operational? This scenario would render the analysis done in the EIR invalid and defeat the purpose of the CEQA process.

7-2
cont.

7-3

7-4

7-5

There should be a cap on throughput specified in the EIR with definite enforceable remedies provided if that cap is somehow exceeded in the future without further environmental impact analysis.

7-5
cont.

Will there be provisions in the EIR for a definite Mitigation Monitoring and Reporting Program? We insist that there should be such a program, and the results publicly available.

7-6

We are categorically opposed to the use of “overriding considerations in the approval of projects including this one.

Thank you for this opportunity to comment on this NOP.

Sincerely,

John G. Miller MD, FACEP
President, San Pedro and Peninsula Homeowners Coalition

Responses to Comment Letter No. 7

San Pedro and Peninsula Homeowner Coalition: October 10, 2014

Response 7-1

The commenter identifies his organization and incorrectly assumes that LPG from Tesoro will be stored at the Rancho LPG facility in San Pedro; expresses concerns regarding hazards from the Rancho LPG facility; and requests comments by Ms. Connie Rutter be incorporated by reference into this comment letter. The project description in the NOP/IS accurately characterized the project being proposed by the Tesoro Refinery. A more comprehensive project description can be found in Chapter 2, Section 2.7 of this DEIR. The project description of the proposed project in this DEIR complies with all relevant project description requirements in CEQA Guidelines §15124. All LPG associated with the proposed project will be stored onsite in existing tanks and will not be stored at the Rancho LPG facility. For additional information see Responses to Comments 5-1 and 6-1. With regard to comments submitted by Ms. Rutter, please see Letter #5 Responses to Comments.

Response 7-2

This comment notes that the Rancho facility is located either in a liquefaction zone or on the Palos Verdes Fault; requests that the proposed project not include storage at the Rancho LPG facility; and evaluate hazard impacts at the Rancho LPG facility. Because the Rancho LPG facility is not affiliated with the Tesoro Refinery or part of the proposed project in any way, analysis of hazards at that facility is not appropriate for inclusion in this DEIR. Please see Response to Comment 7-1. See also Section 4.3 and Appendix C of the DEIR for analysis of hazards potentially associated with the proposed project modifications.

Response 7-3

The comment notes that hazard impacts from the Rancho facility could adversely affect the Taper Elementary School. Please see Responses to Comments 7-1 and 7-2. See Section 4.3 and Appendix C of the DEIR for analysis of hazards potentially associated with the proposed project modifications, including impacts on all adjacent land uses.

Response 7-4

The comment notes that portions of the Refinery are adjacent to the Dominguez Channel and wonders if the U.S. Army Corps of Engineers should be involved, whether an EIS is required, and requests that the U.S. Army Corps of Engineers be contacted to clarify these issues. The proposed project would not include any physical modifications to the Dominguez Channel and would not include any impacts to other navigable waterways. Therefore, no permits from the U.S. Army Corps of Engineers are required as part of the proposed project and preparation of an EIS is not required, as no federal permits are required.

Response 7-5

The comment notes that the project description in the NOP/IS states there will be no increase in Refinery throughput; requests a cap on throughput be included in the DEIR; and requests identification of remedies in the event that the throughput cap is exceeded. Subsequent to release of the NOP/IS the proposed project was modified for the following reason. An application to revise the permit description of H-100 heater to conform to SCAQMD/Industry standards was submitted in early 2014, independent of the proposed project. It was assumed at that time that modifying the existing equipment permit description to conform with its rated capacity would be a minor permit modification. As a result, this permit modification was not included or described in the NOP/IS. Upon further review, it was concluded that this change could create potential adverse environmental impacts that would likely occur simultaneously with the proposed project. Although changes to the permit description for heater H-100 do not rely on the proposed project to occur nor does the proposed project rely on changes to the permit description to occur, because each project would occur simultaneously, the SCAQMD required that impacts of the H-100 permit modification be included in the environmental analysis of the proposed project.

Specifically, as part of the proposed project, the existing equipment description of the Fresh Feed Heater H-100 will be revised to conform to SCAQMD/Industry standards. The description will be changed from the 'design heat release' basis (252 mmBtu/hr) to the industry standard 'maximum heat release' basis (302.4 mmBtu/hr). No physical modifications will be made to the heater. The maximum heater firing capability will remain unchanged. The number of burners (36) and the maximum heat release (8.4 mmBtu/hr) of each burner in the heater will remain the same. Please see Section 2.7.1.3 of the DEIR for a more comprehensive description of this portion of the proposed project.

This revision to the heater equipment description has the potential to increase the crude oil throughput to the Refinery by up to two percent (or up to 6,000 bbl/day). The increased heat release from the H-100 heater and/or increased crude oil throughput is anticipated to occur once the modified permit is issued. Therefore, the DEIR evaluated an increase in crude throughput of up to 6,000 bbl/day.

As discussed in the DEIR Section 2.5.4.1, the total crude oil rate capacity for the Los Angeles Refinery is 363,000 barrels per day (bbl/day). The crude oil rate for Wilmington Operations is primarily constrained by Crude Unit and DCU feed heater duty conditions described in the existing SCAQMD permit. Therefore, the Wilmington Operations is heat limited in its ability to process additional crude oil. The Carson Operations crude rate is constrained by physical limitations of the equipment, including heater duty and pump/piping capacity limitations. In order to increase crude oil processing rate at Carson Operations, physical modifications to the heaters, pumps and piping would have to be made and the appropriate permits would need to be obtained. No such modifications are included as part of the proposed project. Other than the potential increase in crude throughput of up to 6,000 bbl/day, which is analyzed in the DEIR as part of the proposed project, no other increase in crude throughput is expected.

Crude oil throughput of the Refinery can only increase by a relatively small amount unless other modifications are made to the units that initially process the crude oil, such as the Crude Units or the DCU as described above in Section 2.5.4.1.

Response 7-6

The commenter requests that a mitigation monitoring program be prepared for the proposed project and that his organization is opposed to the use of overriding considerations in the approval of projects including the proposed project. Because significant adverse impacts were identified and mitigation measures imposed, a mitigation monitoring program is required per CEQA Guidelines §15097 for any mitigation measures imposed as part of the DEIR. Reporting requirements for the mitigation monitoring program will be made available to the public by uploading it to the SCAQMD's website or upon request if the Final EIR for proposed project is certified by the SCAQMD's decisionmaking body. Although the commenter opposes using overriding considerations when approving projects, the CEQA Guidelines §15093 specifically includes provisions for preparing a statement of overriding considerations when approving a project with significant environmental impacts. Indeed, CEQA Guidelines §15093 requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable." Ultimately, it is up to the decisionmaking body of the lead agency whether or not to approve a project with significant environmental impacts based on the statement of overriding considerations required by CEQA.

Comment Letter No. 8

From: det310@juno.com
Sent: Friday, October 10, 2014 10:53 AM
To: Michael Krause
Subject: Comments - Tesoro's Notice of Preparation of Draft Environmental Impact Report

SAN PEDRO PENINSULA HOMEOWNERS UNITED, INC.

Post Office Box 6455, San Pedro, CA 90734

sphomeunited@gmail.com – Fax: (310) 548-4255

Comments on the
Notice of Preparation of Draft Environmental Impact Report
For Tesoro Los Angeles Refinery Integration and Compliance Project
October 10, 2014

I am the president of San Pedro Homeowners United, which represents more than 2,000 homeowners in the North San Pedro neighborhood, adjacent to the Rancho LPG tank farm at 2110 North Gaffey Street.

We understand that Tesoro currently stores its excess LPG at this facility. We have been living in the shadow of the potential catastrophic disaster that the Rancho facility represents for more than 40 years.

This project should include expanding the storage capacity large enough to hold all of the LPG, particularly butane, on site in Carson thereby reducing the inherent risk now existing to San Pedro and surrounding communities. By transferring their excess LPG to Rancho, Tesoro reduces their insurance problem related to the 'high risk' factor associated with LPG. So, while Carson becomes safer, San Pedro is put at unacceptable risk. Meanwhile, Rancho, 'self-insures' as a 'limited liability corporation' and as such could simply walk away without hurting Plains All American, its Parent Company

Rancho's storage capacity of 25 million gallons of butane and 300,000 gallons of propane is located in an earthquake rupture zone and on methane and liquefaction zones. EPA Guidance, which compares explosive power to TNT, calculates the blast radius at a little more than 3 miles for an area of 28 square miles, impacting 28,000 lives and encompassing most of the Port of L.A. and a portion of the Port of Long Beach, the economic engines of the area, if not the Nation. Adding the terrorist factor to the issue increases the probability factor of an event the likes of which is beyond comprehension. Rancho cannot be made safe because it is obviously inappropriately located and the vulnerability of its huge volume of LPG. Today those factors would not allow Rancho to be built at its current location.

It makes sense that, as Tesoro reshapes its refineries to work together and adds tankage, that at least one new tank should be a refrigerated tank, so that it can store its own butane. This would make the whole area safer and is more just. Tesoro apparently expects to increase its processing of butane in its alkylation unit because it's adding additional rail car unloading as part of the project.

Therefore, we ask that Tesoro be made to assume its own risk about LPG by keeping its products on its own site. That's what most other refiners do. They could use the move to reduce the general riskiness of the area and so claim a type of credit similar to emission offsets. We would be glad to discuss this with anyone at the District or with Tesoro personnel. With your cooperation and support we will reduce the probability of a very serious incident.

Sincerely,
/s/
Chuck Hart, President
San Pedro Peninsula Homeowners United, Inc.
1027 Statler Street
San Pedro, CA 90731-1134

8-1

8-2

8-3

Responses to Comment Letter No. 8

San Pedro Peninsula Home Owners United, Inc.: October 10, 2014

Response 8-1

In this comment, the commenter identifies his organization and then asserts that: Tesoro stores LPG at the Rancho LPG facility in San Pedro and that the proposed project includes storing butane at the Rancho LPG facility. The Rancho LPG facility is not owned by Tesoro. Tesoro regularly sells LPG on the open market, however, none of the LPG stored at the Rancho LPG site in San Pedro is owned by Tesoro. Additionally, the Rancho LPG facility is not a part of the proposed project. All LPG associated with the proposed project will be stored onsite in existing tanks and will not be stored at the Rancho LPG facility. See Responses to Comment 5-1 for additional information regarding the Rancho LPG facility and Response to Comment 6-1 regarding the handling and storage of LPG at the Refinery.

