

**May 2017**

**SCH No. 2014091020**

**TESORO  
LOS ANGELES REFINERY  
INTEGRATION AND COMPLIANCE PROJECT  
FINAL  
ENVIRONMENTAL IMPACT REPORT**

**VOLUME IV: Appendix G (Appendix G0 – Response G1-74.8)**

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## **APPENDIX G**

### **Response to Comments**

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**APPENDIX G0**

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**Responses to Comments Received on the Draft Environmental Impact Report**

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**TESORO REFINING AND MARKETING COMPANY LLC  
LOS ANGELES REFINERY INTEGRATION AND COMPLIANCE  
PROJECT**

**RESPONSES TO COMMENTS RECEIVED ON THE DEIR**

**G0-1.0 INTRODUCTION**

**G0-1.1 INTRODUCTION**

This Final Environmental Impact Report (FEIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the CEQA Guidelines (California Code of Regulations Section 15000 et seq.). According to CEQA Guidelines, Section 15132, the FEIR shall consist of:

- The Draft Environmental Impact Report (DEIR) or a revision of the Draft;
- Comments and recommendations received on the DEIR either verbatim or in summary;
- A list of persons, organizations, and public agencies comments on the DEIR;
- The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and,
- Any other information added by the Lead Agency.

This Appendix, together with other portions of the DEIR as revised, constitutes the FEIR for the proposed Tesoro Refining and Marketing Company Los Angeles Refinery Integration and Compliance Project.

The DEIR was released on March 8, 2016 and initially circulated for a 45-day public review and comment period that was scheduled to end on April 22, 2016. After requests for an extension of time and a public hearing was received, the SCAQMD (South Coast Air Quality Management District) provided an extension of the comment period (to a 77-day comment period) until May 24, 2016. The SCAQMD held a public hearing on the Title V permit and public meeting on the DEIR on May 17, 2016. Due to numerous public requests at the public hearing and Tesoro's interest in supporting that request, the SCAQMD decided to provide a second extension of the public comment period to June 10, 2016 (to a 94-day comment period). Therefore, the DEIR was circulated for a 94-day public review and comment period. The DEIR is available at the South Coast Air Quality Management District (SCAQMD), 21865 Copley Drive, Diamond Bar, CA 91765-4182 or by phone at (909) 396-2039. Copies can also be obtained 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-2016>. Copies of the DEIR were also available for review during the comment period at Carson Library, 151 E. Carson Street, Carson, CA 90745; Wilmington Branch Library, 1300 N. Avalon Blvd., Wilmington, CA 90744; and, Bret Harte Neighborhood Library, 1595 W. Willow Street, Long Beach, CA 90810.

The DEIR contained a detailed project description, the environmental setting for each of the environmental resources topic areas where the Notice of Preparation and Initial Study (NOP/IS) determined there was a potential significant adverse impact, an analysis of the potentially significant environmental impacts including cumulative impacts, project alternatives, mitigation measures, and other areas of discussion as required by CEQA. The discussion of the project-related and cumulative environmental impacts included a detailed analysis of air quality, hazards and hazardous materials, hydrology and water quality, noise, solid and hazardous waste, and transportation/traffic.

### **G0-1.2 FORMAT OF APPENDIX G – RESPONSE TO PUBLIC COMMENTS**

The Tesoro Los Angeles Refinery is referred to as “the Refinery” except in discussions involving other Tesoro or other refineries where it will be referred to as “the Los Angeles Refinery” for additional clarity.

Appendix G of the FEIR is organized as follows:

**CHAPTER G0-1 – INTRODUCTION:** This section describes the CEQA requirements and content of the Appendix G of the FEIR and includes a list of persons, organizations, and public agencies commenting on the DEIR.

**CHAPTER G0-2 – MASTER RESPONSES:** This section summarizes those issues that were raised by multiple commenters. The environmental issue raised is followed by a response which addresses the issues raised by the commenters.

### **APPENDICES**

#### **Appendix G1, Comment Letters Received that Require Response and Responses:**

This section provides copies of comment letters received during the public review period and up to February 3, 2017, and individual responses to written comments. To facilitate review of the responses, each comment letter has been reproduced and assigned a number (G1-A1 through G1-A10 for letters received from public agencies and organizations, and G1-001 through G1-120 for letters from other individuals or organizations). Letters G1-A11 and G1-A12 were received from the attorney and mayor of the City of Carson on March 16, 2017 and April 3, 2017, respectively. Although the letters were received after February 3, 2017, they are from a responsible agency, so responses were prepared and the letters and responses are included after G1-120. Individual comments have been numbered for each letter and the letter is followed by responses with references to the corresponding comment number.

#### **Appendix G2, Responses to Comments during Public Hearing on Title V Permit and Public Meeting on the DEIR:**

This section provides a transcript of the interested persons that provided comments during the public hearing on the DEIR as well as speaker cards submitted at the public hearing on the Title V permit and public meeting on the DEIR that contained comments. The comments in the transcript are numbered and individual written responses are provided for each oral comment. Each comment on the

transcript assigned a number (G2-1 through G2-144). The transcript is followed by responses with references to the corresponding comment number. Speaker cards with written comments have also been assigned numbers (G2-145 through G2-170) and are followed by responses with references to the corresponding comment number.

**Appendix G3, Comments Received that Do Not Require a Response:** This section is broken into two subsections: (1) letters and cards of support and (2) letters and emails received after February 3, 2017. Letters and cards have been received during and after the comment period that express support for the proposed project, but that did not contain any specific comments on the DEIR and do not require any responses. These comments have been included in Appendix G3. Each comment letter or card has been reproduced and assigned a number (G3-1 through G3-1798). No responses have been provided as the comments do not raise any issues related to the DEIR. The letters expressing opposition to the proposed project received after February 3, 2017 did not contain any comments not previously raised in Appendix G1. Each comment letter was assigned a number (G3-1799 through G3-1805).

**Appendix G4, Acronyms:**

A list of acronyms used in Appendix G is provided in this section.

**Attachments:**

Attachments referenced in the responses are provided in this section.

### **G0-1.3 CEQA REQUIREMENTS REGARDING COMMENTS AND RESPONSES**

CEQA Guidelines Section 15204 (a) outlines parameters for submitting comments, and reminds persons and public agencies that the focus of review and comment of DEIRs should be “on the sufficiency of the document in identifying and analyzing possible impacts on the environment and ways in which significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible. CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good-faith effort at full disclosure is made in the EIR.”

CEQA Guidelines Section 15204 (c) further advises, “Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.” Section 15204 (d) also states, “Each responsible agency and trustee agency shall focus its comments on environmental information germane to that agency’s statutory responsibility.” Section 15204 (e) states, “This section shall not be used to restrict the ability of reviewers to comment on the general adequacy of a document or of the lead agency to reject comments not focused as recommended by this section.”

### **G0-1.4 COMMENTS RECEIVED ON THE DEIR**

The SCAQMD received 2,102 comment letters, emails, cards, and verbal comments on the DEIR during the comment period and up to February 3, 2017. The SCAQMD also received two letters specifically on the Draft Title V permit during the public comment period. The comments received on the DEIR and at the public hearing on the Title V permit and public meeting on the DEIR transcript have been organized into three appendices: 1) Appendix G1 contains CEQA comment letters and responses to the comments raised in eleven letters submitted by public agencies and 120 public members and organizations; 2) Appendix G2 contains the public hearing on the Title V permit and public meeting on the DEIR transcript, speaker cards containing comments (170 commenters), and responses to the comments made during the meeting or on speaker cards; and, 3) Appendix G3 contains 1,798 letters of support and support cards submitted to SCAQMD which do not require a response because they do not raise issues concerning the adequacy of the DEIR. Appendix G3 also contains letters of opposition received after February 3, 2017, that do not raise issues not previously raised. All comment letters are uniquely numbered. The comment letters and comments in Appendices G1 and G2 have been bracketed and uniquely numbered to correspond to the response. The responses are identified with the corresponding number and are included following each comment letter. Appendix G3 does not contain comments specific to the contents of the DEIR or not previously raised. Therefore, no responses are needed. The comments in Appendix G-3 are included to inform the decisionmaker.

**Table G0-1.4-1  
Comment Letters with Responses Prepared**

<b>Comment Letter</b>	<b>Commenter</b>	<b>Date Received</b>
<b>Reviewing Agencies</b>		
G1-A1	Rincon Band of Luiseño Indians	3/24/2016
G1-A2	Department of Transportation District 7	4/20/2016
G1-A3	State Clearinghouse	5/25/2016
G1-A4	City of Carson	6/8/2016
G1-A5	Janice Hahn	6/10/2016
G1-A6	Los Angeles Unified School District	6/10/2016
G1-A7	State Clearinghouse	6/13/2016
G1-A8*	City of Los Angeles	12/16/2016
G1-A9*	Aleshire & Wynder, LLP, Attorney for City of Carson	1/9/2017
G1-A10*	City of Carson	2/3/2017
<b>Interested Parties</b>		
G1-1	Del Amo Stakeholders	5/9/2016
G1-2	Adams Broadwell Joseph & Cardozo	5/18/2016
G1-3	Adams Broadwell Joseph & Cardozo	5/18/2016
G1-4	Maria Brizeno	5/20/2016
G1-5	Gloria Guzman	5/20/2016
G1-6	Evelyn Chidsey	5/20/2016
G1-7	Carolyn Liesy	5/23/2016
G1-8	Anabell Romero	5/23/2016
G1-9	Blum Collins LLP	5/23/2016
G1-10	Maria Raquel Morales	5/23/2016
G1-11	Dora Navarro	5/23/2016
G1-12	Gonzalo Romero	5/23/2016
G1-13	Daniel Cordero	5/23/2016
G1-14	Maria G Ortega	5/23/2016
G1-15	Joaquin Velasco	5/23/2016
G1-16	Nellie Cordero	5/25/2016
G1-17	G Bautista	6/5/2016
G1-18	Douglas Antonio Novoa Gonzalez	6/5/2016
G1-19	San Pedro Peninsula Homeowners United, Inc.	6/5/2016
G1-20	John Brooks	6/6/2016
G1-21	mchionocapine@sbcglobal.net	6/6/2016
G1-22	Sherry Lear	6/7/2016
G1-23	Felicia Bander	6/7/2016
G1-24	John Winkler	6/8/2016
G1-25	Andrea Leon-Grossman	6/8/2016
G1-26	Steve Salas	6/8/2016
G1-27	Jan Gardner, MD	6/8/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-1 (continued)

Comment Letter	Commenter	Date Received
G1-28	Steve Salas	6/9/2016
G1-29	Shipra Bansal	6/8/2016
G1-30	Angel Ortega	6/9/2016
G1-31	Anabell Chavez	6/9/2016
G1-32	Sylvia Arredondo	6/9/2016
G1-33	Regina Taylor	6/9/2016
G1-34	Ann Cantrell	6/9/2016
G1-35	Lorena Flores	6/9/2016
G1-36	Destiny Martinez	6/9/2016
G1-37	Jorge Aleman	6/9/2016
G1-38	Margie Hoyt	6/9/2016
G1-39	Diane Middleton	6/9/2016
G1-40	Lilian Light	6/9/2016
G1-41	Michael Gearin	6/9/2016
G1-42	Giancarlo Ramirez	6/9/2016
G1-43	Yasmin Salazar	6/9/2016
G1-44	Anonymous Harry Bridges Student	6/9/2016
G1-45	Jajaira	6/9/2016
G1-46	Nyla Yañez	6/9/2016
G1-47	George Ortega	6/9/2016
G1-48	Brian	6/9/2016
G1-49	Melanie	6/9/2016
G1-50	Crystal Felix & Dulce Suarez	6/9/2016
G1-51	Anthony Angon	6/9/2016
G1-52	Gustavo	6/9/2016
G1-53	Destiny Acosta & Jocelyn Hernandez	6/9/2016
G1-54	Brooke Lynn Davis	6/9/2016
G1-55	Becky Anderson	6/9/2016
G1-56	Philippine Action Group for the Environment	6/9/2016
G1-57	Ruth Boysen	6/10/2016
G1-58	Cindy Koch	6/10/2016
G1-59	Melanie L Cohen	6/10/2016
G1-60	Kat Madrigal	6/10/2016
G1-61	Morelia Cuevas	6/10/2016
G1-62	Hans Grellmann	6/10/2016
G1-63	Bernice Nabayan	6/10/2016
G1-64	Catherine Leys	6/10/2016
G1-65	Environment California	6/10/2016
G1-66	Stephen Leys	6/10/2016
G1-67	Carl Southwell	6/10/2016
G1-68	Rhetta Alexander	6/10/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-1 (continued)