Response 8-2

This comment identifies potential hazard impacts at the Rancho LPG facility and requests that the proposed project include construction of one new refrigerated tank onsite for storing butane. With regard to storing LPG, see Responses 6-1 and 8-1. The proposed project would not involve any changes physical modifications the LPG storage facilities at the Refinery and all LPG transported to the Refinery would be stored onsite. See Chapter 2.7 of this DEIR for more detailed information on the project description for the proposed project. Tesoro does not own Rancho LPG or any of the LPG stored at the Rancho LPG facility. Further, the Rancho LPG facility is not part of the proposed project.

Response 8-3

In this comment, the commenter requests that Tesoro store LPG on its own site. With regard to LPG storage, please see Response to Comment 8-1.

Response to Comment Letter Nos. 9 through 87

Response to Comment Letters 9 through 87:

Comment Letters 9 through 87 express support for the proposed project but provide no comments on the NOP/IS or the content of the DEIR, therefore, no responses to the comment letters are required.

Comment Letters No. 9 through 87

September 22, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and resident of Huntington Beach, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

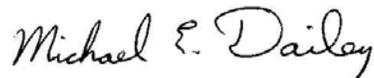
As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,



Michael E. Dailey
19692 Stern Lane
Huntington Beach, CA 92648

Tesoro Los Angeles Refinery Integration and Compliance Project

September 22, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and resident of Corona, California, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,



Dominic DiCarlo
23529 Aquacate Rd
Corona, CA 92883
dominicedicarlo@hohtmail.com
909-645-6090

Monday, September 22, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and resident Westminster, CA, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,



Robert F. Lamm
13652 Fordham Street
Westminster, CA 92683

September 23, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and resident of Palos Verdes Estates, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,



Lisa Grnja
4016 Via Solano
Palos Verdes Estates, CA 90274

September 22, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and a resident of Long Beach, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live and/or work in the Carson, Wilmington and Long Beach communities.

As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,



Nancy Imbery
4125 Linden Ave
Long Beach, California 90807

September 22, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As a contractor of Tesoro's Los Angeles Refinery and resident of Gardena, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

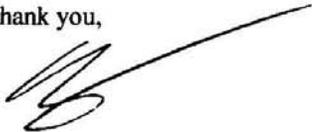
As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,



Ronald Lacy
195 Ruby Court
Gardena, California 90248

September 22, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of the Tesoro Los Angeles Refinery and resident of San Pedro, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington, San Pedro and Long Beach communities.

As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery - very important for Southern California.
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor. I have worked at this refinery for 10 years. This job has provided me and many others good jobs and the means to purchase a house in the area and support the local economy. I believe that Tesoro has been transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the upgrades Tesoro plans to make to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,



John J. Smith
2608 S. Anchovy Ave
San Pedro, CA 90732

September 22, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and resident of Long Beach, CA, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,



Raimundo R. Stenico
2625 Ladoga Ave
Long Beach, CA 90815

September 22, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and resident of Long Beach, CA, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

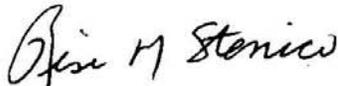
As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,



Rise M. Stenico
2625 Ladoga Ave
Long Beach, CA 90815

09/30/2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and resident of Bellflower, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,

Josue Medina
13726 Woodruff Ave
Bellflower, CA. 90706

20316 Gomero Circle
Carson, CA 90746

September 23, 2014

South Coast Air Quality Management District
Mr. Michael Krause, Program Supervisor
21865 Copley Drive
Diamond Bar, CA 91765-4182

Dear Mr. Krause,

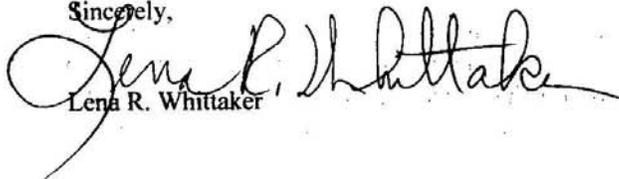
I am writing this letter in support of the Tesoro Los Angeles Refinery Integration and Compliance project (LARIC).

As a resident of Carson for nearly 30 years and an active member of the community, I appreciate the strong commitment and support Tesoro has demonstrated toward our community. Very few businesses get involved and truly make a difference for our families. We are fortunate to have a community-minded and caring neighbor like Tesoro Los Angeles Refinery.

I understand that Tesoro will invest over \$250 million dollars in refinery upgrades that will help reduce refinery emissions, while gaining operating efficiencies through more reliability, along with bringing many needed jobs to the area. Additionally, Tesoro has been a good neighbor as they work with the community members to promptly address any concerns regarding environmental and safety issues. This is truly a win-win project for all of us who live and work in the community.

It is for this reason that I support the LARIC and urge the AQMD to review the necessary permits in a timely manner to allow Tesoro to move forward with this project.

Sincerely,


Lena R. Whittaker

September 22, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and resident of Pomona, CA, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

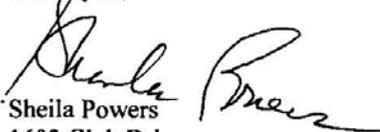
As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,


Sheila Powers
1603 Club Drive
Pomona, CA 91768

September 22, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and resident of Orange County, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,



Michael DePasquale
8236 E. Woodwind Avenue
Orange, CA 92869

September 22nd , 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and resident of Pasadena , California , I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,



Norman S. Richardson

September 22, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and resident of Anaheim, CA, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,



Roxanne Wood
900 S. Cornwall Drive
Anaheim, CA 92804

September 23, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and resident of Corona Ca, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,



Mike Hendrickson
1775 Taylor Ave
Corona Ca 92882

9/24/14

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and resident of Long Beach CA, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

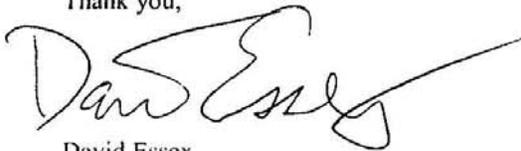
As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

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- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,



David Essex
4317 E. Vermont St
Long Beach, CA
90814

Tesoro Los Angeles Refinery Integration and Compliance Project

September 24, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and resident of Huntington Beach, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,



Kris W. Turk
20672 Goshawk Lane
Huntington Beach, CA 92646
(714) 960-8237

09/22/2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and resident of Cypress, Ca, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
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- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,



Michelle Blumberg
5398 Vista Fortuna
Cypress, Ca 90630

9/22/14

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and resident of Rancho Palos Verdes, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,



Denis Kurt
3226 Dianora Drive
Rancho Palos Verdes, CA
90275

Sep. 22, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and resident of Redondo Beach, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

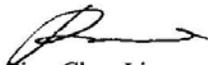
As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,


Ping-Chau Liao
2107 Plant Ave, Unit B
Redondo Beach, CA 90278

Tesoro Los Angeles Refinery Integration and Compliance Project

September 22, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and resident of the South Bay Area, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,



John Shao
2350 E. 223rd Street
Carson, CA 90810

9-24-2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and resident of Brea, CA, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

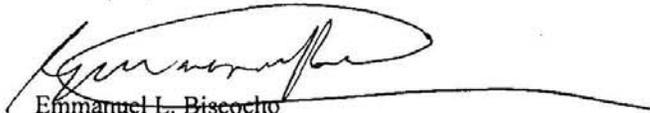
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- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
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- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,


Emmanuel L. Biscocho
405 Union Pl
Brea, CA 92821

Tesoro Los Angeles Refinery Integration and Compliance Project

September 24, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and resident of Huntington Beach in Southern California, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,



Hirofumi Kono
9812 Saline Drive
Huntington Beach, CA 92646

September 24, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and resident of Anaheim and a property owner in Lakewood, I appreciate Tesoro's demonstration of a strong commitment to safe, reliable, and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us living and/or working in the Carson, Wilmington, and Long Beach communities and surrounding neighborhoods.

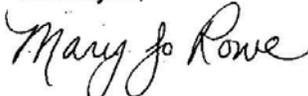
As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
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- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations, while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,



Mary Jo Rowe
2832 W. Elmlawn Drive
Anaheim, CA 92804

Mary Jo Rowe – Property Owner
20110 Brenda Court
Lakewood, CA 90715

Tesoro Los Angeles Refinery Integration and Compliance Project

September 24, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and resident of City of Cerritos, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,



Allen Tran
13762 Darvalle Street
Cerritos, CA 90703

September 24, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

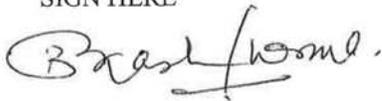
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- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,

SIGN HERE



Bikash Sharma
6772 Fleuve Circle
Corona, CA 92880



September 22, 2014

South Coast Air Quality Management District
Mr. Michael Krause, Program Supervisor
21865 Copley Drive
Diamond Bar, CA 91765-4182

We are writing in support of the Tesoro Los Angeles Refinery Integration and Compliance project (LARIC). As a non-profit we appreciate the fact that Tesoro demonstrates a strong commitment to our community.

It is for this reason that we support the efficiency upgrades Tesoro will be making to the refinery that will help to make our families and neighborhood safer. This project is a win-win for all of us that live and work in the community.

We understand that Tesoro will invest over \$250 million dollars in refinery upgrades that will help reduce refinery emissions, while gaining operating efficiencies through more reliability, along with bringing many needed jobs to the area. Additionally, Tesoro has been a good neighbor, working with community members to promptly address any concerns regarding environmental and safety issues.

We believe both Tesoro and the AQMD have made an excellent effort to keep the community informed of this project, and urge the AQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward with this project.