Comment Letter	Commenter	Date Received
G1-69	William A Koons	6/10/2016
G1-70	SoCal 350 Climate Action & Tar Sands Action Southern California	6/10/2016
G1-71	Sally Hayati	6/10/2016
G1-72	Ron Siegel	6/10/2016
G1-73	Sierra Club, Long Beach Area Group	6/10/2016
G1-74	Belinda Waymouth	6/10/2016
G1-75	James Stewart	6/10/2016
G1-76	Century Villages at Cabrillo	6/10/2016
G1-77	Sierra Club	6/10/2016
G1-78	Adams Broadwell Joseph & Cardozo	6/10/2016
G1-79	Adams Broadwell Joseph & Cardozo Title V	6/10/2016
G1-80	Heather Kim	6/10/2016
G1-81	Communities for a Better Environment	6/10/2016
G1-82	Jan Victor Andasan	6/10/2016
G1-83	Kent Minault	6/10/2016
G1-84	East Yards Communities for Environmental Justice (EYCEJ)	6/10/2016
G1-85	Building Healthy Communities, EndOil / Communities for Clean Ports, Long Beach Alliance for Children with Asthma, and Green Education Inc.	6/10/2016
G1-86	Communities for a Better Environment, Earthjustice, East Yards Communities for Environmental Justice, and Coalition for a Safe Environment	6/10/2016
G1-87	Andenia S Riojas	6/10/2016
G1-88	Marciela Peralta-Canton	6/10/2016
G1-89	Georgina Villahaze	6/10/2016
G1-90	Gengmun Eng	6/10/2016
G1-91	Peter Rosenwald	6/10/2016
G1-92	Niels Goerrissen	6/10/2016
G1-93	Kishan Sistla	6/10/2016
G1-94	L Bassett	6/10/2016
G1-95	Jasmine Larios	6/10/2016
G1-96	Patricia Larios	6/10/2016
G1-97	Danny Scott	6/10/2016
G1-98	Colleen Scott	6/10/2016
G1-99*	Teo Veliz	6/10/2016
G1-100*	Anabell Chavez	6/10/2016
G1-101*	Magali Sanchez-Hall	6/10/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-1 (concluded)

Comment Letter	Commenter	Date Received
G1-102*	Mike Busman	6/10/2016
G1-103*	Raymond Waters	6/10/2016
G1-104*	Theresa Brady	6/10/2016
G1-105*	Rebecca Reed	6/10/2016
G1-106*	CFASE	6/10/2016
G1-107*	Esteli Bowman-Rivera	6/10/2016
G1-108*	Esteli Bowman-Rivera	6/10/2016
G1-109*	Rhetta Alexander	11/29/2016
G1-110*	Rheva Nickols	11/29/2016
G1-111*	Julia Gibson	11/30/2016
G1-112*	Marina Kitchen	12/2/2016
G1-113*	East Yards Communities for EJ	12/8/2016
G1-114*	Building Healthy Communities for Env Justice	12/8/2016
G1-115*	Anabell Romero	12/8/2016
G1-116*	SoCal 350 Climate Action and Tar Sands Action SoCal	12/8/2016
G1-117*	Linda Basset	12/8/2016
G1-118*	Adams and Broadwell	12/21/2016
G1-119*	Communities for a Better Environment	12/30/2016
G1-120*	Communities for a Better Environment	12/30/2016
G1-A11*	Aleshire & Wynder, LLP, Attorney for City of Carson	3/16/2017
G1-A12*	City of Long Beach	4/3/2017