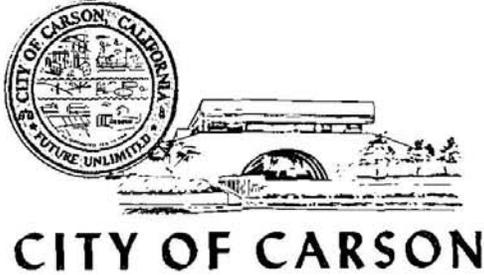
If you would like to talk further, please don't hesitate to contact me at 310-217-4590 or email at wogan@carsonchamber.com

Thank you,

A handwritten signature in black ink that reads 'John Wogan'.

John Wogan
President

OFFICE OF THE MAYOR



October 1, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance project (LARIC). As a municipality, the City of Carson appreciates the fact that Tesoro demonstrates a strong commitment to our community.

It is for this reason that I support the efficiency upgrades Tesoro will be making to the refineries that will help to make our families and neighborhoods safer. This project is a win-win for all of us that live and work in the community.

I understand that Tesoro will invest over \$250 million dollars in refinery upgrades that will help reduce refinery emissions, create operating efficiencies through greater reliability, and bring much-needed jobs to the area. Tesoro has been a good neighbor, working with community members to promptly address any concerns regarding environmental and safety issues.

I believe both Tesoro and the AQMD have made an excellent effort to keep the community informed of this project, and urge the AQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward with this project.

Thank you,

A handwritten signature in cursive that reads "Jim Dear".

Jim Dear
MAYOR



FOR YOUTH DEVELOPMENT
FOR HEALTHY LIVING
FOR SOCIAL RESPONSIBILITY

October 1, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

We are writing in support of the Tesoro Los Angeles Refinery Integration and Compliance project (LARIC). As a not-for-profit organization serving over 34,000 people annually, we value our intense partnership with Tesoro and their support of cause-driven YMCA programs and services. Very few businesses and their employees get involved in such a deep meaningful way with their community, and make a direct impact with children and families.

The Fairfield YMCA as an example has been practically adopted by Tesoro and the members of Tesoro's leadership team. They have provided professional volunteer leadership as well as valuable sustaining support that have helped ensure critical programs desperately needed in the economically challenged neighborhoods of this service area.

We support Tesoro's effort to make efficiency upgrades to the refinery that will help make our families and neighborhood safer. This project is a win-win for all of us that live and work in the community.

Tesoro has been a good neighbor, working with community members to promptly address any concerns regarding environmental and safety issues. We understand that Tesoro will invest over \$250 million dollars in refinery upgrades that will help reduce refinery emissions, create operating efficiencies through greater reliability, and bring much-needed jobs to the area.

We believe both Tesoro and the Air Quality Management Agency have made an excellent effort to keep the community informed of this project, and sincerely urge the AQQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward with this project.

Sincerely,

Alfredo Velasco
President & CEO
YMCA of Greater Long Beach

YMCA OF GREATER LONG BEACH
P.O. Box 90995, Long Beach CA 90809
P 562 279 1700 F 562 279 1705 www.lbymca.org



LOS ANGELES AREA
CHAMBER OF COMMERCE

October 2nd, 2014

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

Re: SUPPORT – Tesoro Los Angeles Refinery Integration and Compliance Project (“LARIC”)

Dear Mr. Krause:

I write on behalf of the Los Angeles Area Chamber of Commerce (“Chamber”) to express our support for Tesoro’s LARIC Project (“Project”). The Chamber is the largest business association in L.A. County. We represent more than 1,650 member companies that collectively employ more than 650,000 people. Many of our member companies, especially those in the goods movement, trade, energy or manufacturing sectors, depend on the diverse fuels produced at the Carson and Wilmington refineries (“refineries”) to produce their products, operate their facilities, or provide their services. Therefore, our organization and members will be directly impacted by the outcome of the Project.

The Chamber has carefully reviewed the South Coast Air Quality Management District’s Notice of Preparation and Initial Study (“NOP/IS”) for the Project and we believe the proposed integration of the two refineries will provide both economic and environmental benefits for the L.A. region. In addition to providing Tesoro with operational efficiency gains, which will in turn provide significant economic benefits for consumers and businesses in our region, the Project will also lead to fewer emissions. As noted in the NOP/IS, “construction and operation of the proposed project is not expected to: generate significant adverse impacts to the applicable 2012 Air Quality Management Plan; conflict with or diminish an air quality rule or future compliance requirement, policy, or regulation adopted for the purpose of reducing emissions; or create objectionable odors.” In fact, according to the NOP/IS, the LARIC is expected to “substantially reduce greenhouse gases, sulfur oxide, nitrogen oxides, carbon monoxide, and particulate matter emissions.”

We believe based on the aforementioned reasons that the LARIC Project will benefit L.A. residents, businesses, and consumers, and improve our regional air quality. Furthermore, we would like to commend Tesoro for offering to make this significant investment in one of our region’s most critical economic assets, and for continuing to work with community members in the Harbor area to address any concerns they may have regarding the Project’s environmental or safety impacts.

Sincerely,

A handwritten signature in black ink that reads "Gary Toebben".

Gary Toebben
President & CEO



October 6, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance project (LARIC). Sharefest appreciates the fact that Tesoro demonstrates a strong commitment to our community.

It is for this reason that we support the efficiency upgrades Tesoro will be making to the refinery that will help to make our families and neighborhoods safer. This project is a win-win for all of us that live and work in the community.

We understand that Tesoro will invest over \$250 million dollars in refinery upgrades that will help reduce refinery emissions, create operating efficiencies through greater reliability, and bring much-needed jobs to the area. Tesoro has been a good neighbor, working with community members to promptly address any concerns regarding environmental and safety issues.

We believe both Tesoro and the AQMD have made an excellent effort to keep the community informed of this project, and urge the AQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward with this project.

Thank you,

Chad Mayer
Executive Director
chad@sharefestinc.org



LOS ANGELES UNIFIED SCHOOL DISTRICT
Educational Service Center, South

Avalon High School
1425 North Avalon Boulevard
Wilmington, California 90744
Phone: 310 549-2112. fax: 310 549-3287

Dr. John E. Deasy
Superintendent of Schools

Dr. Robert Bravo
Instructional Area Superintendent
ESC South

Dr. Monica Fiello
Principal

October 6, 2014

Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, California 91765

Dear Mr. Krause:

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance project (LARIC). As the principal of a continuation high school in Wilmington, I appreciate Tesoro's strong commitment to our community. Tesoro has been a partner of Avalon High for many years, offering opportunities for our students through internships in the Summer Youth Program and through college scholarships. We are limited in resources to provide enrichment to our students, and the contribution of the Tesoro Corporation and its employees cannot be overpraised.

I support the efficiency upgrades Tesoro will be making to the refinery that will help make our families and neighborhoods safer. I understand that these upgrades will help reduce refinery emissions, create operating efficiencies through greater reliability, and bring much-needed jobs to the area. Many of my students' parents work at the Port of Los Angeles in the oil refining industry. I am pleased with the commitment Tesoro is making by investing in these upgrades, because it signifies that they plan to keep their local operations going into the future.

Overall, the Tesoro Corporation has been a good neighbor in the Wilmington community, and I believe both the company and the AQMD have made strong efforts to keep the community informed of this project. I urge the AQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward with this project.

Respectfully,

Monica M. Fiello, Ed.D.
Principal

Tesoro Los Angeles Refinery Integration and Compliance Project



Los Angeles Unified School District
Educational Service Center South
HARRY BRIDGES SPAN SCHOOL
1235 Broad Avenue
Wilmington, California 90744
(310) 522-5400 Fax (310) 835-1575

John E. Deasy, Ph.D.
Superintendent of Schools

Dr. Robert Bravo
ESC South, Superintendent

Lou Mardesich
Principal

October 3, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

Harry Bridges School is writing in support of the Tesoro Los Angeles Refinery Integration and Compliance project (LARIC). As a community based school, we appreciate the fact that Tesoro demonstrates a strong commitment to our community.

I support the efficiency upgrades Tesoro will be making to the refinery that will help to make our families and neighborhoods safer. We understand the project will reduce the current emissions being generated by both facilities. In addition, there will be modernized technology that will enhance safety. This project will improve the current conditions for all of us that live and work in the community.

We understand that Tesoro will invest over \$250 million dollars in refinery upgrades that will help reduce refinery emissions, create operating efficiencies through greater reliability, and bring much-needed jobs to the area. Tesoro is consistently proactive in advising us of any issues on site.

We believe both Tesoro and the AQMD have made an excellent effort to keep the community informed of this project, and urge the AQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward with this project.

Thank you,

Sincerely,

A handwritten signature in blue ink that reads "Lou Mardesich".

Lou Mardesich
Principal

Appendix A

Los Angeles Unified School District – ESC South
Wilmington Park Elementary School
1140 Mahar Avenue, Wilmington, CA 90744
(310) 518-7460 Fax (310) 830-8716



Dr. John Deasy
Superintendent of Schools
Dr. Robert Bravo
Instructional Area Superintendent
Dr. James Noble
Operations Area Superintendent
Adriana M. Nakano
Principal

October 8, 2014

Mr. Mike Krause
SOUTH COAST AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

On behalf of Wilmington Park Elementary School, I am writing you to support the Tesoro Los Angeles Refinery Integration and Compliance project (LARIC). For many years, Tesoro has been a dependable community partner to Wilmington Park School, and Tesoro has consistently provided our staff and our students' families with timely information regarding its refinery operations.

For this reason, we support the efficiency upgrades that Tesoro proposes to implement as part of LARIC. We understand that Tesoro will invest over \$250 million in refinery upgrades that will help reduce refinery emissions, create operating efficiencies through greater reliability, and bring jobs to our community. Tesoro has been a good neighbor to Wilmington Park Elementary, working with our school and community members to promptly address any concerns regarding environmental and safety issues.

We believe both Tesoro and the AQMD have made an excellent effort to keep the community informed of this project, and urge the AQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward with this project.

Best regards,

Adriana M. Nakano
Principal

AMN:js



www.gangfree.org

Gang Alternatives Program

309 W. Opp Street
Wilmington, CA 90744

888-293-9323

October 6, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

As Executive Director of a Wilmington-based nonprofit that has served the community for nearly 30 years, I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance project (LARIC). As a source of jobs, community engagement, and local support, Tesoro demonstrates a strong commitment to our community.