\* Comment received after the close of the comment period

**Table G0-1.4-2  
Comments That Do Not Require a Response**

<b>Comment Letter</b>	<b>Commenter</b>	<b>Date Received</b>
<b>Comments of Support</b>		
G3-0001	Wilmington Chamber of Commerce	3/16/2016
G3-0002	South Bay Association of Chambers of Commerce	3/16/2016
G3-0003	Keller Family	3/17/2016
G3-0004	Monica Hernandez	3/17/2016
G3-0005	Helio Alvarez (email)	3/17/2016
G3-0006	Jon C Brown	3/18/2016
G3-0007	Food Finders	3/21/2016
G3-0008	Ruben B Rivera	3/22/2016
G3-0009	Carson Chamber of Commerce	3/22/2016
G3-0010	Robin Thomas	3/22/2016
G3-0011	Lee Thomas	3/22/2016
G3-0012	Edward G Valles	3/22/2016
G3-0013	Barbara C Barton	3/22/2016
G3-0014	Mary Hauk	3/22/2016
G3-0015	DaRonda Reed	3/22/2016
G3-0016	Concepcion G Valles	3/22/2016
G3-0017	Logan Allen (email)	3/23/2016
G3-0018	Joe Sparano (email)	3/23/2016
G3-0019	Boys and Girls Club of Long Beach	3/23/2016
G3-0020	Judy Anderson	3/23/2016
G3-0021	Barbara Avakian	3/23/2016
G3-0022	Rodney Barnes	3/23/2016
G3-0023	David G Bieda	3/23/2016
G3-0024	Robert D Boyson	3/23/2016
G3-0025	Steven Bufus	3/23/2016
G3-0026	Dana L Burns	3/23/2016
G3-0027	Russell Collison	3/23/2016
G3-0028	Teresa Lyn Cook	3/23/2016
G3-0029	David W Core	3/23/2016
G3-0030	Jerry W Dierks	3/23/2016
G3-0031	Uwe K Hansen	3/23/2016
G3-0032	A N Harris	3/23/2016
G3-0033	Oliver M Harris Jr	3/23/2016
G3-0034	Vicki L Jansen	3/23/2016
G3-0035	Lloyd Justis	3/23/2016
G3-0036	Laurene R Mertens	3/23/2016
G3-0037	Debbie Miller	3/23/2016
G3-0038	Gerald Morris	3/23/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-0039	Peter J Poshinske	3/23/2016
G3-0040	Paul E Pettler	3/23/2016
G3-0041	Nancy Pilsher	3/23/2016
G3-0042	Thomas L Rader	3/23/2016
G3-0043	Vera Rader	3/23/2016
G3-0044	Steve Raroha	3/23/2016
G3-0045	Marla Renner	3/23/2016
G3-0046	Margaret Smith	3/23/2016
G3-0047	Anthony Smith	3/23/2016
G3-0048	William A Smith	3/23/2016
G3-0049	Marianne Thomas	3/23/2016
G3-0050	DE Wright Inc.	3/24/2016
G3-0051	Clean Wilmington	3/25/2016
G3-0052	Pacific Unicom Corp	3/25/2016
G3-0053	Wilmington Youth Sailing and Aquatics Center	3/28/2016
G3-0054	Los Angeles Area Chamber of Commerce	3/28/2016
G3-0055	Yolanda Delatorre	3/31/2016
G3-0056	Paul Teuerle	3/31/2016
G3-0057	Jay Banzon	3/31/2016
G3-0058	Glenn Hutton	3/31/2016
G3-0059	Angel Loeches	3/31/2016
G3-0060	Jessica Alvarez	4/1/2016
G3-0061	Walter Alvarez	4/1/2016
G3-0062	Ted Green	4/1/2016
G3-0063	Ted Se	4/1/2016
G3-0064	Sarah Rascon	4/1/2016
G3-0065	Samantha Beasley	4/1/2016
G3-0066	Lixin Guo	4/1/2016
G3-0067	Ghina Yamout	4/1/2016
G3-0068	Paul Dofton	4/1/2016
G3-0069	Harbor Trucking Association	4/1/2016
G3-0070	Robert Guerrero	4/4/2016
G3-0071	Frank Gonzales	4/4/2016
G3-0072	Laura Drake	4/4/2016
G3-0073	Cathy Gonzales	4/4/2016
G3-0074	Jamie Alioto	4/4/2016
G3-0075	Serio Preciado	4/4/2016
G3-0076	John Alioto	4/4/2016
G3-0077	Daniel Gutierrez	4/4/2016
G3-0078	Marie Gutierrei	4/4/2016
G3-0079	Delle Frederickson	4/4/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-0080	Mikel Fredrickson	4/4/2016
G3-0081	Cathy Laurizano	4/4/2016
G3-0082	Timothy Gaskey	4/4/2016
G3-0083	Ann Marie Miramontes	4/4/2016
G3-0084	Faustino Saavedra	4/4/2016
G3-0085	Guadalupe Saavedra	4/4/2016
G3-0086	Eric Ramos	4/4/2016
G3-0087	Bobby Corvero	4/4/2016
G3-0088	Yvette Sullivan	4/4/2016
G3-0089	Guillermina Colunga	4/4/2016
G3-0090	Ray Koon	4/4/2016
G3-0091	Laura Koon	4/4/2016
G3-0092	Carlos Pereya	4/4/2016
G3-0093	Tony Balvez	4/4/2016
G3-0094	Joseph Gonzalez	4/4/2016
G3-0095	Lorenzo Torres II	4/4/2016
G3-0096	Edward Reuiz	4/4/2016
G3-0097	Amber Hernandez	4/4/2016
G3-0098	Joe Lopez	4/4/2016
G3-0099	Gloria Lopez	4/4/2016
G3-0100	Eric Heath	4/4/2016
G3-0101	Hope Carrill	4/4/2016
G3-0102	Michael Dalzell	4/4/2016
G3-0103	Donald Heath	4/4/2016
G3-0104	Michael Silverson	4/4/2016
G3-0105	David Terrazas	4/4/2016
G3-0106	Denise Upton	4/4/2016
G3-0107	YWCA	4/5/2016
G3-0108	American Red Cross - Greater Long Beach Chapter	4/5/2016
G3-0109	YMCA of Greater Long Beach	4/5/2016
G3-0110	LAUSD Banning High School	4/5/2016
G3-0111	LAUSD Wilmington Park Elementary School	4/5/2016
G3-0112	BizFed	4/5/2016
G3-0113	Arena Painting Contractors, Inc. email	4/6/2016
G3-0114	SPEC Services, Inc. email	4/6/2016
G3-0115	Eureka Strategies, LLC email	4/6/2016
G3-0116	Eichleay	4/6/2016
G3-0117	Evan Oliver	4/7/2016
G3-0118	Kimberly Christensen	4/7/2016
G3-0119	Sharon Nacshon	4/7/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-0120	Braulio Mena	4/7/2016
G3-0121	Seannessy Brown	4/7/2016
G3-0122	Jaclyn Mendoza	4/7/2016
G3-0123	Michael McAllister	4/7/2016
G3-0124	Pilar Ortega	4/7/2016
G3-0125	Derek Hampton	4/7/2016
G3-0126	Mark Klocek	4/7/2016
G3-0127	Sal Fernandez	4/7/2016
G3-0128	Mario Acosta	4/7/2016
G3-0129	Shannon McClellan	4/7/2016
G3-0130	Nancy Marquez	4/7/2016
G3-0131	Carlos Veramendi	4/7/2016
G3-0132	Chris Nuila	4/7/2016
G3-0133	Henry Guerrero	4/7/2016
G3-0134	Julio Vergara	4/7/2016
G3-0135	Geroge Guerra	4/7/2016
G3-0136	Angel Leo Montes	4/7/2016
G3-0137	Byan Snead	4/7/2016
G3-0138	Mario Guzman	4/7/2016
G3-0139	Mojgan Malekpour	4/7/2016
G3-0140	Cynthia Chavez	4/7/2016
G3-0141	Michael Stork	4/7/2016
G3-0142	Kenneth A. Newman	4/7/2016
G3-0143	Terry O'Bar	4/7/2016
G3-0144	Michael DuBois	4/7/2016
G3-0145	Richard Martine	4/7/2016
G3-0146	Beni Lopez	4/7/2016
G3-0147	Corino Pastor	4/7/2016
G3-0148	Garland Jan	4/7/2016
G3-0149	Dario Mota	4/7/2016
G3-0150	Daniel W Robinson	4/7/2016
G3-0151	Ken Dami	4/7/2016
G3-0152	David Foster	4/7/2016
G3-0153	Ramon Martinez Jr	4/7/2016
G3-0154	Christing Cobal	4/7/2016
G3-0155	Ellaine Ariola	4/7/2016
G3-0156	John Shao	4/7/2016
G3-0157	Sondra G. Fisher	4/7/2016
G3-0158	Tiffany Race	4/7/2016
G3-0159	Denis Kurt	4/7/2016
G3-0160	Robert Nguyen	4/7/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-0161	Susan Stark	4/7/2016
G3-0162	Robert Gomez	4/7/2016
G3-0163	Chris Cornell	4/7/2016
G3-0164	Alfredo Morraz	4/7/2016
G3-0165	Willie Frugan	4/7/2016
G3-0166	Jocelyn Ching	4/7/2016
G3-0167	Henry May	4/7/2016
G3-0168	Jenn Marshall	4/7/2016
G3-0169	Kevin Dix	4/7/2016
G3-0170	Anil K Singh	4/7/2016
G3-0171	Eric Milton	4/7/2016
G3-0172	Frank Fregro	4/7/2016
G3-0173	Connie Chow	4/7/2016
G3-0174	Kenneth Ball	4/7/2016
G3-0175	Bill Palmer	4/7/2016
G3-0176	Jesus Flores	4/7/2016
G3-0177	John Babich	4/7/2016
G3-0178	Alan McWatt	4/7/2016
G3-0179	Jaden Young	4/7/2016
G3-0180	Ronald D. Ricks	4/7/2016
G3-0181	Jacob Gerber	4/7/2016
G3-0182	Brittany Avila	4/7/2016
G3-0183	Travis Graham	4/7/2016
G3-0184	Richard Veliz	4/7/2016
G3-0185	Kirk Masuda	4/7/2016
G3-0186	Bernice Bautista	4/7/2016
G3-0187	Gary Betts	4/7/2016
G3-0188	Arash Doutell	4/7/2016
G3-0189	Jennifer Hartnell	4/7/2016
G3-0190	Hoa Banh	4/7/2016
G3-0191	Carol Dioguardi	4/7/2016
G3-0192	Greg Jirail	4/7/2016
G3-0193	William C. Fleck	4/7/2016
G3-0194	Subir Kumar Bandyopadhyay	4/7/2016
G3-0195	R. M. Devine	4/7/2016
G3-0196	David Asahina	4/7/2016
G3-0197	Maxine Sauer	4/7/2016
G3-0198	Brian Nguyen	4/7/2016
G3-0199	Derek Gustafson	4/7/2016
G3-0200	Kareem Makonen	4/7/2016
G3-0201	Gwendolyn Elzy	4/7/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-0202	Lizette Macias Zepeda	4/7/2016
G3-0203	Steven Donahue	4/7/2016
G3-0204	Shane Damay	4/7/2016
G3-0205	Soroush Soroushi	4/7/2016
G3-0206	Joshua Fowler	4/7/2016
G3-0207	Sapan Patel	4/7/2016
G3-0208	Subir Bhattacharya	4/7/2016
G3-0209	Sam Blaza	4/7/2016
G3-0210	Mark Pirez	4/7/2016
G3-0211	Anan D. Shah	4/7/2016
G3-0212	Omar Palacios	4/7/2016
G3-0213	Robin Schott	4/7/2016
G3-0214	Shih-Chen Wang	4/7/2016
G3-0215	Luisa Cano	4/7/2016
G3-0216	Hirofumi Kono	4/7/2016
G3-0217	William Ginnett	4/7/2016
G3-0218	Yon Dolgorowky	4/7/2016
G3-0219	George Sabatin	4/7/2016
G3-0220	Corey Brill	4/7/2016
G3-0221	Anita Corniel	4/7/2016
G3-0222	Kenn Aguinaldo	4/7/2016
G3-0223	Alex Parilli	4/7/2016
G3-0224	Cathy Colbert	4/7/2016
G3-0225	Gerald Lanphen	4/7/2016
G3-0226	Lauren D Tabor	4/7/2016
G3-0227	Deborah P Felt	4/7/2016
G3-0228	Eddie Field	4/7/2016
G3-0229	Cynthia Weston	4/7/2016
G3-0230	Tyson Tom	4/7/2016
G3-0231	Jason Lo	4/7/2016
G3-0232	David Essex	4/7/2016
G3-0233	Frank Colcord	4/7/2016
G3-0234	Michael Hutton	4/7/2016
G3-0235	Robert Martinez	4/7/2016
G3-0236	Matthew Pocta	4/7/2016
G3-0237	Aleltia Gonzalez	4/7/2016
G3-0238	Karen Anaya	4/7/2016
G3-0239	Sean C Zellmann	4/7/2016
G3-0240	Byron Scott	4/7/2016
G3-0241	Henry Chung	4/7/2016
G3-0242	Martha Barron-Michel	4/7/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-0243	John De Jong	4/7/2016
G3-0244	Steven R Maze	4/7/2016
G3-0245	Steven Tate	4/7/2016
G3-0246	Willie Maggio	4/7/2016
G3-0247	Nicholas Durke	4/7/2016
G3-0248	Kateri A Luka	4/7/2016
G3-0249	Nancy Huizing	4/7/2016
G3-0250	Angelita Curter	4/7/2016
G3-0251	Ryan Unmack	4/7/2016
G3-0252	Selene Rodriguez	4/7/2016
G3-0253	Yolanda Chapman	4/7/2016
G3-0254	Rinaldo Edmonson	4/7/2016
G3-0255	Kevin Bradley	4/7/2016
G3-0256	Jim Royen	4/7/2016
G3-0257	Stephen Ciccarelli	4/7/2016
G3-0258	Ray Mongi	4/7/2016
G3-0259	Ron Clarkson	4/7/2016
G3-0260	Joey Guerara	4/7/2016
G3-0261	Cory Tomlin	4/7/2016
G3-0262	John R Berryhill	4/7/2016
G3-0263	Javier Vazquez	4/7/2016
G3-0264	Matthew Downs	4/7/2016
G3-0265	J M Kuakovski	4/7/2016
G3-0266	Ed Fech	4/7/2016
G3-0267	Liana Siegel	4/7/2016
G3-0268	Jaime Plascencia	4/7/2016
G3-0269	Lorenzo Grijalva	4/7/2016
G3-0270	John Arehen	4/7/2016
G3-0271	Brian Cullen	4/7/2016
G3-0272	Koulla Gibson	4/7/2016
G3-0273	Karsten Graff	4/7/2016
G3-0274	Chao Wang	4/7/2016
G3-0275	Glen A Jackson	4/7/2016
G3-0276	Shawn Barret	4/7/2016
G3-0277	Derrick Bartels	4/7/2016
G3-0278	Joyce Barahm	4/7/2016
G3-0279	Nohelio Martinez	4/7/2016
G3-0280	Jamie Bartolome	4/7/2016
G3-0281	Vickie Camburn	4/7/2016
G3-0282	Mark R Yoynch	4/7/2016
G3-0283	Jamie Supancheck	4/7/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-0284	John H Sullivan	4/7/2016
G3-0285	David L Von Gubel	4/7/2016
G3-0286	Michael Ramos	4/7/2016
G3-0287	Babak Khatibloo	4/7/2016
G3-0288	Cezika Concha	4/7/2016
G3-0289	Darrell Mathis	4/7/2016
G3-0290	Vernon Martin	4/7/2016
G3-0291	Adrian Rosu	4/7/2016
G3-0292	JoAnn Baker	4/7/2016
G3-0293	Yung S Chung	4/7/2016
G3-0294	Rebecca L Pulmano	4/7/2016
G3-0295	Van Trnong	4/7/2016
G3-0296	Juan Marquez	4/7/2016
G3-0297	Mark R Johnson	4/7/2016
G3-0298	Steve Hodaman	4/7/2016
G3-0299	Kenneth Ogawa	4/7/2016
G3-0300	Michael J Heimer	4/7/2016
G3-0301	Randall Bartholomew	4/7/2016
G3-0302	Kilroy Collins	4/7/2016
G3-0303	Erik Perryman	4/7/2016
G3-0304	Bridget Iserhien	4/7/2016
G3-0305	Brian Wilson	4/7/2016
G3-0306	Joe Garcia	4/7/2016
G3-0307	Roy Croil	4/7/2016
G3-0308	Gloria Lerma	4/7/2016
G3-0309	June Christman	4/7/2016
G3-0310	Vaughn Groff	4/7/2016
G3-0311	Alan Yaslik	4/7/2016
G3-0312	Olga G Chavez	4/7/2016
G3-0313	Macario Perez	4/7/2016
G3-0314	Tristian Fontenot	4/7/2016
G3-0315	William Hurcoy	4/7/2016
G3-0316	Lisa Brown	4/7/2016
G3-0317	Ronald Serrano	4/7/2016
G3-0318	Jim Powell	4/7/2016
G3-0319	Joseph Arrizon	4/7/2016
G3-0320	Lester Valdiyia	4/7/2016
G3-0321	Antoinette Jackson	4/7/2016
G3-0322	Felipe Garcia	4/7/2016
G3-0323	Gurman Cortez	4/7/2016
G3-0324	Jeff Jeiski	4/7/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-0325	George Diaz	4/7/2016
G3-0326	Michael Navarro	4/7/2016
G3-0327	Jamie Gonzales	4/7/2016
G3-0328	Dale Lee Soto	4/7/2016
G3-0329	Anthony Abraham	4/7/2016
G3-0330	Eric Resar	4/7/2016
G3-0331	Victor Iniguez	4/7/2016
G3-0332	John Diaz	4/7/2016
G3-0333	Manuel Macias	4/7/2016
G3-0334	David Coronado	4/7/2016
G3-0335	David Ochoa	4/7/2016
G3-0336	R King	4/7/2016
G3-0337	Victor R Yucav	4/7/2016
G3-0338	Jesus Ramirez	4/7/2016
G3-0339	Ruthanne Walker	4/7/2016
G3-0340	Richard Koza	4/7/2016
G3-0341	Bikash Sharma	4/7/2016
G3-0342	Lynnea Giordani	4/7/2016
G3-0343	Shelley Zhang	4/7/2016
G3-0344	Johnny Maldonado	4/7/2016
G3-0345	Jorge Aculera	4/7/2016
G3-0346	Azetur Santoscoy	4/7/2016
G3-0347	John M Compbell	4/7/2016
G3-0348	William May	4/7/2016
G3-0349	Roy Garolmier	4/7/2016
G3-0350	Lucina Lopez	4/7/2016
G3-0351	Stanley Kurashke	4/7/2016
G3-0352	Brian J Williams	4/7/2016
G3-0353	Jennifer Amsden	4/7/2016
G3-0354	Kenneth O Rodriguez	4/7/2016
G3-0355	Sandra Bieda	4/7/2016
G3-0356	Robert Riorda	4/7/2016
G3-0357	Christina Ulioa	4/7/2016
G3-0358	Craig Chi	4/7/2016
G3-0359	Troy Gilbert	4/7/2016
G3-0360	Kris Aflatooni	4/7/2016
G3-0361	Robert Mason	4/7/2016
G3-0362	Michael J Werkmeister	4/7/2016
G3-0363	Michael Torrez	4/7/2016
G3-0364	Keith Riley	4/7/2016
G3-0365	Royann Winchester	4/7/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-0366	Raul Morales	4/7/2016
G3-0367	Erik Neilsen	4/7/2016
G3-0368	W A Kuhns	4/7/2016
G3-0369	Ken Sams	4/7/2016
G3-0370	Karen Kelly	4/7/2016
G3-0371	Erin Danavaut	4/7/2016
G3-0372	Yolanda V James	4/7/2016
G3-0373	Gene Hale	4/11/2016
G3-0374	Elizabeth Shapiro	4/12/2016
G3-0375	Gilbert Ivey	4/12/2016
G3-0376	Veronica Martin	4/12/2016
G3-0377	Stephanie Mardeslch	4/14/2016
G3-0378	Paul F. Conrad	4/14/2016
G3-0379	Ann Fry	4/18/2016
G3-0380	Louis G Baglietto Jr	4/18/2016
G3-0381	James Kipling Louttit	4/18/2016
G3-0382	Marianne Gastelum	4/18/2016
G3-0383	Robert J Siemler	4/18/2016
G3-0384	Shayla Perez	4/18/2016
G3-0385	Dulce Pam	4/18/2016
G3-0386	Margarita Meza	4/18/2016
G3-0387	Gabby Ramirez	4/18/2016
G3-0388	Julia De la Rosa	4/18/2016
G3-0389	Eva Urena	4/18/2016
G3-0390	Laureano Flores	4/18/2016
G3-0391	Mari Carmen Rodriguez	4/18/2016
G3-0392	Maya Menca	4/18/2016
G3-0393	Mercedes Yanez	4/18/2016
G3-0394	Dezy Elnez	4/18/2016
G3-0395	Sandra Diaz	4/18/2016
G3-0396	Salvador Lara	4/18/2016
G3-0397	Jose Diaz	4/18/2016
G3-0398	Robert Roman	4/18/2016
G3-0399	Jacqueline Johnson	4/18/2016
G3-0400	Giovanni Rivas	4/18/2016
G3-0401	Victoria Tuccy	4/18/2016
G3-0402	Daisy Herrera	4/18/2016
G3-0403	Ronald Pon	4/18/2016
G3-0404	Dylan Mendez	4/18/2016
G3-0405	Robby E Hall	4/18/2016
G3-0406	Dennis Richardson	4/18/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-0407	David Rehder	4/18/2016
G3-0408	Julie Rehder	4/18/2016
G3-0409	Shawn McCaffrey	4/18/2016
G3-0410	Willie R Linder	4/18/2016
G3-0411	Jesse Hulette	4/18/2016
G3-0412	Urian Hernandez	4/18/2016
G3-0413	Lidia Lurhuras	4/18/2016
G3-0414	Samuel Chavez	4/18/2016
G3-0415	Cesar E Alvarado	4/18/2016
G3-0416	David Turner	4/18/2016
G3-0417	Robert J Harris	4/18/2016
G3-0418	Maurico Foster	4/18/2016
G3-0419	Colleen Doucet	4/18/2016
G3-0420	Howard A Proctor	4/18/2016
G3-0421	Carolyn Davies	4/18/2016
G3-0422	Alondra Cape	4/18/2016
G3-0423	Iva Senta	4/18/2016
G3-0424	Marco Mares	4/18/2016
G3-0425	Martha Ayola Ruiz	4/18/2016
G3-0426	Deborah Sangeleer	4/18/2016
G3-0427	Stephen Sangeleer	4/18/2016
G3-0428	David R Nava	4/18/2016
G3-0429	Dianne Kitazumi	4/18/2016
G3-0430	Trana Bryant	4/18/2016
G3-0431	Asuncion Sy	4/18/2016
G3-0432	Manuel Shelton	4/18/2016
G3-0433	Darnell Fleming	4/18/2016
G3-0434	Ralph Varuen	4/18/2016
G3-0435	Aminah M Jones	4/18/2016
G3-0436	Charles Hill	4/18/2016
G3-0437	Manuel Yrigoyen	4/18/2016
G3-0438	Myrna A Ronquillo	4/18/2016
G3-0439	Henrique Ronquillo	4/18/2016
G3-0440	Monette C Gavino	4/18/2016
G3-0441	Mauricio Cortes	4/18/2016
G3-0442	Jay Diaz	4/18/2016
G3-0443	Alex Perrerr	4/18/2016
G3-0444	Regional Hispanic Chamber of Commerce	4/18/2016
G3-0445	Brian Boggan	4/18/2016
G3-0446	Wilmington YMCA	4/18/2016
G3-0447	Arc Mid Cities	4/18/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-0448	Assistance League Long Beach (ALLB)	4/18/2016
G3-0449	Wilmington Lions Club	4/18/2016
G3-0450	Friends of Banning's Landing	4/18/2016
G3-0451	Wilmington Coordinating Council	4/18/2016
G3-0452	Los Angeles County Economic Development Corporation (LAEDC)	4/18/2016
G3-0453	Brian Huckabey	4/18/2016
G3-0454	Cecilia Mckenzie	4/18/2016
G3-0455	Juan Muratalla	4/18/2016
G3-0456	Nancy Hack	4/18/2016
G3-0457	Vickie Lamb	4/18/2016
G3-0458	Eric Galeana	4/18/2016
G3-0459	David Youngman	4/18/2016
G3-0460	Aarin Borren	4/18/2016
G3-0461	Kathleen Saudana	4/18/2016
G3-0462	Paulina Bernal	4/18/2016
G3-0463	Lucy Valdez-Qujad	4/18/2016
G3-0464	Esperanza Connor	4/18/2016
G3-0465	Cynthia Meraz	4/18/2016
G3-0466	Michael De Luca	4/18/2016
G3-0467	Lynn M De Luca	4/18/2016
G3-0468	Violet Bernal	4/18/2016
G3-0469	Mario Bernal	4/18/2016
G3-0470	Douglas Shay	4/18/2016
G3-0471	Jerri Johnson	4/18/2016
G3-0472	James Connor	4/18/2016
G3-0473	Bruce Brennon	4/18/2016
G3-0474	Irene Lopez	4/18/2016
G3-0475	Julio Palacios	4/18/2016
G3-0476	Kimberly Huckabey	4/18/2016
G3-0477	Rosa Martin	4/18/2016
G3-0478	Mojgan Malekpour	4/18/2016
G3-0479	Cynthia Chavez	4/18/2016
G3-0480	Glen Algine	4/18/2016
G3-0481	Mewnicio Cortes	4/18/2016
G3-0482	Hugo Hernandez	4/18/2016
G3-0483	Maria Chita San Andres	4/18/2016
G3-0484	Angel Montes	4/18/2016
G3-0485	Patrick Ballantyne	4/18/2016
G3-0486	Cathy Williams	4/18/2016
G3-0487	Ryan Snead	4/18/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-0488	Jaclyn Mendoza	4/18/2016
G3-0489	George Guerra	4/18/2016
G3-0490	Julio Vergara	4/18/2016
G3-0491	Mario Guzman	4/18/2016
G3-0492	Christian Nuila-Moran	4/18/2016
G3-0493	Henry Guerrero	4/18/2016
G3-0494	Seannessy Brown	4/18/2016
G3-0495	William Rozmiewsky	4/18/2016
G3-0496	Nora Bautista	4/18/2016
G3-0497	Kimberly Christensen	4/18/2016
G3-0498	Michael McAllister	4/18/2016
G3-0499	Suzan Nazem	4/18/2016
G3-0500	Pilar Ortega	4/18/2016
G3-0501	Diego Bautista	4/18/2016
G3-0502	Mark Klocek	4/18/2016
G3-0503	Derek Hampton	4/18/2016
G3-0504	Mario Acosta	4/18/2016
G3-0505	Jesus Vasquez	4/18/2016
G3-0506	Sal Fernandez	4/18/2016
G3-0507	Shirley Atenio	4/18/2016
G3-0508	Freo Tinker	4/18/2016
G3-0509	Gloria B Estrada	4/18/2016
G3-0510	Don Rodriguez	4/18/2016
G3-0511	Sadie Judge-Kimble	4/18/2016
G3-0512	Nancy Marquez	4/18/2016
G3-0513	Mary Jo Walker	4/18/2016
G3-0514	Shannon McClellan	4/18/2016
G3-0515	Dennis Quijadas	4/18/2016
G3-0516	Michael Hott	4/18/2016
G3-0517	Kendra Crawford	4/18/2016
G3-0518	Dulce Padilla	4/18/2016
G3-0519	Margarita Meza	4/18/2016
G3-0520	Galoviela Ramirez	4/18/2016
G3-0521	Eva Urena	4/18/2016
G3-0522	Laureano Flores	4/18/2016
G3-0523	Consuelo Calderon	4/18/2016
G3-0524	Sharon Lai	4/18/2016
G3-0525	Huiping Wang	4/18/2016
G3-0526	Antonia Rodriguez	4/18/2016
G3-0527	Mari Carmen Rodriguez	4/18/2016
G3-0528	Amalia Sanchez	4/18/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-0529	Leticia Miranda	4/18/2016
G3-0530	Melissa Gonzalez	4/18/2016
G3-0531	Mercedes Yanez	4/18/2016
G3-0532	Mayela Mendoza	4/18/2016
G3-0533	Katrina Gonzalez	4/18/2016
G3-0534	Sandra Diaz	4/18/2016
G3-0535	Marlene Garcia	4/18/2016
G3-0536	Jose Salinas	4/18/2016
G3-0537	Zizi Riyami	4/18/2016
G3-0538	Jose Diaz	4/18/2016
G3-0539	Jesus Torres	4/18/2016
G3-0540	Robert Roman	4/18/2016
G3-0541	Belinda Noguez	4/18/2016
G3-0542	Vicente Castillo	4/18/2016
G3-0543	Jacqueline Johnson	4/18/2016
G3-0544	Juana Sierra	4/18/2016
G3-0545	Ana Cervantes	4/18/2016
G3-0546	Giovanni Rivas	4/18/2016
G3-0547	Genesis De Castro	4/18/2016
G3-0548	Veronica Martin	4/18/2016
G3-0549	Ronald Pon	4/18/2016
G3-0550	Aliera N	4/18/2016
G3-0551	Jeremy Albo	4/18/2016
G3-0552	David Frye	4/18/2016
G3-0553	Monette Gavino	4/18/2016
G3-0554	Henrique Ronquillo	4/18/2016
G3-0555	Myrna Ronquillo	4/18/2016