Among the many things our nonprofit does, we understand the constant need within the community for more jobs and a cleaner environment. LARIC is a complement to both of those. I support the efficiency upgrades Tesoro will be making to the refinery that will help to make our families and neighborhoods safer. This project is a win-win for all of us that live and work in the community.

Tesoro will invest over \$250 million dollars in refinery upgrades that will help reduce refinery emissions, create local jobs, and increase operating efficiencies through greater reliability. Tesoro has been a good neighbor, working with community members to promptly address concerns regarding environmental and safety issues.

Tesoro and the AQMD have made an excellent effort to keep the community informed of this project. I urge the AQMD to review and issue the necessary permits to allow Tesoro to move forward with this needed project.

Best regards,

A handwritten signature in black ink, appearing to read 'Douglas L. Semark', is written over a horizontal line.

Douglas L. Semark, Ph.D.
Executive Director

From: Joe Sparano [jsparano99@gmail.com]
Sent: Tuesday, October 07, 2014 8:03 PM
To: Michael Krause
Subject: Tesoro's Los Angeles Refinery Integration and Compliance project (LARIC)

October 7, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of petroleum industry infrastructure upgrade and maintenance projects such as the proposed Tesoro Los Angeles Refinery Integration and Compliance project (LARIC). As a business person (retired), I appreciate that Tesoro has demonstrated a strong commitment to invest in Southern California.

It is my understanding that Tesoro will make a significant investment in refinery upgrades that will help reduce refinery emissions, create operating efficiencies through greater reliability, and bring much-needed jobs to the area. Tesoro has been a good neighbor, working with community members to address any concerns regarding environmental and safety issues promptly. I believe both Tesoro and the AQMD are committed to keeping the community informed of this project.

The efficiency upgrades Tesoro will be making to the refinery will help make the community safer while protecting the environment, growing jobs and strengthening the local economy. Infrastructure upgrade projects are a win-win not only for those who work directly or indirectly in the petroleum industry, but for the entire South Coast region.

I urge the AQMD to review and issue the necessary permits in a timely manner to allow the petroleum industry to make necessary upgrades and improvements required to bring greater efficiency to its refining process. This will support our regional and state economies and improve the environment in our communities.

Thank you,
Joe Sparano

jsparano99@gmail.com
(916) 599-2716

Date 10/8/14

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

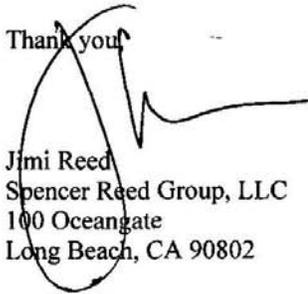
I am writing in support of petroleum industry infrastructure upgrade and maintenance projects such as the proposed Tesoro Los Angeles Refinery Integration and Compliance project (LARIC). As a business owner/representative I appreciate the fact that Tesoro has demonstrated a strong commitment to invest in Southern California.

I understand Tesoro will make a significant investment in refinery upgrades that will help reduce refinery emissions, create operating efficiencies through greater reliability, and bring much-needed jobs to the area. Tesoro has been a good neighbor, working with community members to promptly address any concerns regarding environmental and safety issues. I believe both Tesoro and the AQMD are committed to keeping the community informed of this project.

It is for this reason that I support the efficiency upgrades Tesoro will be making to the refinery. These will help to make the community safer while protecting the environment, growing jobs and strengthening the local economy. Infrastructure upgrade projects are a win-win not only for those of us who work directly or indirectly in the petroleum industry here, but for the entire South Coast region.

I urge the AQMD to review and issue the necessary permits in a timely manner to allow the petroleum industry to make the necessary upgrades and improvements necessary to bring greater efficiency to its refinement process which will in turn support our regional and state economies and improve the environment in our communities.

Thank you



Jimi Reed
Spencer Reed Group, LLC
100 Oceangate
Long Beach, CA 90802

September 30, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and resident of Redondo Beach, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

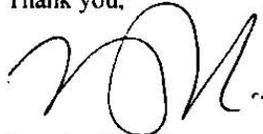
As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,



Newsha Ghodsi
509 N Juanita Ave #1
Redondo Beach, CA 90277

September 30, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and resident of Lakewood, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

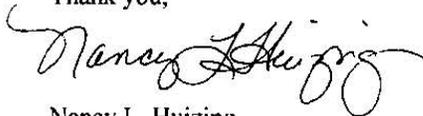
As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,



Nancy L. Huizing
5102 Lorelei Ave.
Lakewood, CA 90712

Appendix A

10.3.14

Michael Krause

Program Supervisor 21865 Copley Drive

Diamond Bar, CA 91765

Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance project. As a business owner in the area, I appreciate the fact that Tesoro demonstrates a strong commitment to our community

It is for this reason that I support the efficiency upgrades Tesoro will be making to the refineries that will help make our neighborhood safer.

Regards,



Andy Dilsaver

One Civic Plaza Drive Ste 475

Carson, CA 90745

October 6, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and resident of Buena Park, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

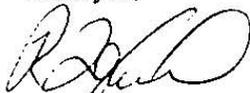
As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,



Robert Ford
10071 Barbara Circle
Buena Park, CA 90620

Julia Sheldon Banning
405 East M Street
Wilmington, California 90744
banning.js@gmail.com

October 8, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance project (LARIC). As a volunteer member of the Friends of Banning Museum Board of Directors and Treasurer for this non-profit organization located in Wilmington, I certainly appreciate the fact that Tesoro demonstrates a strong commitment to our community. More specifically, Tesoro has furthered the Banning Museum mission to Preserve History, Promote Education and Inspire Entrepreneurial Spirit through its generous support of our educational programs and community outreach.

Consequently, I am proud to support the efficiency upgrades Tesoro will be making to the refinery that will help to make our community safer. This project is a win-win for all of us that live and work in the community.

In addition, I understand that Tesoro will invest in refinery upgrades that will help reduce refinery emissions, create operating efficiencies through greater reliability, and bring much-needed jobs to the area. Tesoro has been a good neighbor, working with community members to promptly address any concerns regarding environmental and safety issues.

Finally, I believe both Tesoro and the AQMD have made an excellent effort to keep the community informed of this project, and urge the AQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward with this project.

Thank you,

A handwritten signature in cursive script that reads "Julia S. Banning". The signature is written in black ink and is positioned below the "Thank you," text.

Think Globally. Eam Locally.™



October 8, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance project (LARIC). As a nonprofit organization working with youth in the Harbor Gateway community (Wilmington, San Pedro, Carson, Long Beach), I appreciate the fact that Tesoro demonstrates a strong commitment to our community. Through its employee volunteers, commitment to student internships, and ongoing sponsorship of student-related programs, Tesoro sets the bar high for corporate social responsibility.

It is for this reason that I support the efficiency upgrades Tesoro will be making to the refinery that will help to make our families and neighborhoods safer. This project is a win-win for all of us that live and work in the community.

I understand that Tesoro will invest over \$250 million dollars in refinery upgrades that will help reduce refinery emissions, create operating efficiencies through greater reliability, and bring much-needed jobs to the area. Tesoro has been a good neighbor, working with community members to promptly address any concerns regarding environmental and safety issues.

I believe both Tesoro and the AQMD have made an excellent effort to keep the community informed of this project, and urge the AQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward with this project.

Thank you,

Sincerely,

A handwritten signature in black ink, appearing to read "Cheryl Smith", written over a white background.

CEO
International Trade Education Programs (ITEP)

International Trade Education Programs, Inc.
3786 La Crescenta Ave., Suite 103 • Glendale, California 91208 • P: (818) 249-6281 • F: (818) 249-9670
info@ITEPinc.org • www.ITEPinc.org • FEIN: 74-3161465



LOS ANGELES UNIFIED SCHOOL DISTRICT
Educational Service Center South
Gulf Avenue Elementary School
828 WEST "L" STREET
WILMINGTON, CALIFORNIA 90744
(310)835-3157 Fax (310) 549-7986

John Deasy
Superintendent

David Kooper
Principal

Jason South
Assistant Principal

Alex Foster
APEIS

September 30, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

Gulf Avenue Elementary School is writing in support of the Tesoro Los Angeles Refinery Integration and Compliance project (LARIC). As a community based school, we appreciate the fact that Tesoro demonstrates a strong commitment to our community.

I support the efficiency upgrades Tesoro will be making to the refinery that will help to make our families and neighborhoods safer. This project is a win-win for all of us that live and work in the community. Our community will be better off knowing that Tesoro is modernized with enhanced safety measures.

We understand that Tesoro will invest over \$250 million dollars in refinery upgrades that will help reduce refinery emissions, create operating efficiencies through greater reliability, and bring much-needed jobs to the area. Tesoro has been a good neighbor, working with community members to promptly address any concerns regarding environmental and safety issues.

We believe both Tesoro and the AQMD have made an excellent effort to keep the community informed of this project, and urge the AQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward with this project.

Thank you,

A handwritten signature in blue ink that reads "David B. Kooper".

David Kooper

*Los Angeles Unified School District
Board of Education*



DR. RICHARD VLADOVIC
Board Member, District 7

October 9, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance project (LARIC). As Board President of the Los Angeles Unified School District (LAUSD) and Board Member of District 7, I appreciate Tesoro's unwavering commitment to our students and their families in our community.

It is for this reason that I support the efficiency upgrades Tesoro will be making to the refinery that will help make our neighborhoods safer for the families in my District. This project is a win-win for all of us that live and work in the community.

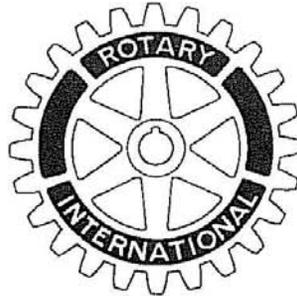
I understand that Tesoro will invest in refinery upgrades that will help reduce refinery emissions, create operating efficiencies through greater reliability, and bring much-needed jobs to the area. Tesoro has been a good neighbor, working with community members to promptly address any concerns regarding environmental and safety issues.