G3-0556	Julia De La Rosa	4/18/2016
G3-0557	Sal Perez	4/18/2016
G3-0558	Ben Cardas	4/18/2016
G3-0559	Nevenko Budesas	4/18/2016
G3-0560	Cynthia Perez	4/18/2016
G3-0561	Rose Ann Budesas	4/18/2016
G3-0562	Cozy Rhodes	4/18/2016
G3-0563	Michael De Sisto	4/18/2016
G3-0564	Mary De Sisto	4/18/2016
G3-0565	Alma Canizales	4/18/2016
G3-0566	Henry Garcia	4/18/2016
G3-0567	John Rivera	4/18/2016
G3-0568	Michael Molina	4/18/2016
G3-0569	Scott Watson	4/18/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-0570	Richard Victor	4/18/2016
G3-0571	Bobby Corvero	4/18/2016
G3-0572	Cassandra Gaona	4/18/2016
G3-0573	Albert Gaona	4/18/2016
G3-0574	Jennifer Rivera	4/18/2016
G3-0575	Mark Atencio	4/18/2016
G3-0576	Mercedes Garcia	4/18/2016
G3-0577	Hedge Marin	4/18/2016
G3-0578	Jose A Barbas	4/18/2016
G3-0579	Silivia Barbas	4/18/2016
G3-0580	Michael Pophoff	4/18/2016
G3-0581	Mathew Torres	4/18/2016
G3-0582	Elias Gomez	4/18/2016
G3-0583	Carson Dominguez Employers Alliance (CDEA)	4/19/2016
G3-0584	Gulf Avenue Elementary School	4/19/2016
G3-0585	Chandler's Sand & Gravel, LLC	4/20/2016
G3-0586	Gekko Engineering Inc.	4/20/2016
G3-0587	Harry Bridges Span School	4/20/2016
G3-0588	Laura Caio	4/20/2016
G3-0589	Yeslee Lentese	4/20/2016
G3-0590	Art De La Rosa	4/20/2016
G3-0591	Maria S Aguilar	4/20/2016
G3-0592	Maria Gonzalez	4/20/2016
G3-0593	Olivia E Rios	4/20/2016
G3-0594	Ionatana Mason	4/20/2016
G3-0595	Alofa Mafoe	4/20/2016
G3-0596	Mina S Maea	4/20/2016
G3-0597	Fa'atua Galala	4/20/2016
G3-0598	Sootaga Mafoe	4/20/2016
G3-0599	Faapulou Faletofo	4/20/2016
G3-0600	Tauti P Aiono	4/20/2016
G3-0601	Timu Fiti Faagolo	4/20/2016
G3-0602	Chief Loa Pole Faletofo	4/20/2016
G3-0603	Muaaufaalele Tuupo	4/20/2016
G3-0604	Sautia Poasa	4/20/2016
G3-0605	Pupaia Mason	4/20/2016
G3-0606	Meke To	4/20/2016
G3-0607	Vaitea Galala	4/20/2016
G3-0608	Miriama M To	4/20/2016
G3-0609	Suluama M Uini	4/20/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-0610	Harbor City/Harbor Gateway Chamber of Commerce	4/21/2016
G3-0611	Alex Castaneda	4/21/2016
G3-0612	Angel J Sotelo	4/21/2016
G3-0613	Jaime Garcia	4/21/2016
G3-0614	Luis H. Cetina	4/21/2016
G3-0615	Karla Alonso	4/21/2016
G3-0616	Rocio Ahumada	4/21/2016
G3-0617	Rosa M Esquiuel	4/21/2016
G3-0618	Martha Lin	4/21/2016
G3-0619	Dan Hoffman	4/21/2016
G3-0620	Daisy Castro	4/21/2016
G3-0621	Maria M	4/21/2016
G3-0622	Yesenia Juarez	4/21/2016
G3-0623	Lorena Juarez	4/21/2016
G3-0624	Natalie Barragan	4/21/2016
G3-0625	Jasmine Delean	4/21/2016
G3-0626	Maria Meza	4/21/2016
G3-0627	Joseph Fair	4/21/2016
G3-0628	Elena Hernandez	4/21/2016
G3-0629	Maria V Gonzalez	4/21/2016
G3-0630	Emma Cortes	4/21/2016
G3-0631	Maria Del Rosario Iozza	4/21/2016
G3-0632	Keneti Pese	4/21/2016
G3-0633	Maria Elvia Moreno	4/21/2016
G3-0634	Leannie Salleza	4/21/2016
G3-0635	Avalos Ortencia	4/21/2016
G3-0636	Maria Alvarez	4/21/2016
G3-0637	Yusnei Garcia	4/21/2016
G3-0638	Oneida Walders	4/21/2016
G3-0639	Maria Elvea	4/21/2016
G3-0640	Tabiola Uribe	4/21/2016
G3-0641	Sylvia Vigil	4/21/2016
G3-0642	Lacey Sanchez	4/21/2016
G3-0643	Jessica Luna	4/21/2016
G3-0644	Luz Alfaro	4/21/2016
G3-0645	Lidia Adame	4/21/2016
G3-0646	Gustavo Hernandez	4/21/2016
G3-0647	Irene Munese	4/21/2016
G3-0648	Vouchmeng Sieng	4/21/2016
G3-0649	Catherine Cruz	4/21/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-0650	Rosa Ramos	4/21/2016
G3-0651	Julian Quijada Jr	4/21/2016
G3-0652	Yolanda Banaga	4/21/2016
G3-0653	Frankee Testante	4/21/2016
G3-0654	Deborah Gomez	4/21/2016
G3-0655	Raquel Witty	4/21/2016
G3-0656	Faith Sindician	4/21/2016
G3-0657	Ruben Estrada	4/21/2016
G3-0658	Faufau Algelua	4/21/2016
G3-0659	Nese Malaga	4/21/2016
G3-0660	Mina Maea	4/21/2016
G3-0661	Pupaia Masson	4/21/2016
G3-0662	Sautia Poasa	4/21/2016
G3-0663	Ruby Melena	4/21/2016
G3-0664	Lisa Gould	4/21/2016
G3-0665	Elios Milena	4/21/2016
G3-0666	Lynn Dyer	4/21/2016
G3-0667	Mayela Zaldivav	4/21/2016
G3-0668	Guadalupe Gonzalez	4/21/2016
G3-0669	Nora Gonzalez-Dyche	4/21/2016
G3-0670	Tania Castillo	4/21/2016
G3-0671	Goia Shipman	4/21/2016
G3-0672	Sharon Mirabal	4/21/2016
G3-0673	Ray Diaz	4/21/2016
G3-0674	Eri Ike	4/21/2016
G3-0675	Mariri Angel	4/21/2016
G3-0676	Andres Angel Jimenez	4/21/2016
G3-0677	Lisa Guitierrez	4/21/2016
G3-0678	Cindy Reales	4/21/2016
G3-0679	Nicole Muratalla	4/21/2016
G3-0680	Carlos Caroloso	4/21/2016
G3-0681	Jeffrey Lee	4/21/2016
G3-0682	Julianna Roosevelt	4/21/2016
G3-0683	Jorge Hernandez	4/21/2016
G3-0684	Yu Lin	4/21/2016
G3-0685	Herminica Rivera	4/21/2016
G3-0686	Carmen Gamez	4/21/2016
G3-0687	Veronica Keely	4/21/2016
G3-0688	Elaine Davis	4/21/2016
G3-0689	Sheila Rizzo	4/21/2016
G3-0690	Erica Poncedeleon	4/21/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-0691	Viviane Goulet	4/21/2016
G3-0692	Diane Reth	4/21/2016
G3-0693	Maria Ruiz Chavez	4/21/2016
G3-0694	Denise Dangelo	4/21/2016
G3-0695	Teresa Ramos	4/21/2016
G3-0696	Patricia Dangelo	4/21/2016
G3-0697	Kenia Perez	4/21/2016
G3-0698	Mario M Gomez	4/21/2016
G3-0699	Thomas Sullivan	4/21/2016
G3-0700	Maria Rivera	4/21/2016
G3-0701	Riklei Maldonado	4/21/2016
G3-0702	Smao Lopez	4/21/2016
G3-0703	Annette Kelley	4/21/2016
G3-0704	Kyle Santos	4/21/2016
G3-0705	Hennie Rostata	4/21/2016
G3-0706	Gwendolyn Santos	4/21/2016
G3-0707	Carlos F Morelos	4/21/2016
G3-0708	Vanessa Bautista	4/21/2016
G3-0709	Patricia De La Torre	4/21/2016
G3-0710	Tanesha Sims	4/21/2016
G3-0711	Estell Andrade	4/21/2016
G3-0712	Raquel Savedo	4/21/2016
G3-0713	Olimpia Opellance	4/21/2016
G3-0714	Betty Suittay	4/21/2016
G3-0715	Carlos Prinjer	4/21/2016
G3-0716	Marcie Lamperece	4/21/2016
G3-0717	Dan Ritma	4/21/2016
G3-0718	Felix I Ramirez	4/21/2016
G3-0719	Martha Cruz	4/21/2016
G3-0720	Bekah Smith	4/21/2016
G3-0721	Inice Smith	4/21/2016
G3-0722	Craig Smith	4/21/2016
G3-0723	Westonepearstrategies.com	4/21/2016
G3-0724	Betty Lopec	4/21/2016
G3-0725	My Trinh	4/21/2016
G3-0726	Byron Scott	4/21/2016
G3-0727	Maribel Rodriguez	4/21/2016
G3-0728	Janth Figueroa	4/21/2016
G3-0729	Jose Rodriguez	4/21/2016
G3-0730	Deysi Gonzalez	4/21/2016
G3-0731	Ryan Ashton	4/21/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-0732	Roberto Gonzalez	4/21/2016
G3-0733	Anand Skah	4/21/2016
G3-0734	Sital Shal	4/21/2016
G3-0735	Felipe Aceves	4/21/2016
G3-0736	Diego Nund	4/21/2016
G3-0737	Maria Dino	4/21/2016
G3-0738	Patricia Willianson	4/21/2016
G3-0739	Alice Lincon	4/21/2016
G3-0740	Gwendolyn Robinson	4/21/2016
G3-0741	Ana Sinins	4/21/2016
G3-0742	Bursella Nuno	4/21/2016
G3-0743	Juana Aralus	4/21/2016
G3-0744	Lynelle Sanchez	4/21/2016
G3-0745	Breanna Smith	4/21/2016
G3-0746	Laura Kinchenon	4/21/2016
G3-0747	Elliot Peggie	4/21/2016
G3-0748	Mary Anne O'Neal	4/21/2016
G3-0749	Jennifer Williams	4/21/2016
G3-0750	Teresa Speare	4/21/2016
G3-0751	Georgia Halmes	4/21/2016
G3-0752	Joe Kincaid	4/21/2016
G3-0753	Pauline Brooks	4/21/2016
G3-0754	Amelia Cayton	4/21/2016
G3-0755	Pete Velis Jr	4/21/2016
G3-0756	Bailie Morgan	4/21/2016
G3-0757	Freeman Watkins	4/21/2016
G3-0758	Dane Parsons	4/21/2016
G3-0759	Nelson Grant	4/21/2016
G3-0760	James Burnett	4/21/2016
G3-0761	Elizabeth Acker	4/21/2016
G3-0762	Juanita Wright	4/21/2016
G3-0763	Richard Grijahva	4/21/2016
G3-0764	Joe Grijahva	4/21/2016
G3-0765	DeLoyce Burdette	4/21/2016
G3-0766	Lisa Cameron	4/21/2016
G3-0767	Maria Ginocchio	4/21/2016
G3-0768	Maria L Castaneda	4/21/2016
G3-0769	Charles Watkins	4/21/2016
G3-0770	Janney Sinclair	4/21/2016
G3-0771	Torrance Johnson Jr	4/21/2016
G3-0772	Rosalind Burnett	4/21/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-0773	Jennifer Williams	4/21/2016
G3-0774	Teresa Speare	4/21/2016
G3-0775	Patricia L Harris	4/21/2016
G3-0776	Ava Simms	4/21/2016
G3-0777	Keon Nelson	4/21/2016
G3-0778	Angela Zambrano	4/21/2016
G3-0779	Linda Martinez	4/21/2016
G3-0780	Jacinda Davis	4/21/2016
G3-0781	Marcie Staten	4/21/2016
G3-0782	Willie Pat Patterson	4/21/2016
G3-0783	Anna Dickerson	4/21/2016
G3-0784	Delesia Watkins	4/21/2016
G3-0785	Yolanda Delatorre	4/21/2016
G3-0786	Flo Wakins	4/21/2016
G3-0787	Francine Redman	4/21/2016
G3-0788	Antoinette Castaneda	4/21/2016
G3-0789	Isela Gonzalez	4/21/2016
G3-0790	Gustavo Velazquez	4/21/2016
G3-0791	Marco Vallery	4/21/2016
G3-0792	Brenda Ramirez	4/21/2016
G3-0793	Lupe Vallery	4/21/2016
G3-0794	Waymon Baker	4/21/2016
G3-0795	Janet Baker	4/21/2016
G3-0796	Gloria Lane	4/21/2016
G3-0797	Sandria Borton	4/21/2016
G3-0798	Doris Caleral-Martinez	4/21/2016
G3-0799	B Robert Schuffman	4/21/2016
G3-0800	Joseph Lanpher	4/21/2016
G3-0801	Patty Sakurai	4/21/2016
G3-0802	Jane Riach	4/21/2016
G3-0803	Pam Roth	4/21/2016
G3-0804	Eddie Greene	4/21/2016
G3-0805	Ernie Etter	4/21/2016
G3-0806	Alice Licon	4/21/2016
G3-0807	Howard Miller	4/21/2016
G3-0808	Nelson Shani	4/21/2016
G3-0809	Thomas Fairley	4/21/2016
G3-0810	Taylor Griswald	4/21/2016
G3-0811	Mary Patton	4/21/2016
G3-0812	Eleazar Gomez	4/21/2016
G3-0813	Ava Mabel Simms	4/21/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-0814	Brandon Parrea	4/21/2016
G3-0815	Regina Aguilar	4/21/2016
G3-0816	Julie Ruiz-Raber	4/21/2016
G3-0817	Sandra Bouelle	4/21/2016
G3-0818	Betty Woods	4/21/2016
G3-0819	Ronnell Wilson-Nichols	4/21/2016
G3-0820	Brian Cullen	4/21/2016
G3-0821	Scott Schmid	4/21/2016
G3-0822	Nathaniel Velis	4/21/2016
G3-0823	John Trgova	4/21/2016
G3-0824	Pete Velis	4/21/2016
G3-0825	Heriberto Plascencia	4/21/2016
G3-0826	Jacqueline Clark	4/21/2016
G3-0827	Paul Bovaelle	4/21/2016
G3-0828	Billie Miller	4/21/2016
G3-0829	Penelope Subiate	4/21/2016
G3-0830	Patricia Harris	4/21/2016
G3-0831	Bertha Pennington	4/21/2016
G3-0832	William Richardson	4/21/2016
G3-0833	Kendra Davis	4/21/2016
G3-0834	Hope Lynch	4/21/2016
G3-0835	Deborah Brooks	4/21/2016
G3-0836	Doretea Patton	4/21/2016
G3-0837	Sylvester Sandifer	4/21/2016
G3-0838	Vanessa Lopez	4/21/2016
G3-0839	Winston Lynch	4/21/2016
G3-0840	Casha Gatlin	4/21/2016
G3-0841	Charlita Culpepper	4/21/2016
G3-0842	Janice Gale	4/21/2016
G3-0843	Carla	4/21/2016
G3-0844	Amy Kimura	4/21/2016
G3-0845	Lawrence Thornton	4/21/2016
G3-0846	Evelyn Mitchell	4/21/2016
G3-0847	Janice Thornton	4/21/2016
G3-0848	Brian A Raber	4/21/2016
G3-0849	Susan Tekirdagels	4/21/2016
G3-0850	Antonio Aguilar	4/21/2016
G3-0851	Ruby Fairley	4/21/2016
G3-0852	Guadalupe Gonzalez	4/21/2016
G3-0853	Maria Guerrero	4/21/2016
G3-0854	Liliana Mahallianc	4/21/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-0855	Caleb Galvan	4/21/2016
G3-0856	Mike Herrera	4/21/2016
G3-0857	Maria Mezia	4/21/2016
G3-0858	Higzneo Carrillo	4/21/2016
G3-0859	Rita Cervantez	4/21/2016
G3-0860	Berthes Sanchez	4/21/2016
G3-0861	Guadaupe Mendoza	4/21/2016
G3-0862	Maria Rodriguez	4/21/2016
G3-0863	Jacinte Hernandez	4/21/2016
G3-0864	Jaun Lopez	4/21/2016
G3-0865	Elena Espinoza	4/21/2016
G3-0866	Dana Alkobressli	4/21/2016
G3-0867	Karla Rodriguez	4/21/2016
G3-0868	Jazieh Abuamreih	4/21/2016
G3-0869	Eva Sanchez	4/21/2016
G3-0870	Rosa	4/21/2016
G3-0871	Jenny Vazquez	4/21/2016
G3-0872	Enedina Diaz	4/21/2016
G3-0873	Maria Lopez	4/21/2016
G3-0874	Naomi Rosales	4/21/2016
G3-0875	Jelen Nambo	4/21/2016
G3-0876	Linda Gonzalez	4/21/2016
G3-0877	Dee Glover	4/21/2016
G3-0878	Margarita Ortiz	4/21/2016
G3-0879	Brandy Melsch	4/21/2016
G3-0880	Rafael Hernandez	4/21/2016
G3-0881	Maria Ortiz	4/21/2016
G3-0882	Sandra Campos	4/21/2016
G3-0883	Linda Morales	4/21/2016
G3-0884	Amal Mahmoud	4/21/2016
G3-0885	Angela Contreras	4/21/2016
G3-0886	Angela Vasquez	4/21/2016
G3-0887	Josefina Vasquez	4/21/2016
G3-0888	Odila Cruz	4/21/2016
G3-0889	Maria Peter	4/21/2016
G3-0890	Maria Fernandez	4/21/2016
G3-0891	Diana Greig	4/21/2016
G3-0892	Joesph Bracamontes	4/21/2016
G3-0893	Silvia Montanez	4/21/2016
G3-0894	Alex Garza	4/21/2016
G3-0895	Marcelino Hernandez	4/21/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-0896	Johnny Maldonado	4/21/2016
G3-0897	Graciela Ortiz	4/21/2016
G3-0898	Maria Ramirez	4/21/2016
G3-0899	Letina Cm	4/21/2016
G3-0900	Jaime Trusullo	4/21/2016
G3-0901	Bertha Arana	4/21/2016
G3-0902	Jose Hernandez	4/21/2016
G3-0903	Matt Castro	4/21/2016
G3-0904	Susana Costna	4/21/2016
G3-0905	Maria Mejia	4/21/2016
G3-0906	Jose Rocha	4/21/2016
G3-0907	Miguel Rocha	4/21/2016
G3-0908	Claudia Soria	4/21/2016
G3-0909	Aracey Hernandez	4/21/2016
G3-0910	Lourdes Chavez	4/21/2016
G3-0911	Ana Bevnabe	4/21/2016
G3-0912	Esther Hernandez	4/21/2016
G3-0913	Maria Duarte	4/21/2016
G3-0914	Paula Bacho	4/21/2016
G3-0915	Maria Garza	4/21/2016
G3-0916	Donne Dominguez	4/21/2016
G3-0917	Judy Case	4/21/2016
G3-0918	Maria Gasper	4/21/2016
G3-0919	Rosa Barajas	4/21/2016
G3-0920	Almo Claro	4/21/2016
G3-0921	Sonja Busnm	4/21/2016
G3-0922	Remi Armas	4/21/2016
G3-0923	Rina Estrada	4/21/2016
G3-0924	Maria Carillo	4/21/2016
G3-0925	Matthew Benedad	4/21/2016
G3-0926	Madel Amezwa	4/21/2016
G3-0927	Veronica Diaz	4/21/2016
G3-0928	Luz Lopez	4/21/2016
G3-0929	Lopez Olivia	4/21/2016
G3-0930	Lorena Gallardo	4/21/2016
G3-0931	Luis Gonzales	4/21/2016
G3-0932	Maria Guadeon	4/21/2016
G3-0933	Joana Juarez	4/21/2016
G3-0934	Elizabeth Him	4/21/2016
G3-0935	Joana Martinez	4/21/2016
G3-0936	Patricia Medina	4/21/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-0937	Juana Martinez	4/21/2016
G3-0938	Sandra Moran	4/21/2016
G3-0939	Rosa Perez	4/21/2016
G3-0940	Avelina Sandoval	4/21/2016
G3-0941	Nathalie Rolero	4/21/2016
G3-0942	Martha Ramirez	4/21/2016
G3-0943	Gemma Resendiz	4/21/2016
G3-0944	Basilia Ramos	4/21/2016
G3-0945	David Rosales	4/21/2016
G3-0946	Leona Tamayo	4/21/2016
G3-0947	Maria Vazquez	4/21/2016
G3-0948	Mario Vargas	4/21/2016
G3-0949	Graciela	4/21/2016
G3-0950	Alfredo Salavera	4/21/2016
G3-0951	Yrene Briceno	4/21/2016
G3-0952	Rebecca Jox	4/21/2016
G3-0953	Michael Molina	4/21/2016
G3-0954	Jose Guzman	4/21/2016
G3-0955	Laurita Magallon	4/21/2016
G3-0956	Salvador Lara	4/21/2016
G3-0957	Bethel Torres	4/21/2016
G3-0958	Gloria Ares	4/21/2016
G3-0959	Gloria Castilla	4/21/2016
G3-0960	Vernica Castor	4/21/2016
G3-0961	Corey Coleman	4/21/2016
G3-0962	Elizabeth Canedo	4/21/2016
G3-0963	Patricia Echeverria	4/21/2016
G3-0964	Isabel Guerrero	4/21/2016
G3-0965	Amanda Gomez	4/21/2016
G3-0966	Margert Hernandez	4/21/2016
G3-0967	Guadalupe Hernandez	4/21/2016
G3-0968	Diana Munga	4/21/2016
G3-0969	Estela Reyes	4/21/2016
G3-0970	Maria Reyes	4/21/2016
G3-0971	Stef Razo	4/21/2016
G3-0972	Monica Sandoval	4/21/2016
G3-0973	Maria Reyes	4/21/2016
G3-0974	Kathy Thomas	4/21/2016
G3-0975	Maria Trujillo	4/21/2016
G3-0976	Martha Alvarez	4/21/2016
G3-0977	Marcia Aguero	4/21/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-0978	Mery Cubo	4/21/2016
G3-0979	Vintia Corret	4/21/2016
G3-0980	Marisol Gonzalez	4/21/2016
G3-0981	Emilia Gonzalez	4/21/2016
G3-0982	Elizabeth Lopez	4/21/2016
G3-0983	Salomoy Melery	4/21/2016
G3-0984	Antonia Rodas	4/21/2016
G3-0985	Marisol Rivera	4/21/2016
G3-0986	Christian Sandoval	4/21/2016
G3-0987	Margot Alcaraz	4/21/2016
G3-0988	Maria Guerrero	4/21/2016
G3-0989	Rosaldo Tascal	4/21/2016
G3-0990	Monica Cortez	4/21/2016
G3-0991	Guadalupe Cortez	4/21/2016
G3-0992	Lupe Fenayero	4/21/2016
G3-0993	Quincy Henderson	4/21/2016
G3-0994	Maria Rodriguez	4/21/2016
G3-0995	Rubi Raygoza	4/21/2016
G3-0996	Maria Ramirez	4/21/2016
G3-0997	Guadalupe Raygoza	4/21/2016
G3-0998	Alejandra Torres	4/21/2016
G3-0999	Maria Vargas	4/21/2016
G3-1000	Antonio Soris	4/21/2016
G3-1001	Isabel Khario	4/21/2016
G3-1002	Ana Chavez	4/21/2016
G3-1003	Socorro Martinez	4/21/2016
G3-1004	Maggie Moreno	4/21/2016
G3-1005	Norberta Ruiz	4/21/2016
G3-1006	Lauraita Magallon	4/21/2016
G3-1007	Silvia Cervantes	4/21/2016
G3-1008	Diana Ayala	4/21/2016
G3-1009	Frankie Honnada	4/21/2016
G3-1010	Norberto Ixta	4/21/2016
G3-1011	Sherry Lopez	4/21/2016
G3-1012	Alicia Magallon	4/21/2016
G3-1013	Anthony Trani	4/21/2016
G3-1014	Enrique Zuacarias	4/21/2016
G3-1015	Bertha Guzman	4/21/2016
G3-1016	Mike Moreno	4/21/2016
G3-1017	Samantha Carballero	4/21/2016
G3-1018	Maria Cervantes	4/21/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-1019	Federico Nuaro	4/21/2016
G3-1020	Irma Vega	4/21/2016
G3-1021	Patricia Rodriguez	4/21/2016
G3-1022	Voheirl Ortiz	4/21/2016
G3-1023	Angeles Flores	4/21/2016
G3-1024	Leon Cia	4/21/2016
G3-1025	The Nonprofit Partnership	4/26/2016
G3-1026	National Latina Business Women's Association (NLBWA)	4/26/2016
G3-1027	Rose Elena Saucedo	4/26/2016
G3-1028	Kim Estes	4/26/2016
G3-1029	Redondo Beach Chamber of Commerce (RBCC)	4/26/2016
G3-1030	Foreign Trade Association	4/26/2016
G3-1031	Kenneth Saunders	4/26/2016
G3-1032	Hossein Pourmand	4/26/2016
G3-1033	Jessica Dushock	4/26/2016
G3-1034	Norbert Romero	4/26/2016
G3-1035	Alfonso Barahona	4/26/2016
G3-1036	Michael Rugley	4/26/2016
G3-1037	Ryan Hardy	4/26/2016
G3-1038	Alistair Blair	4/26/2016
G3-1039	Connie Lema	4/26/2016
G3-1040	Ruben Rivera	4/26/2016
G3-1041	Alicia Marin	4/26/2016
G3-1042	Rick Leone, Anaya	4/26/2016
G3-1043	Newsha Ghodsi	4/26/2016
G3-1044	Shamir Sookhoor	4/26/2016
G3-1045	Yon Dolgorouky	4/26/2016
G3-1046	Ralph Anderson	4/26/2016
G3-1047	Edmund Feck	4/26/2016
G3-1048	Brian Kirby	4/26/2016
G3-1049	Lee Robison	4/26/2016
G3-1050	Robert Real	4/26/2016
G3-1051	Shane Mosley	4/26/2016
G3-1052	James Lin	4/26/2016
G3-1053	Eric Schmand	4/26/2016
G3-1054	Reggie Franz	4/26/2016
G3-1055	Mike McCarty	4/26/2016
G3-1056	Diego Uribe	4/26/2016
G3-1057	Jason Lohrbach	4/26/2016
G3-1058	Kevin Dix	4/26/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-1059	Andrew Greene	4/26/2016
G3-1060	Oscar Guerrero	4/26/2016
G3-1061	Robert Blevins	4/26/2016
G3-1062	Eric Porter	4/26/2016
G3-1063	Kevin Weeks	4/26/2016
G3-1064	Nancy Imbery	4/26/2016
G3-1065	Greg Nash	4/26/2016
G3-1066	Toni Grant	4/26/2016
G3-1067	Ping-Chau Liao	4/26/2016
G3-1068	Duane Ingram	4/26/2016
G3-1069	Russell Garcia	4/26/2016
G3-1070	Tiffany Rau	4/26/2016
G3-1071	Edward Lujan	4/26/2016
G3-1072	Ken Yamamoto	4/26/2016
G3-1073	Bruce Morgan	4/26/2016
G3-1074	Harlan Imbery	4/26/2016
G3-1075	Ted Cruz	4/26/2016
G3-1076	Darrell Smith	4/26/2016
G3-1077	April Khosrowabadi	4/26/2016
G3-1078	Brian Satow	4/26/2016
G3-1079	Robert Riordan	4/26/2016
G3-1080	Lewis Riffle	4/26/2016
G3-1081	Jackie Colvey	4/26/2016
G3-1082	William Nord	4/26/2016
G3-1083	Ryan Sequeira	4/26/2016
G3-1084	Gautamkumar Gor	4/26/2016
G3-1085	Mike Peterson	4/26/2016
G3-1086	Franco Melloni	4/26/2016
G3-1087	Kevin Bradley	4/26/2016
G3-1088	Thomas Thurston	4/26/2016
G3-1089	Thomas Cook	4/26/2016
G3-1090	John Nakamura	4/26/2016
G3-1091	Robert Devine	4/26/2016
G3-1092	Timothy Davidson	4/26/2016
G3-1093	Ryan Mead	4/26/2016
G3-1094	Richard Veloz	4/26/2016
G3-1095	David Rodriguez	4/26/2016
G3-1096	Ronald Gardiner	4/26/2016
G3-1097	Senthil Esakki	4/26/2016
G3-1098	Eli Gutierrez	4/26/2016
G3-1099	Andrew Pierce	4/26/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-1100	Ethan Spielvogel	4/26/2016
G3-1101	James Powell	4/26/2016
G3-1102	Frank Bastek	4/26/2016
G3-1103	Benjamin Portillo	4/26/2016
G3-1104	Simon Mui	4/26/2016
G3-1105	Alejandro Parilli	4/26/2016
G3-1106	Roger Balderas	4/26/2016
G3-1107	Juan Banuelos	4/26/2016
G3-1108	Anand Shah	4/26/2016
G3-1109	Joe Crotty	4/26/2016
G3-1110	Scott Marchael	4/26/2016
G3-1111	Kent Magee	4/26/2016
G3-1112	Michael DePasquale	4/26/2016