I believe both Tesoro and the AQMD have made an excellent effort to keep the community informed about this project and its impact on the surrounding communities. I urge the AQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward with this project.

Thank you,

LAUSD Board President, District 7





Margaret I. Hernandez, President
Rotary Club of Wilmington
P.O. Box 8
Wilmington, CA 90748-0008
(310) 245-4621

October 9, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing on behalf of the members of the Rotary Club of Wilmington to support the Tesoro Los Angeles Refinery Integration and Compliance project (LARIC). As business professionals committed to improving Wilmington we appreciate the fact that Tesoro demonstrates a strong commitment to our community.

It is for this reason that we support the efficiency upgrades Tesoro will be making to the refinery that will help to make Wilmington families and neighborhoods safer. This project is a win-win for all of us that live and work in the community.

We understand that Tesoro will invest in refinery upgrades that will help reduce refinery emissions, create operating efficiencies resulting in greater reliability, and keep much-needed jobs in the area. Tesoro has been a good neighbor, working with community members to promptly address any concerns regarding environmental and safety issues.

We thank both Tesoro and the AQMD for making an excellent effort to keep the community informed of this project. We urge the AQMD to review and issue the required permits to allow Tesoro to move forward with this project as soon as possible.

Very truly yours,

A handwritten signature in cursive script that reads "Margaret I. Hernandez".

Margaret I. Hernandez
President

9/29/2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and resident of the city of Downey, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

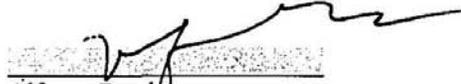
As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,


Alfonso Barahona,
12728 Glynn Ave, Downey – CA 90242

10/6/2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and resident of Torrance, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,



Rebecca L Pulmano
1340 El Prado Ave #36
Torrance, CA 90501



October 8, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Re: Tesoro Los Angeles Refinery Integration and Compliance project

Dear Mr. Krause,

I am writing in support of petroleum industry infrastructure upgrade and maintenance projects such as the proposed Tesoro Los Angeles Refinery Integration and Compliance project (LARIC). As a business owner/representative I/we appreciate the fact that Tesoro has demonstrated a strong commitment to invest in Southern California.

I understand Tesoro will make a significant investment in refinery upgrades that will help reduce refinery emissions, create operating efficiencies through greater reliability, and bring much-needed jobs to the area. Tesoro has been a good neighbor, working with community members to promptly address any concerns regarding environmental and safety issues. I/We believe both Tesoro and the AQMD are committed to keeping the community informed of this project.

It is for this reason that I/we support the efficiency upgrades Tesoro will be making to the refinery. These will help to make the community safer while protecting the environment, growing jobs and strengthening the local economy. Infrastructure upgrade projects are a win-win not only for those of us who work directly or indirectly in the petroleum industry here, but for the entire South Coast region.

Oil and oil by-products are the foundation of every industry and infrastructure that relies upon for their existence to support our economy and our lifestyle.

I urge the AQMD to review and issue the necessary permits in a timely manner to allow the petroleum industry to make the necessary upgrades and improvements necessary to bring greater efficiency to its refinement process which will in turn support our regional and state economies and improve the environment in our communities.

Sincerely,

A handwritten signature in black ink, appearing to read "Ronald Stein".

Ronald Stein
Founder



October 9, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing on behalf of the Board of Directors of Banning's Landing to support the Tesoro Los Angeles Refinery Integration and Compliance project (LARIC). As business professionals committed to improving Wilmington we appreciate the fact that Tesoro demonstrates a strong commitment to our community.

It is for this reason that we support the efficiency upgrades Tesoro will be making to the refinery that will help to make Wilmington families and neighborhoods safer. This project is a win-win for all of us that live and work in the community.

We understand that Tesoro will invest in refinery upgrades that will help reduce refinery emissions, create operating efficiencies resulting in greater reliability, and keep much-needed jobs in the area. Tesoro has been a good neighbor, working with community members to promptly address any concerns regarding environmental and safety issues.

We thank both Tesoro and the AQMD for making an excellent effort to keep the community informed of this project. We urge the AQMD to review and issue the required permits to allow Tesoro to move forward with this project as soon as possible.

Very truly yours,

Cecilia McKenzie
Cecilia McKenzie
Operations Manager

100 East Water Street
P O Box 2166
Wilmington, Ca 90748-2166
Phone: (310) 847-7704
Fax: (310) 847-7718



*"Commitment to Progress
and Unity in Our Community"*

Mr. Mike Krause
South Coast AQMD/
21865 Copley Drive
Diamond Bar, CA 91765

Date: October 6, 2014

Re: Support of Los Angeles Refinery Integration and Compliance (LARIC)

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance project (LARIC). As a resident and non-profit I welcome the initiative and steps that Tesoro is taking to show their commitment to our Wilmington community.

It is for this reason that I support the efficiency upgrades Tesoro will be making to the refinery that will help to make our families and neighborhoods safer. This project is a step in the right direction for all of us that live and work in the community.

I understand that Tesoro will invest over \$250 million dollars in refinery upgrades that will help reduce refinery emissions, create operating efficiencies through greater reliability and bring much-needed jobs to the Wilmington area.

I believe both Tesoro and the AQMD have made an effort to keep the community informed of this project, and urge the AQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward with this project.

Thank you,

Robert A. Trani Jr.
UWYF



Wilmington Coordinating Council

Mission: To Make Wilmington One
P.O. BOX 781
Wilmington, Ca. 90748

October 9, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing on behalf of the Wilmington Coordinating Council Board of Directors to support the Tesoro Los Angeles Refinery Integration and Compliance project (LARIC). As a community base organization our mission is "To Make Wilmington One" we appreciate the fact that Tesoro demonstrates a strong commitment to our community.

It is for this reason that we support the efficiency upgrades Tesoro will be making to the refinery that will help to make our families and neighborhoods safer. This project is a win-win for all of us that live and work in the community.

We understand that Tesoro will invest in refinery upgrades that will help reduce refinery emissions, create operating efficiencies through greater reliability, and bring much-needed jobs to the area. Tesoro has been a good neighbor, working with community members to promptly address any concerns regarding environmental and safety issues.

We thank both Tesoro and the AQMD for making an excellent effort to keep the community informed of this project, and urge the AQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward with this project.

Respectfully,



Shirley Atencio
President
Wilmington Coordinating Council

Tesoro Los Angeles Refinery Integration and Compliance Project



Strengthening the Voice of Business

Chambers of Commerce
Alhambra
Arcadia
Bell Gardens
Beverly Hills
Burbank
Century City
Culver City
El Monte
Filipino American Los Angeles
Filipino American South East Corridor
Glendale
Greater Lakewood
Greater Los Angeles African American
Harbor City / Harbor Gateway
Hollywood
Irwindale
Korean American
LAX Coastal Area
La Canada Flintridge
Long Beach Area
Los Angeles Area
Los Angeles Latino
Los Angeles Metropolitan Hispanic
Malibu
Manhattan Beach
Monterey
Pacific Palisades
Pasadena
Pomona
Redondo Beach
Regional Black
Regional Hispanic
Regional San Gabriel Valley
Rosemead
San Pedro Peninsula
Santa Clarita Valley
Santa Monica
Santa Monica Junior
South Bay Association
Toluca Lake
Torrance Area
United Chambers San Fernando Valley
Universal City North Hollywood
U.S. Mexico
Venice
Vietnamese American
West Hollywood
West Los Angeles
Westside Council
Wilmington
Woodland Hills-Tarzana
Trade Associations and Minority Business Groups
ALA Los Angeles
American Beverage Association
Antelope Valley Board of Trade
Apartment Association, LA Southern Cities
Apartment Association of Greater Los Angeles
Arcadia Association of Realtors
Asian American Business Women Association
Asian American Economic Development Enterprises
Asian Business Association
Beverly Hills / Greater LA Association of Realtors
British American Business Council
Building Industry Association, LA / Ventura
Building Owners & Managers Association, LA
Burbank Association of Realtors
California Apartment Association, LA
California Cannabis Industry Association
California Construction Industry and Materials Association
California Contract Cities Association
California Grocery Association
California Independent Bankers
California Independent Petroleum Association
California Metals Coalition
California Small Business Alliance
Carson Dominguez Employers Alliance
Central City Association
Citrus Valley Association of Realtors
Community Associations Institute
Construction Industry Air & Water Quality Coalition
Council on Trade & Investment for Filipino Americans
Employers Group
Engineering Contractor's Association
Entrepreneurs' Organization LA
Fixing Angerous Stuck In Traffic (FAST)
FuturePerts
Gateway to LA
Glendale Association of Realtors
Greater LA New Car Dealers Association
Harbor Association of Industry & Commerce
Harbor Trucking Association
Hospital Association of Southern California
Hotel Association of Los Angeles
Industry Manufacturers Council
International Warehouse Logistics Association
LA SHARES
League of California Cities
Los Angeles County Bicycle Coalition
Los Angeles County Economic Development Corp.
Los Angeles County Waste Management Association
Morris Pitzer Association of America
NAIOP Southern California
National Association of Women Business Owners, LA
National Latina Business Women Association
Pasadena-Foothills Association of Realtors
Recording Industry Association of America
San Gabriel Valley Economic Partnership
Santa Clarita Valley Economic Development Corp.
So Cal Minority Supplier Development Council
South Asian Business Alliance Network
South Bay Association of Realtors
South Park Stakeholders Group
Southern California Golf Association
Southern California Grantmakers
Southland Regional Association of Realtors
Tri-County Association of Realtors
U.S. Green Building Council
Valley Economic Alliance
Valley Economic Development Center
Valley Industry & Commerce Association
Valley International Trade Association
We Care for Humanity

October 10, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

On behalf of BizFed, the Los Angeles County Business Federation, a grassroots alliance of 125 major business organizations representing 268,000 businesses with 3 million employees throughout our region, **we urge you to support the Tesoro Los Angeles Refinery Integration and Compliance project (LARIC)**. We appreciate the fact that Tesoro demonstrates a strong commitment to our community.