G3-1113	Sheryl Wood	4/26/2016
G3-1114	Stephen Marciniac	4/26/2016
G3-1115	Scott Schmidt	4/26/2016
G3-1116	Raymond Mongi	4/26/2016
G3-1117	Carson Black Chamber of Commerce	4/26/2016
G3-1118	Sadie Judge Kimbrew	4/26/2016
G3-1119	Carson High School	4/26/2016
G3-1120	Alicia Garcia	4/26/2016
G3-1121	Reyna Cruz	4/26/2016
G3-1122	Sara Garcia	4/26/2016
G3-1123	Ana C Barrera	4/26/2016
G3-1124	Marisol Rodriguez	4/26/2016
G3-1125	Irma A Lara-Venegas	4/26/2016
G3-1126	Rosa Lara	4/26/2016
G3-1127	Maria Jimenez	4/26/2016
G3-1128	Virginia Espinosa	4/26/2016
G3-1129	Rubi Ruiz	4/26/2016
G3-1130	Maria G Espinosa	4/26/2016
G3-1131	Consuelo Jaurega	4/26/2016
G3-1132	Maria Rico	4/26/2016
G3-1133	Rosaura Gomez	4/26/2016
G3-1134	Leticia Gonzalez	4/26/2016
G3-1135	Gloria Arias	4/26/2016
G3-1136	Isabel Valdez	4/26/2016
G3-1137	Guadalupe Garcia	4/26/2016
G3-1138	Maria Quintero	4/26/2016
G3-1139	Victor Castrejon	4/26/2016
G3-1140	Irene Alcalá	4/26/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-1141	Yadira Betancourt	4/26/2016
G3-1142	Flavia Salazar	4/26/2016
G3-1143	Jesus Garcia	4/26/2016
G3-1144	Lupe Hernandez	4/26/2016
G3-1145	Arthur Gayden	4/26/2016
G3-1146	Barbara Mickle	4/26/2016
G3-1147	Will Glenn	4/26/2016
G3-1148	Ericka Carson	4/26/2016
G3-1149	Kevin Presley	4/26/2016
G3-1150	David Espinoza	4/26/2016
G3-1151	Dwight Ford	4/26/2016
G3-1152	Stephen Kocsy	4/26/2016
G3-1153	Doug Terry	4/26/2016
G3-1154	Mary Rodriguez	4/26/2016
G3-1155	Lindsay Loucel	4/26/2016
G3-1156	David Simpson	4/26/2016
G3-1157	Michelle Rizo	4/26/2016
G3-1158	Dustin Le	4/26/2016
G3-1159	Joseph Caruana	4/26/2016
G3-1160	Jessica Cervacio	4/26/2016
G3-1161	Daniel Sepulveda	4/26/2016
G3-1162	Christine Le	4/26/2016
G3-1163	Senthil Esakki	4/26/2016
G3-1164	Mark Tolson	4/26/2016
G3-1165	Maria Alderete	4/26/2016
G3-1166	Cathy Colbert	4/26/2016
G3-1167	Marilyn Wade	4/26/2016
G3-1168	Christie Sawires	4/26/2016
G3-1169	Robert Saiz	4/26/2016
G3-1170	Jamil Johnson	4/26/2016
G3-1171	Vanessa Figueroa	4/26/2016
G3-1172	Sauy Phoneeaphout	4/26/2016
G3-1173	Mark DeBaco	4/26/2016
G3-1174	Noel Jayner	4/26/2016
G3-1175	Jared Brown	4/26/2016
G3-1176	Craig Rexroad	4/26/2016
G3-1177	Dennis Romasanta	4/26/2016
G3-1178	Sharon Guest	4/26/2016
G3-1179	Gwen Latin	4/26/2016
G3-1180	Robert Villotaro	4/26/2016
G3-1181	Pete Fidcher	4/26/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-1182	Tean Khensoran	4/26/2016
G3-1183	Jeffery McKnight	4/26/2016
G3-1184	Edwin Alonzo	4/26/2016
G3-1185	Alex Castro	4/26/2016
G3-1186	Marc Standley	4/26/2016
G3-1187	Jose Montano	4/26/2016
G3-1188	Ben Sagisi	4/26/2016
G3-1189	Connie Stephen	4/26/2016
G3-1190	Colleen Bogich	4/26/2016
G3-1191	Scott Matney	4/26/2016
G3-1192	Chaunia Dixon	4/26/2016
G3-1193	Gerald Lee	4/26/2016
G3-1194	Shawn Tey	4/26/2016
G3-1195	Sharefest Community Development	4/28/2016
G3-1196	Boys & Girls Clubs of the South Bay	5/2/2016
G3-1197	South Gate Chamber of Commerce	5/3/2016
G3-1198	Alex Agustin	5/3/2016
G3-1199	San Pedro Chamber of Commerce	5/3/2016
G3-1200	Greg Spittle	5/3/2016
G3-1201	Brenda Perez	5/4/2016
G3-1202	Pedro Uranda	5/4/2016
G3-1203	Diego Villalobos	5/4/2016
G3-1204	Kevin Mclin	5/4/2016
G3-1205	Walter Perez	5/4/2016
G3-1206	Deyanira Villalobos	5/4/2016
G3-1207	Marina Torres	5/4/2016
G3-1208	Maria Torres	5/4/2016
G3-1209	Antioco Torres	5/4/2016
G3-1210	Felipa Torres	5/4/2016
G3-1211	Janet Torres	5/4/2016
G3-1212	Scott Dailey	5/5/2016
G3-1213	Darron L Cunningham	5/6/2016
G3-1214	Inland Empire Economic Partnership	5/6/2016
G3-1215	Bob Pinckard	5/9/2016
G3-1216	David M Scott	5/9/2016
G3-1217	Craig Shaw	5/9/2016
G3-1218	Long Beach Area Chamber of Commerce	5/9/2016
G3-1219	Anthony Gomez	5/9/2016
G3-1220	William Collier	5/9/2016
G3-1221	Tara Smith	5/9/2016
G3-1222	International Trade Education Programs (ITEP)	5/10/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-1223	Scott Gooden	5/10/2016
G3-1224	Chris Mandlin	5/10/2016
G3-1225	Ben Martinez	5/10/2016
G3-1226	Timothy W Hayes	5/10/2016
G3-1227	Don Pratt	5/10/2016
G3-1228	Brian McDonald	5/10/2016
G3-1229	Michael Burke	5/10/2016
G3-1230	Thomas M Paterson Jr	5/10/2016
G3-1231	Carlos Castellon	5/10/2016
G3-1232	Eddie Davis	5/10/2016
G3-1233	Ryan Amoroso	5/10/2016
G3-1234	Ellis Estes	5/10/2016
G3-1235	Doug Clark	5/10/2016
G3-1236	Jan Vowal	5/10/2016
G3-1237	Joseph T Bauer	5/10/2016
G3-1238	Joe Causinano	5/10/2016
G3-1239	Gary Kinion	5/10/2016
G3-1240	Ashley Davis	5/10/2016
G3-1241	Ryan O'Dickinson	5/10/2016
G3-1242	Bob Weimartz	5/10/2016
G3-1243	Robert Herrera	5/12/2016
G3-1244	Gary R Giveros	5/12/2016
G3-1245	Cesar Colindres	5/12/2016
G3-1246	James Jackson	5/12/2016
G3-1247	Jason Nick	5/12/2016
G3-1248	Joe Rubens	5/12/2016
G3-1249	William J Andersen	5/12/2016
G3-1250	Leticia Huerta	5/12/2016
G3-1251	Branden Barnes	5/12/2016
G3-1252	Xavier Martinez	5/12/2016
G3-1253	Van De Pol Petroleum	5/13/2016
G3-1254	Gang Alternatives Program	5/13/2016
G3-1255	Harbor Association of Industry & Commerce	5/13/2016
G3-1256	Torrance Area Chamber of Commerce	5/13/2016
G3-1257	California Black Chamber of Commerce	5/13/2016
G3-1258	Chris Sulu	5/13/2016
G3-1259	Elsa Jiminez	5/13/2016
G3-1260	Kimberly Quicksey	5/13/2016
G3-1261	Lausei Puiava	5/13/2016
G3-1262	Frances Amosa	5/13/2016
G3-1263	Lei Tevaya	5/13/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-1264	Japail Aipolo	5/13/2016
G3-1265	Leonora La Lau	5/13/2016
G3-1266	Mary Roasa	5/13/2016
G3-1267	Filivia Asl	5/13/2016
G3-1268	Maria Gwatautia	5/13/2016
G3-1269	George Williams	5/13/2016
G3-1270	Mona F Porotesano	5/13/2016
G3-1271	Taumafa Maea	5/13/2016
G3-1272	Diane Reed Grant	5/13/2016
G3-1273	Larry Shimokaji	5/13/2016
G3-1274	Afa Lilo	5/13/2016
G3-1275	Magdala Satele	5/13/2016
G3-1276	Eseneiaso Malieitulua	5/13/2016
G3-1277	Lupe Leavam	5/13/2016
G3-1278	Aguls Vaitagolm	5/13/2016
G3-1279	Maimau Faagata	5/13/2016
G3-1280	Taageega J Maape	5/13/2016
G3-1281	Douglas D Lanaford	5/13/2016
G3-1282	Sandy Maape	5/13/2016
G3-1283	Amuia Taotoai	5/13/2016
G3-1284	Jamath Salansa	5/13/2016
G3-1285	Mary Ann Peapea	5/13/2016
G3-1286	Moanaloa Gralala	5/13/2016
G3-1287	Simalua P Meisake	5/13/2016
G3-1288	Florence Pou	5/13/2016
G3-1289	Blanca	5/13/2016
G3-1290	Virginia Devoux	5/13/2016
G3-1291	Lemusu M Uini	5/13/2016
G3-1292	Siasau Siaopo	5/13/2016
G3-1293	Moanalua Siaopo	5/13/2016
G3-1294	Yaiyase Maualaivao	5/13/2016
G3-1295	Nicole Ramjohn	5/13/2016
G3-1296	Rebecca Fiase	5/13/2016
G3-1297	Rocio Flores	5/13/2016
G3-1298	Eduardo Sierra	5/13/2016
G3-1299	Mario Mendoza	5/13/2016
G3-1300	Fauaaga Lee Sang	5/13/2016
G3-1301	William Bodnar	5/13/2016
G3-1302	Denice Aleman	5/14/2016
G3-1303	Val Lerch	5/18/2016
G3-1304	Bryan Bracco	5/18/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-1305	Livier Ramirez	5/18/2016
G3-1306	Downs Energy	5/18/2016
G3-1307	Patrick Kelly	5/18/2016
G3-1308	United Cambodian Community	5/23/2016
G3-1309	Argyle Aorntes	5/23/2016
G3-1310	Jesse Urquidi	5/23/2016
G3-1311	Benjamin Sagisi	5/23/2016
G3-1312	Helio Alvarez	5/23/2016
G3-1313	Bikash Sharma	5/23/2016
G3-1314	Gerardo Romero	5/23/2016
G3-1315	Llora Padilla	5/23/2016
G3-1316	Aaron Villarreal	5/23/2016
G3-1317	Beatriz Alvarado	5/23/2016
G3-1318	Maria E Rodriguez	5/23/2016
G3-1319	Consuelo Rodriguez	5/23/2016
G3-1320	Erika Monjaraz	5/23/2016
G3-1321	Gisela Escamilla	5/23/2016
G3-1322	Erika Morales	5/23/2016
G3-1323	Esperanza R	5/23/2016
G3-1324	Jessica Alvarez	5/23/2016
G3-1325	Juan Cande	5/23/2016
G3-1326	Veronica Diaz	5/23/2016
G3-1327	Laimi Qi	5/23/2016
G3-1328	Elena Valerio	5/23/2016
G3-1329	Maria Gonzalez	5/23/2016
G3-1330	Maria Miranda	5/23/2016
G3-1331	Taresa Hernandez	5/23/2016
G3-1332	Lita P Sy	5/23/2016
G3-1333	Cristina Shelton	5/23/2016
G3-1334	Akiko Kitazumi	5/23/2016
G3-1335	Darnell Fleming	5/23/2016
G3-1336	Dianne Kitazumi	5/23/2016
G3-1337	Aminah Jones	5/23/2016
G3-1338	Charles Hill	5/23/2016
G3-1339	Ana M Villaseñor	5/23/2016
G3-1340	Maria Enriquez	5/23/2016
G3-1341	Rodney Sevosena	5/23/2016
G3-1342	Isaac Salas	5/23/2016
G3-1343	Mariko Okumoto	5/23/2016
G3-1344	Khixaam Obioma-Sakhu	5/23/2016
G3-1345	Jennifer Julias	5/23/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-1346	Donna Kirlwood	5/23/2016
G3-1347	James Miller	5/23/2016
G3-1348	Jeff Conley	5/23/2016
G3-1349	Art Ytunder	5/23/2016
G3-1350	Raina Starkel	5/23/2016
G3-1351	Barry Starkel	5/23/2016
G3-1352	Joazae Ruiz Maritea	5/23/2016
G3-1353	James Hwang	5/23/2016
G3-1354	Lawrence Lacy	5/23/2016
G3-1355	Paulina Garcia	5/23/2016
G3-1356	Jose K Sy	5/23/2016
G3-1357	Pedro Duran	5/23/2016
G3-1358	Margie A McKenzie	5/23/2016
G3-1359	Trana Bryant	5/23/2016
G3-1360	Eric Heilsberg	5/23/2016
G3-1361	Joanaa Maritza Tzoc	5/23/2016
G3-1362	Maria Valce	5/23/2016
G3-1363	U.S.VETS	5/25/2016
G3-1364	Colleen Mooney	5/25/2016
G3-1365	Cathy Cesarz	5/25/2016
G3-1366	Sabrina Silva	5/25/2016
G3-1367	Toy Hightower	5/25/2016
G3-1368	Selene Ketchum	5/25/2016
G3-1369	Angelia Guerrero	5/25/2016
G3-1370	Sandra Campos	5/25/2016
G3-1371	Nina Harris	5/25/2016
G3-1372	Rosalind Stafford	5/25/2016
G3-1373	Noel Genuino	5/25/2016
G3-1374	Arlene Sarmiento	5/25/2016
G3-1375	Gina Lomibao	5/25/2016
G3-1376	Juan Conde	5/25/2016
G3-1377	Victor Castrejon	5/25/2016
G3-1378	Diana Medel	5/25/2016
G3-1379	Gabriele Ramirez	5/25/2016
G3-1380	Daniel Alvarez	5/25/2016
G3-1381	Angela Retana	5/25/2016
G3-1382	Chris Herrera	5/25/2016
G3-1383	Charlie Sandoval	5/25/2016
G3-1384	Chandelle Wiebe	5/25/2016
G3-1385	Evan Oliver	5/25/2016
G3-1386	Eva Urena	5/25/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-1387	Karina Martin	5/25/2016