It is for this reason that we support the efficiency upgrades Tesoro will be making to the refinery that will help to make our families and neighborhoods safer. This project is a win-win for all of us that live and work in the community.

We understand that Tesoro will invest over \$250 million dollars in refinery upgrades that will help reduce refinery emissions, create operating efficiencies through greater reliability, and bring much-needed jobs to the area. Tesoro has been a good neighbor, working with community members to promptly address any concerns regarding environmental and safety issues.

We believe both Tesoro and the AQMD have made an excellent effort to keep the community informed of this project, and urge the AQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward with this project.

Thank you,

Don St. Clair
BizFed Chair
Woodbury University

David Fleming
BizFed Founding Chair
Latham & Watkins LLP

Tracy Rafter
BizFed CEO
IMPOWER, Inc.

Post Office Box 90

Wilmington, CA 90748



Thursday, October 9, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

We are writing in support of the Tesoro Los Angeles Refinery Integration and Compliance project (LARIC). As a Chamber of Commerce our mission is to promote business but also to improve the quality of life for the community; we appreciate the fact that Tesoro demonstrates a strong commitment to our community.

It is for this reason that we support the efficiency upgrades Tesoro will be making to the refinery that will help to make our community safer. This project will benefit all of us that live and work in the community.

We understand that Tesoro will invest over \$250 million dollars in refinery upgrades that will help reduce refinery emissions, create operating efficiencies and bring much-needed jobs to the area. Tesoro has been a good neighbor, working with community members to promptly address any concerns regarding environmental and safety issues. In March of 2013 Tesoro was the recipient of our Business Development award primarily for their commitment to the Wilmington Community.

We believe both Tesoro and the AQMD have made an excellent effort to keep the community informed of this project, and urge the AQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward with this project.

Sincerely,

A handwritten signature in blue ink that reads "Dan Hoffman".

Dan Hoffman
Executive Director
Wilmington Chamber of Commerce

(310) 834-8586 • FAX (310) 834-8887



Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond CA 91765

October 8, 2014

Dear Mr. Krause:

My name is Barbara Callahan and I'm the executive director of International Bird Rescue, a global nonprofit that manages emergency wildlife operations during oil spills. We also manage two year-round rehabilitation centers for aquatic birds, including a center located in Angel's Gate Park in San Pedro that cares for over 2,000 birds a year.

I'm writing to express our support for the Tesoro Los Angeles Refinery Integration and Compliance project. International Bird Rescue recently met with Tesoro representatives to inquire about the project's potential for local impact on wildlife. We have worked with Tesoro in the past to mitigate the harm of industrial operations on aquatic birds, including California Gulls and American Avocets. Our experience with Tesoro's team in California has been overwhelmingly positive. We believe our work depends on effective communication and collaboration with industry in order to save affected wildlife, and we are heartened to see that Tesoro shares this view. Nevertheless, we still had questions about this project and how it might impact local wildlife.

After our meeting, we are confident that this project will benefit the local environment and wildlife on which it depends. In particular, we are glad to see that the integration plan will reduce the amount of product offload at the Port of Long Beach, which reduces the risk of a spill. Birds are an integral part of the harbor area, and even a small spill can affect a large number of birds.

This integration plan is also expected to drastically reduce refinery emissions that impact the quality of life for both animals and birds, as well as contribute to climate change.

If you have any questions regarding this letter of support, please don't hesitate to call our offices at 510-289-1472.

Sincerely,

Barbara Callahan
Executive Director, International Bird Rescue

P.O. Box 2171 | Long Beach, CA 90801 | [P] 707.207.0380 [F] 310.514.8219 | www.BirdRescue.org

Appendix A

Dan Hoffman

1315 W I Street, Wilmington, CA 90744

October 10, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

First, I am the Executive Director for the Wilmington Chamber of Commerce and also a member of the Tesoro Community Advisory Panel. Most importantly my wife and I have lived in Wilmington for over forty years. Through the course of that time, I have observed tremendous changes that have taken place in our local refineries. Flaring is an unusual occurrence, which was not the case when we first moved to Wilmington and in numerous cases the cause of these events was a power failure from our DWP and at the Tesoro refinery this was occasionally caused by a vehicle crashing into a power pole. Tying their co-generation facility in Carson to their Wilmington refinery will eliminate most of the flaring that occurs at our Wilmington refinery. It is clean energy generated using natural gas and will free up a huge amount power from the DWP grid. I know I am preaching to the choir when I say this makes so much sense for our environment and the efficiency of their refining operation.

You know better than I that a large part of these projects are compliance driven to help their company meet the greenhouse gas emissions standards set forth in AB32. Coupled with their investment to integrate their operations, these provide significant benefits for our overall air quality and at the same time some increased effectiveness for the business.

I was extremely pleased when Tesoro was approved to purchase BP, because I was afraid another large refinery owned and operated by another country would purchase BP, primarily for storage and distribution which would have been a huge loss to our local economy but if you look at the bigger picture also a huge blow to our environment. Fuels produced in other countries without the same environmental standards that our companies meet here; especially in California and then shipped across the ocean... not a pretty picture. Tesoro is an American Company with American jobs producing an American product and it is important to me that we keep it that way.

Tesoro has been and continues to be an incredible member of our community, they provide good jobs and you will often see their employees in one of our local restaurants, at local cleanups and numerous events. They provide thousands of dollars to a variety of organizations throughout the area including local schools, the YMCA, Boys and Girls Clubs and numerous schools to mention a few. They are a tremendous asset and responsive to our community needs. Their moto "We operate at the pleasure of the community" is something lived out through their actions. I would be happy to provide some examples if you would like to give me a call my cell is 310.977.3562.

A better environment, more jobs and a more efficient operation... I urge the AQMD to review and issue the necessary permits expeditiously to allow Tesoro to move the Tesoro Los Angeles Refinery Integration and Compliance project (LARIC) forward. I also thank the AQMD and Tesoro for their outreach to the community to keep us informed on the project.

Sincerely,



Dan Hoffman

Tesoro Los Angeles Refinery Integration and Compliance Project

October 10, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of petroleum industry infrastructure upgrade and maintenance projects such as the proposed Tesoro Los Angeles Refinery Integration and Compliance project (LARIC). As a small business owner I appreciate the fact that Tesoro has demonstrated a strong commitment to invest in Southern California.

I understand Tesoro will make a significant investment in refinery upgrades that will help reduce refinery emissions, create operating efficiencies through greater reliability, and bring much-needed jobs to the area. Tesoro has been a good neighbor, working with community members to promptly address any concerns regarding environmental and safety issues. I believe both Tesoro and the AQMD are committed to keeping the community informed of this project.

It is for this reason that I support the efficiency upgrades Tesoro will be making to the refinery. These will help to make the community safer while protecting the environment, growing jobs and strengthening the local economy. Infrastructure upgrade projects are a win-win not only for those of us who work directly or indirectly in the petroleum industry here, but for the entire South Coast region.

I urge the AQMD to review and issue the necessary permits in a timely manner to allow the petroleum industry to make the necessary upgrades and improvements necessary to bring greater efficiency to its refinery processes which will in turn support our regional and state economies and improve the environment in our communities.

Thank you,

Steven L Toth
Eureka Strategies, LLC
Steven.toth1@cox.net
714-300-5005

Sent via Email.



October 10, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

On behalf of the Long Beach Area Chamber of Commerce, I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance project (LARIC). As a major business organization with over 1,000 members, we appreciate the fact that Tesoro demonstrates a strong commitment to invest in Southern California.

It is for this reason that we support the efficiency upgrades Tesoro will be making to the refinery that will help to make the community safer and the industry stronger. This project is a win-win for all of us that live and work in the region.

We understand that Tesoro will make a significant investment in refinery upgrades that will help reduce refinery emissions, create operating efficiencies through greater reliability, and bring much-needed jobs to the area. Tesoro has been a good neighbor, working with community members to promptly address any concerns regarding environmental and safety issues.

We believe both Tesoro and the AQMD are committed to keeping the community informed of this project, and urge the AQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward with this project.

Sincerely,

A handwritten signature in black ink that reads "Randy Gordon". The signature is written in a cursive, flowing style.

Randy Gordon
President and CEO



P.O. Box 2201, Wilmington, CA 90748-2201
(310) 720-5249

October 10, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Re: Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project

Dear Mr. Krause,

We are writing to you today in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project and appreciate Tesoro and the AQMD for informing the community of the project.

As a long-time resident of Wilmington and employee of Brinderson, a contractor to the oil industry, I am familiar with refinery operations. The modifications of the many processing units and use of Best Available Control Technology will increase safety and substantially reduce emissions, improving the air quality for our families and those of us who work in the harbor area.

I am also the Executive Director of Clean Wilmington that is beautifying neglected areas of Wilmington through large landscaping projects. As a nonprofit, we rely on the support of our local businesses and can always rely on Tesoro to get involved in our events and projects to make a real difference for our families and our community.

Tesoro has always been a good neighbor. This significant investment in refinery upgrades that will reduce emissions, increase operational efficiency and reliability, and create much-needed jobs underscores Tesoro's commitment to our communities and its employees.

It is for these reasons that our organization supports the LARIC project and urges the AQMD to permit Tesoro to move forward with this project.

Thank you,

Salvador Lara

Executive Director, Clean Wilmington

Clean Wilmington is a program of Pacific Unicom Corp, a 501(c)(3) FEIN 33-0895293



FRIENDS OF CABRILLO MARINE AQUARIUM

October 6, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

The FRIENDS of Cabrillo Marine Aquarium support the Tesoro Los Angeles Refinery Integration and Compliance project (LARIC). We urge the AQMD to issue the necessary permits in a timely manner to allow Tesoro to move forward with this project.

Tesoro is a strong community partner with the Cabrillo Marine Aquarium. At our Grand Grunion Gala in May, we honored Tesoro for its strong commitment to the community. Thanks to Tesoro's support (more than \$50,000 last year alone) children from the communities of Wilmington, Carson and West Long Beach were able to visit the Aquarium and participate in hands-on science education. You would be surprised how many children live just a few miles from the beach yet they have never dipped their fingers in the water or wiggled their toes in the sand.

Cabrillo Marine Aquarium is more than just a place to see pretty fish swimming around in tanks. We teach children about science and the ocean. We want them to care about the environment and conservation. Tesoro not only gets our mission—they invest in it.

We applaud Tesoro for agreeing to invest \$250 million dollars in refinery upgrades that will help reduce emissions, create operating efficiencies, and bring much-needed jobs to the area. We feel these changes will improve safety—something that's good for all of us who live or work nearby.

Sincerely,

Caroline Brady
Executive Director
FRIENDS of Cabrillo Marine Aquarium

3720 STEPHEN M. WHITE DRIVE SAN PEDRO, CALIFORNIA 90731

PHONE 310.548.7562 FAX 310.548.2649 WEBSITE WWW.CABRILLOMARINEAQUARIUM.ORG

CABRILLO MARINE AQUARIUM IS A FACILITY OF THE CITY OF LOS ANGELES DEPARTMENT OF RECREATION AND PARKS WITH SUPPORT FROM FRIENDS OF CMA



Wilmington Boat Owners Association

**Berth 203 #9, Wilmington, CA 90744
310 549-8111 Fax 310 549-5818 bayprosvs@earthlink.net**

October 9, 2014

Mr. Michael Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Comments on Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project

Dear Mr. Krause,

Our association has reviewed the NOP and supports the Tesoro LARIC proposed project.

Many members of our association have been boat owners in the Port of LA for more than 20 years and are all too familiar with ships' emissions. The increased storage capacity that will allow marine vessels to offload crude in less time is greatly welcomed.

The installation of the Sulfuric Acid Regeneration Plant that will eliminate 1000's of truck transport miles per year will help reduce traffic congestion in an area that is overwhelmed by container cargo trucks.

We view the upgrades to refinery equipment that will increase safety, provide jobs and improve overall air quality in the South Coast Air Basin as a big benefit to all who live and work in this area.

Designing the project to comply with the new Tier 3 gasoline requirements will take us well into the future of cleaner engines and cleaner air.

We appreciate the opportunity to comment on this project and thank the AQMD and Tesoro for keeping the community informed.

Sincerely,

Donna J. Ethington

Donna Ethington, V.P.
Wilmington Boat Owners Association



Wilmington Youth Sailing and Aquatic Center

Berth 203 #9 • Wilmington, CA 90744 • 310 549-8111 • Fax 310 549-5818

Mr. Mike Krause

October 11, 2014

South Coast AQMD

21865 Copley Drive

Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an active participant in the Community of Wilmington and President of the Wilmington Youth Sailing Center I fully support Tesoro's plan to integrate the refineries. Tesoro has consistently demonstrated a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities it serve. Tesoro has always been an active and supportive participant in our community. Because of its many benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – in a presentation to the Wilmington Chamber of Commerce, Tesoro openly discussed the pros and cons of the project and openly discussed their long-term intentions for Los Angeles Refinery operations and their commitment to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Robert P McKay

President,
Wilmington Youth Sailing Center



Los Angeles Unified School District

Phineas Banning High School

1527 Lakme Avenue
Wilmington, CA 90744
310-847-3700 Fax. 310.830.5515

John E. Deasy, PhD
Superintendent, LAUSD

Tommy Chang
Superintendent, ISIC

Rosie Martinez
Director, ISIC

Rudy Mendoza
Principal, Banning High School

October 14, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 90765

Dear Mr. Krause:

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance project (LARIC). Tesoro's commitment to the health and safety of the Wilmington community is evident. We are fortunate to have a neighbor, such as Tesoro, that cares about strengthening education and health programs in our community.

Tesoro has long been a partner in supporting programs at Banning High School. Last year, Tesoro granted Banning High School \$10,000 for a campus beautification project. Not only did they fund the project, but they also sent some of their employees to help our students beautify a patio area on campus. Tesoro has also offered our students summer intern positions in support of our work experience programs. We appreciate their continuous commitment to our students and their families.

For these reasons, I support the request for the refinery upgrades that Tesoro is planning. I understand that the upgrades will help reduce refinery emissions, create operating efficiencies through greater reliability, and bring much-needed jobs to the area. These are all needed and appreciated at Banning High School and the Wilmington community.

I hope that you will consider the issuance of the necessary permits to allow Tesoro to move forward with this project.

Sincerely,

Rudy Mendoza

Rudy Mendoza
Principal

THE MISSION OF PHINEAS BANNING HIGH SCHOOL IS TO EDUCATE ETHNICALLY AND ECONOMICALLY DIVERSE URBAN YOUTH IN CRITICAL THINKING AND PROBLEM SOLVING, WHILE ALSO PROVIDING VOCATIONAL AND ACADEMIC OPTIONS, TO ENSURE A SUCCESSFUL TRANSITION TO THE FUTURE.

BANNING PRIDE MEANS RESPECT FOR PEOPLE, PROPERTY AND IDEAS OF OTHERS.

September 23, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and resident of Bellflower, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

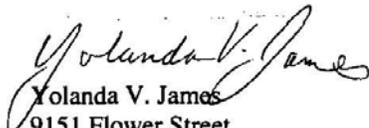
As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,


Yolanda V. James
9151 Flower Street
Bellflower, CA 90706

Tesoro Los Angeles Refinery Integration and Compliance Project

Date 10/8/2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I/We are writing in support of petroleum industry infrastructure upgrade and maintenance projects such as the proposed Tesoro Los Angeles Refinery Integration and Compliance project (LARIC). As a business owner/representative I/we appreciate the fact that Tesoro has demonstrated a strong commitment to invest in Southern California.

I/We understand Tesoro will make a significant investment in refinery upgrades that will help reduce refinery emissions, create operating efficiencies through greater reliability, and bring much-needed jobs to the area. Tesoro has been a good neighbor, working with community members to promptly address any concerns regarding environmental and safety issues. I/We believe both Tesoro and the AQMD are committed to keeping the community informed of this project.

It is for this reason that I/we support the efficiency upgrades Tesoro will be making to the refinery. These will help to make the community safer while protecting the environment, growing jobs and strengthening the local economy. Infrastructure upgrade projects are a win-win not only for those of us who work directly or indirectly in the petroleum industry here, but for the entire South Coast region.

I/We urge the AQMD to review and issue the necessary permits in a timely manner to allow the petroleum industry to make the necessary upgrades and improvements necessary to bring greater efficiency to its refinement process which will in turn support our regional and state economies and improve the environment in our communities.

Thank you,



Paul Brooks
Arena Painting Contractors

From: Javier Murphy [javier.murphy@gmail.com]
Sent: Friday, October 10, 2014 8:18 PM
To: Michael Krause
Subject: Comment Letter / AQMD

Mr. Mike Krause

South Coast AQMD

21865 Copley Drive

Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of petroleum industry infrastructure upgrade and maintenance projects such as the proposed Tesoro Los Angeles Refinery Integration and Compliance project (LARIC). As a representative in the industry supporting emissions reduction strategies in the state of California I appreciate the fact that Tesoro has demonstrated a strong commitment to invest in Southern California.

I understand Tesoro will make a significant investment in refinery upgrades that will help reduce refinery emissions, create operating efficiencies through greater reliability, and bring much-needed jobs to the area. Tesoro has been a good neighbor, working with community members to promptly address any concerns regarding environmental and safety issues. I believe both Tesoro and the AQMD are committed to keeping the community informed of this project.

It is for this reason that I support the efficiency upgrades Tesoro will be making to the refinery. These will help to make the community safer while protecting the environment, growing jobs and strengthening the local economy. Infrastructure upgrade projects are a win-win not only for those of us who work directly or indirectly in the petroleum industry here, but for the entire South Coast region.

I urge the AQMD to review and issue the necessary permits in a timely manner to allow the petroleum industry to make the necessary upgrades and improvements necessary to bring greater efficiency to its refinement process which will in turn support our regional and state economies and improve the environment in our communities.

Sincerely,

Javier Murphy

Tesoro Los Angeles Refinery Integration and Compliance Project

October 8, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

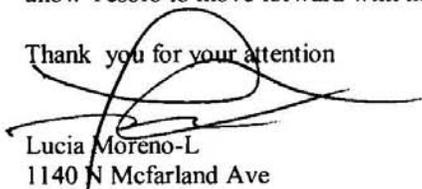
I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance project (LARIC). As a resident of Wilmington I have had numerous opportunities to interact with Tesoro personnel and the refinery and at community events and I appreciate the fact that Tesoro demonstrates a strong commitment to our community. I want to support an organization that supports us back.

I believe the efficiency upgrades Tesoro will be making to the refinery will help to make our families and neighborhoods safer. This project is a win-win for all of us that live and work in the community.

These upgrades will help reduce refinery emissions, create operating efficiencies through greater reliability, and bring much-needed jobs to the area. Tesoro has been a good neighbor, working with community members to promptly address any concerns regarding environmental and safety issues.

I appreciate both Tesoro and the AQMD for the effort to keep the community informed of this project, and urge the AQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward with this project.

Thank you for your attention



Lucia Moreno-L
1140 N Mcfarland Ave
Wilmington CA 90744

10/10/14

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and resident of Rancho Cucamonga, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,



Gwendolyn Elzy
4991 Padre Ave
Rancho Cucamonga, California. 91739



Harbor Area & South Bay

YWCA of the Harbor Area & South Bay
437 West 9th Street Tel: (310) 547-0831
San Pedro, CA 90731 Fax: (310) 547-4443

October 7, 2014

Board of Directors

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*Wealth After
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Victoria Romero
*L.A. County
Probation Officer*

Cheryl Shaffer
*LA Southwest/El Camino
College Professor*

Rachel Viramontes
Community Volunteer

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause:

On behalf of the board of directors and staff of the YWCA Harbor Area & South Bay, I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance Project (LARIC). As a local non-profit we appreciate the fact that Tesoro demonstrates a strong commitment to our community.

It is for this reason that we support the efficiency upgrades Tesoro will be making to its refinery that will help to make our families and neighborhoods safer. This project is a win-win for all those that live in the communities surrounding the Tesoro refinery.

We understand that Tesoro will invest in refinery upgrades that will help reduce emissions, create operating efficiencies with greater reliability, and save, as well as create, much-needed jobs in the area. Tesoro has been a good neighbor, working with community members to promptly resolve environmental and safety issues.

We appreciate the efforts of the AQMD and Tesoro to keep the community informed regarding the LARIC Project. We urge you to approve the necessary permits for this project to move forward.

Very truly yours,

Margaret I. Hernandez
Executive Director



October 9, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of petroleum industry infrastructure upgrade and maintenance projects such as the proposed Tesoro Los Angeles Refinery Integration and Compliance project (LARIC). As a business owner/representative I/we appreciate the fact that Tesoro has demonstrated a strong commitment to invest in Southern California.

I understand Tesoro will make a significant investment in refinery upgrades that will help reduce refinery emissions, create operating efficiencies through greater reliability, and bring much-needed jobs to the area. Tesoro has been a good neighbor, working with community members to promptly address any concerns regarding environmental and safety issues. I/We believe both Tesoro and the AQMD are committed to keeping the community informed of this project.

It is for this reason that I/we support the efficiency upgrades Tesoro will be making to the refinery. These will help to make the community safer while protecting the environment, growing jobs and strengthening the local economy. Infrastructure upgrade projects are a win-win not only for those of us who work directly or indirectly in the petroleum industry here, but for the entire South Coast region.

I/We urge the AQMD to review and issue the necessary permits in a timely manner to allow the petroleum industry to make the necessary upgrades and improvements necessary to bring greater efficiency to its refinement process which will in turn support our regional and state economies and improve the environment in our communities.

Thank you,



George Nichol
Safety Director

22SEPT14

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and resident of Santa Ana, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you;

Brian Manning
1501 Freeman St.
Santa Ana, CA 92706

10-26-2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and resident of INSERT COMMUNITY/CITY, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

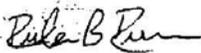
As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,



Ruben B Rivera
334 E. Cummings Lane
Long Beach Ca 90805



October 9, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of petroleum industry infrastructure upgrade and maintenance projects such as the proposed Tesoro Los Angeles Refinery Integration and Compliance project (LARIC). As a business owner/representative I/we appreciate the fact that Tesoro has demonstrated a strong commitment to invest in Southern California.

I understand Tesoro will make a significant investment in refinery upgrades that will help reduce refinery emissions, create operating efficiencies through greater reliability, and bring much-needed jobs to the area. Tesoro has been a good neighbor, working with community members to promptly address any concerns regarding environmental and safety issues. I/We believe both Tesoro and the AQMD are committed to keeping the community informed of this project.

It is for this reason that I/we support the efficiency upgrades Tesoro will be making to the refinery. These will help to make the community safer while protecting the environment, growing jobs and strengthening the local economy. Infrastructure upgrade projects are a win-win not only for those of us who work directly or indirectly in the petroleum industry here, but for the entire South Coast region.

I/We urge the AQMD to review and issue the necessary permits in a timely manner to allow the petroleum industry to make the necessary upgrades and improvements necessary to bring greater efficiency to its refinement process which will in turn support our regional and state economies and improve the environment in our communities.

Thank you



Guy Grant
President

9/22/14

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and resident of Aliso Viejo, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,



Karsten Graff
5 Midnight Ct.
Aliso Viejo CA 92656

9/29/2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and resident of Costa Mesa, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,



Alistair Blair,
3158 Limerick Lane,
Costa Mesa,
CA, 92626

October 1, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and resident of San Gabriel, CA, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,



Connie Chow
228 W Live Oak St
San Gabriel, CA 91776

Tesoro Los Angeles Refinery Integration and Compliance Project

October 1, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and resident of La Habra, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,



Christine Tenazas
2101 S. Mangrum Court
La Habra, CA 90631

September 25, 2014

Mr. Mike Krause
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Krause,

I am writing in support of the Tesoro Los Angeles Refinery Integration and Compliance (LARIC) project. As an employee of Tesoro's Los Angeles Refinery and resident of Bellflower, I appreciate the fact that Tesoro demonstrates a strong commitment to safe, reliable and environmentally responsible operations for its employees and the communities we serve. Because of its significant benefits, I believe this project is a win-win for all of us that live or work in the Carson, Wilmington and Long Beach communities.

As part of the project, Tesoro will invest over \$250 million dollars in refinery upgrades that will:

- Help reduce refinery emissions for carbon dioxide, nitrogen oxides, sulfur oxides and particulate matter;
- Create operating efficiencies through greater reliability;
- Sustain good-paying jobs by increasing the flexibility of products that can be produced at the refinery; and
- Offer much-needed local construction jobs.

Tesoro has been a good employer and neighbor – transparent regarding its long-term intentions for Los Angeles Refinery operations while working to promptly address any concerns regarding environmental and safety issues. It is for these reasons that I support the efficiency upgrades Tesoro will be making to the Carson and Wilmington refinery sites.

I believe both Tesoro and the South Coast Air Quality Management District are committed to keeping employees and the community informed of this project and urge the SCAQMD to review and issue the necessary permits in a timely manner to allow Tesoro to move forward.

Thank you,



Erin C. Dunavant
10410 Amber Street
Bellflower, CA. 90706

Response to Comment Letter No. 88 - 93

Response to Comment Letters 88 through 93

Comment Letters No. 88 through 93 received at the NOP/IS scoping meeting express support for the proposed project but provide no comments on the NOP/IS or the content of the DEIR, therefore, no responses are required.

Comment Letters No. 88 - 93

South Coast Air Quality Management District
CEQA Scoping Meeting
Tesoro Los Angeles Refinery Integration and Compliance Project
Wednesday, September 24, 2014 • 5:30-8:30 PM • Carson Community Center

WRITTEN COMMENT SUBMITTAL FORM

Name: Shirley Alencio

Address: shirleysmyhoney@yahoo.com

Phone: _____ Mobile: _____ Fax: _____

Organization (if any): Wilmington Coordinating Council

Would you like to be on the mailing list for future notices or documents related specifically to this project?

Yes No

(If checked yes, all of the above information must be provided.)

Comments: Walter Neil was my personal guide and helped
made me understand the project. I'm glad I
came to this meeting. I now have a better
understanding of the proposed project.

*Any information on this form may become Public Record.

South Coast Air Quality Management District
CEQA Scoping Meeting

Tesoro Los Angeles Refinery Integration and Compliance Project
Wednesday, September 24, 2014 • 5:30-8:30 PM • Carson Community Center

WRITTEN COMMENT SUBMITTAL FORM

Name: Jim Dill

Address: 21075 Paseo Vereda, Lake Forest, CA 92630

Phone: 949-458-7717 Mobile: — Fax: —

Organization (if any): —

Would you like to be on the mailing list for future notices or documents related specifically to this project?

Yes — No X

(If checked yes, all of the above information must be provided.)

Comments: The project makes perfect sense - streamlining ~~the~~ and connecting the formerly separate facilities into one. Good for business, good for the environment (less emissions), and good for creating jobs to construct the final project.

*Any information on this form may become Public Record.

South Coast Air Quality Management District
CEQA Scoping Meeting
Tesoro Los Angeles Refinery Integration and Compliance Project
Wednesday, September 24, 2014 • 5:30-8:30 PM • Carson Community Center

WRITTEN COMMENT SUBMITTAL FORM

Name: DAN HOFFMAN

Address: 544 N. AVALON BLVD.

Phone: 310.834.8586 Mobile: _____ Fax: 310.834.8887

Organization (if any): WILMINGTON CHAMBER OF COMMERCE

Would you like to be on the mailing list for future notices or documents related specifically to this project?

Yes No

(If checked yes, all of the above information must be provided.)

Comments: FANTASTIC PROJECT GOOD FOR THE ENVIRONMENT, BUSINESS & WILL CREATE JOBS!

*Any information on this form may become Public Record.

South Coast Air Quality Management District

CEQA Scoping Meeting

Tesoro Los Angeles Refinery Integration and Compliance Project
Wednesday, September 24, 2014 • 5:30-8:30 PM • Carson Community Center

WRITTEN COMMENT SUBMITTAL FORM

Name: Yeni Flor

Address: 3515 Linden Ave. Long Beach, CA 90807

Phone: _____ Mobile: (449) 456-3294 Fax: _____

Organization (if any): _____

Would you like to be on the mailing list for future notices or documents related specifically to this project?

Yes _____ No

(If checked yes, all of the above information must be provided.)

Comments: The Regional Hispanic Chamber of Commerce is in full support of the project because of its Economic Development factor: it brings jobs to our community. It also reduces CO₂ emissions which helps our environment and the health of the workers and population that lives around the area.

*Any information on this form may become Public Record.

South Coast Air Quality Management District
CEQA Scoping Meeting
Tesoro Los Angeles Refinery Integration and Compliance Project
Wednesday, September 24, 2014 • 5:30-8:30 PM • Carson Community Center

WRITTEN COMMENT SUBMITTAL FORM

Name: Weston LaBar

Address: 150 The Promenade N #225

Phone: 570-242-8421 Mobile: _____ Fax: _____

Organization (if any): _____

Would you like to be on the mailing list for future notices or documents related specifically to this project?

Yes No

(If checked yes, all of the above information must be provided.)

Comments: I am glad to see a project that will help meet the energy demands of California, while improving air quality. This is a great project for the surrounding communities.

*Any information on this form may become Public Record.

South Coast Air Quality Management District
CEQA Scoping Meeting
Tesoro Los Angeles Refinery Integration and Compliance Project
Wednesday, September 24, 2014 • 5:30-8:30 PM • Carson Community Center

WRITTEN COMMENT SUBMITTAL FORM

Name: Jenny McCambridge
Address: 3573 Yorkshire Rd Pasadena, Ca
Phone: 949 2684032 Mobile: _____ Fax: _____
Organization (if any): PTS Staffing

Would you like to be on the mailing list for future notices or documents related specifically to this project?

Yes No

(If checked yes, all of the above information must be provided.)

Comments: I think this project is very positive because of the construction jobs it will bring to the area. We provide technical employees in the Carson area and are looking forward to putting more local people to work.

*Any information on this form may become Public Record.