G3-1388	Lourdes Frausto	5/25/2016
G3-1389	Margarita Meza	5/25/2016
G3-1390	Julia Cabrera	5/25/2016
G3-1391	Brenda Noguez	5/25/2016
G3-1392	Robert Jones	5/25/2016
G3-1393	Dalilia Cornejo	5/25/2016
G3-1394	Cendy Andrade	5/25/2016
G3-1395	Angelica Brambila	5/25/2016
G3-1396	Lourdes Garcia	5/25/2016
G3-1397	Elisea Grimaldo	5/25/2016
G3-1398	Marie Ellsworth Lopez	5/25/2016
G3-1399	Maria Sanchez	5/25/2016
G3-1400	Maria Rios	5/25/2016
G3-1401	Melba Martinez	5/25/2016
G3-1402	Aida Alvarado	5/25/2016
G3-1403	Gloria Gamez	5/25/2016
G3-1404	Julius Franklin	5/25/2016
G3-1405	Gabriela Villarreal	5/25/2016
G3-1406	Liroy Williams	5/25/2016
G3-1407	Gabriela Bejar	5/25/2016
G3-1408	Hannali Paniagua	5/25/2016
G3-1409	Marie Montoya	5/25/2016
G3-1410	Maribel Ahumada	5/25/2016
G3-1411	Jessica Benitez	5/25/2016
G3-1412	Leticia Herrera	5/25/2016
G3-1413	Ariana Rodriguez	5/25/2016
G3-1414	Daniela Vidal	5/25/2016
G3-1415	Yesenia Rodrigues	5/25/2016
G3-1416	Corina Dubon	5/25/2016
G3-1417	Monica Houston	5/25/2016
G3-1418	Nelly Leng	5/25/2016
G3-1419	Gabriela Leyva	5/25/2016
G3-1420	Mayra Rivero	5/25/2016
G3-1421	Rebecca Fox	5/25/2016
G3-1422	Socorro Farias	5/25/2016
G3-1423	Shawntee Dilworth	5/25/2016
G3-1424	Susana Carmona	5/25/2016
G3-1425	Randy Dominguez	5/25/2016
G3-1426	Maria Cuevas	5/25/2016
G3-1427	Stephanie Garcia	5/25/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-1428	Sandra Flewelen	5/25/2016
G3-1429	Patricia Vasquez	5/25/2016
G3-1430	Evelyn Larios	5/25/2016
G3-1431	Emani Flewelen	5/25/2016
G3-1432	Jessica Nolasco	5/25/2016
G3-1433	Jesus Rivera	5/25/2016
G3-1434	Karina Rodriguez	5/25/2016
G3-1435	Erika Pinto	5/25/2016
G3-1436	Patricia Madrigal	5/25/2016
G3-1437	Celia Salas	5/25/2016
G3-1438	Juan Ignacio Ortiz	5/25/2016
G3-1439	Jennifer Bolls	5/25/2016
G3-1440	Rick Vigil	5/25/2016
G3-1441	John Brady	5/25/2016
G3-1442	Ken Newman	5/25/2016
G3-1443	Robert Stanley	5/25/2016
G3-1444	Art Rendon	5/25/2016
G3-1445	Justin Bipialaka	5/25/2016
G3-1446	Martin Andrus	5/25/2016
G3-1447	Brian Benson	5/25/2016
G3-1448	Latarcia Pago	5/25/2016
G3-1449	Art Roblido	5/25/2016
G3-1450	Javier Castillo Flores	5/25/2016
G3-1451	Anthony Abraham	5/25/2016
G3-1452	Pamela Pearson	5/25/2016
G3-1453	Ernest Gonzales Jr	5/25/2016
G3-1454	Hispanas Organized for Political Equality's (HOPE)	6/3/2016
G3-1455	Los Angeles Harbor College Foundation	6/6/2016
G3-1456	Mike Dailey	6/6/2016
G3-1457	Jeffrey Westra	6/6/2016
G3-1458	Greg Fountain	6/6/2016
G3-1459	Ryan Brown	6/6/2016
G3-1460	Travis Crouch	6/6/2016
G3-1461	Johnny Maldonado	6/6/2016
G3-1462	Brad Morris	6/6/2016
G3-1463	Miguel Gonzalez	6/6/2016
G3-1464	Steven Fogelberg	6/6/2016
G3-1465	Magdalena Ibarra	6/6/2016
G3-1466	William Hurley	6/6/2016
G3-1467	Bevan Tighe	6/6/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-1468	Robert Mason	6/6/2016
G3-1469	Jeff Ponce	6/6/2016
G3-1470	Samuel Sefe	6/6/2016
G3-1471	Robert Blevins	6/6/2016
G3-1472	Pearl Lee	6/6/2016
G3-1473	Stephen Kocsy	6/6/2016
G3-1474	Danny Madrid	6/6/2016
G3-1475	Ted Arase	6/6/2016
G3-1476	Harry Greene	6/6/2016
G3-1477	Earl Zafra	6/6/2016
G3-1478	Daryoosh Eskandari	6/6/2016
G3-1479	Lynne Madrid	6/6/2016
G3-1480	Mark Barry	6/6/2016
G3-1481	Bruce Morgan	6/6/2016
G3-1482	Mark Fernandez	6/6/2016
G3-1483	Joshua Newsom	6/6/2016
G3-1484	Dr Isabel Bradley	6/6/2016
G3-1485	Jeffrey Ramlogan	6/6/2016
G3-1486	Juan Rocha	6/6/2016
G3-1487	Inderjit Singh	6/6/2016
G3-1488	Guadalupe Reyes	6/6/2016
G3-1489	Scott Emory	6/6/2016
G3-1490	Maria Perez	6/6/2016
G3-1491	Hector Noriega	6/6/2016
G3-1492	Florencia Flores	6/6/2016
G3-1493	David Campbell	6/7/2016
G3-1494	Nicholas Lolis	6/7/2016
G3-1495	Jose Ochoa	6/7/2016
G3-1496	Tim Price	6/7/2016
G3-1497	Alan Pierce	6/7/2016
G3-1498	Richard Latham	6/7/2016
G3-1499	Todd Farrand	6/7/2016
G3-1500	Martin Hawkins	6/7/2016
G3-1501	Jackson Moala	6/7/2016
G3-1502	Dan Whittaker	6/7/2016
G3-1503	Cory Tomlin	6/7/2016
G3-1504	Jeffrey Miller	6/7/2016
G3-1505	Oscar Reynosos	6/7/2016
G3-1506	Michael Rose	6/7/2016
G3-1507	Corey Fraser	6/7/2016
G3-1508	Louie Rodriguez	6/7/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-1509	James Joromat	6/7/2016
G3-1510	Joseph Mejia	6/7/2016
G3-1511	Vincent Carreon	6/7/2016
G3-1512	Robert Montoya	6/7/2016
G3-1513	Danny Andres	6/7/2016
G3-1514	Ruben Alcala	6/7/2016
G3-1515	Michael Vigil	6/7/2016
G3-1516	Scott Puisis	6/7/2016
G3-1517	Joel De Jesus	6/7/2016
G3-1518	Randy Ell	6/7/2016
G3-1519	Armando Gallegos	6/7/2016
G3-1520	Terry Shoemaker	6/7/2016
G3-1521	Lorena Hernandez	6/9/2016
G3-1522	Jeff Evart	6/9/2016
G3-1523	Miguel Cervantes	6/9/2016
G3-1524	Phillip Martinez	6/9/2016
G3-1525	John Clark	6/9/2016
G3-1526	Raymund Torres	6/9/2016
G3-1527	Gregory Strader	6/9/2016
G3-1528	David Corey	6/9/2016
G3-1529	Brett O'Neil	6/9/2016
G3-1530	Patricia Arocho	6/9/2016
G3-1531	Noe Corajova	6/9/2016
G3-1532	Everett Palmer	6/9/2016
G3-1533	Bill Alderete	6/9/2016
G3-1534	Martin Goud	6/9/2016
G3-1535	Kevin Hawthorne	6/9/2016
G3-1536	Chad Anderson	6/9/2016
G3-1537	Jean-Paul Espanola	6/9/2016
G3-1538	Juliana Galvis	6/9/2016
G3-1539	Frank Andrews	6/9/2016
G3-1540	Jeff Westra	6/9/2016
G3-1541	Samantha Spellman	6/9/2016
G3-1542	Samuel Ubaldo	6/9/2016
G3-1543	Stephanie Ivey	6/9/2016
G3-1544	Kathleen Jaynes	6/9/2016
G3-1545	Andre Rogers	6/9/2016
G3-1546	Robert McCaughey	6/9/2016
G3-1547	Bryan Turner	6/9/2016
G3-1548	Charlie Valenzuela	6/9/2016
G3-1549	Jorge Rodriguez	6/9/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-1550	Gabriel Cortez	6/9/2016
G3-1551	Marcos Hernandez	6/9/2016
G3-1552	Joseph Sales	6/9/2016
G3-1553	Vincent Sanchez	6/9/2016
G3-1554	Bobby Rodriguez	6/9/2016
G3-1555	Danny Ozuna	6/9/2016
G3-1556	Joseph Groce	6/9/2016
G3-1557	Carlos Ortiz	6/9/2016
G3-1558	Javen Jordan	6/9/2016
G3-1559	Clayton Brown	6/9/2016
G3-1560	Sergio Castellanos	6/9/2016
G3-1561	Richardo Ochoa	6/9/2016
G3-1562	Doreen Ortega	6/9/2016
G3-1563	Adam Rogers	6/9/2016
G3-1564	Louis Alvis	6/9/2016
G3-1565	Kyle Reed	6/9/2016
G3-1566	Brock Erwin	6/9/2016
G3-1567	Daniel Jones	6/9/2016
G3-1568	Warren Chenier	6/9/2016
G3-1569	Fernando Paramo	6/9/2016
G3-1570	Carmen Rodriguez	6/9/2016
G3-1571	Karina Mejia	6/9/2016
G3-1572	Patricia Butt	6/9/2016
G3-1573	Donald Ensoningel	6/9/2016
G3-1574	Rachel Pimentel	6/9/2016
G3-1575	Rich Jerry	6/9/2016
G3-1576	Nestor Lemus	6/9/2016
G3-1577	Maria Lemus	6/9/2016
G3-1578	Mayra Aguirre	6/9/2016
G3-1579	Kevin Urias	6/9/2016
G3-1580	Carlos Gonzolez	6/9/2016
G3-1581	Christopher Velasco	6/9/2016
G3-1582	Janelle Herrera	6/9/2016
G3-1583	Cynthia Pima	6/9/2016
G3-1584	Daniel Morillo	6/9/2016
G3-1585	Angel Martinez	6/9/2016
G3-1586	Louie Rivera	6/9/2016
G3-1587	Jose Fernadez	6/9/2016
G3-1588	Gritzel Hernandez	6/9/2016
G3-1589	Melissa Palacios	6/9/2016
G3-1590	Luis Anguiano	6/9/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-1591	Maria Arellano	6/9/2016
G3-1592	Sandra Gutierrez	6/9/2016
G3-1593	Mashalen Tranio	6/9/2016
G3-1594	Mirla Hernandez	6/9/2016
G3-1595	Rocio Torres	6/9/2016
G3-1596	Carmelia Diaz	6/9/2016
G3-1597	Ismael Aguirre	6/9/2016
G3-1598	Maria Vega	6/9/2016
G3-1599	Maria Almarez	6/9/2016
G3-1600	Jose Almarez	6/9/2016
G3-1601	Gloria Robles	6/9/2016
G3-1602	Elizabeth Andrade	6/9/2016
G3-1603	Maria Andrade	6/9/2016
G3-1604	Dan Tu	6/9/2016
G3-1605	Richard Saldana	6/9/2016
G3-1606	Martha Lara	6/9/2016
G3-1607	Margarita Blanco	6/9/2016
G3-1608	Marlene Morales	6/9/2016
G3-1609	Jezeel Lluncor	6/9/2016
G3-1610	Amanda Sujeya	6/9/2016
G3-1611	Elias Valenzuela	6/9/2016
G3-1612	Rebecca Luna	6/9/2016
G3-1613	Coralia Mendoza	6/9/2016
G3-1614	Juan Antonio	6/9/2016
G3-1615	Denise Luna	6/9/2016
G3-1616	Marisol Sebastian	6/9/2016
G3-1617	Robert Gallo	6/9/2016
G3-1618	Brianna Barraza	6/9/2016
G3-1619	Marten Zovok	6/9/2016
G3-1620	Martha Diaz	6/9/2016
G3-1621	Karina Martinez	6/9/2016
G3-1622	Diana Ascencia	6/9/2016
G3-1623	Jesus Rojas Diaz	6/9/2016
G3-1624	Mario Echeverria	6/9/2016
G3-1625	Amroon Escheverria	6/9/2016
G3-1626	Danny Martinez	6/9/2016
G3-1627	Jose Lopez	6/9/2016
G3-1628	Ivan Lara	6/9/2016
G3-1629	Elena Arredondo	6/9/2016
G3-1630	Monica Beltran	6/9/2016
G3-1631	Sergio Elizarvaras	6/9/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-1632	Yuricana Ante	6/9/2016
G3-1633	Amber Elizarrars	6/9/2016
G3-1634	Daisy Cervantes	6/9/2016
G3-1635	Breanna Reneaux	6/9/2016
G3-1636	Zenoida Beltran	6/9/2016
G3-1637	Jesseka Cervantes	6/9/2016
G3-1638	Juan Morfin	6/9/2016
G3-1639	April Martin	6/9/2016
G3-1640	Erica Beltran	6/9/2016
G3-1641	Reyna Lara	6/9/2016
G3-1642	Nestor Lara	6/9/2016
G3-1643	Ana Lopez	6/9/2016
G3-1644	Graciela Gama	6/9/2016
G3-1645	Emmanuel Cortez	6/9/2016
G3-1646	April Gonzalez	6/9/2016
G3-1647	Migeul Solis	6/9/2016
G3-1648	Jesse Contreras	6/9/2016
G3-1649	Manuel Macias	6/9/2016
G3-1650	Ana Garagarza	6/9/2016
G3-1651	Ines Vasquez	6/9/2016
G3-1652	Agustin Venegas	6/9/2016
G3-1653	Maria Corvarrubias	6/9/2016
G3-1654	Adrian Saavedra	6/9/2016
G3-1655	Eduardo Topete	6/9/2016
G3-1656	Richardo Topete	6/9/2016
G3-1657	Socorro Covarrubias	6/9/2016
G3-1658	Edpidio Jimenez	6/9/2016
G3-1659	Laura Ramirez	6/9/2016
G3-1660	Carsen Hernandez	6/9/2016
G3-1661	Maria Jordan	6/9/2016
G3-1662	Rosa Solis	6/9/2016
G3-1663	Keondee Perry	6/9/2016
G3-1664	Jose Garcia	6/9/2016
G3-1665	Micaela Aridrade	6/9/2016
G3-1666	Blanca Lopez	6/9/2016
G3-1667	Anabel Delgado-Gonzalez	6/9/2016
G3-1668	Nancy Mascorro	6/9/2016
G3-1669	Hortencia Cruz	6/9/2016
G3-1670	Maria Cruz	6/9/2016
G3-1671	Maria Winth	6/9/2016
G3-1672	Jose Mendoza	6/9/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-1673	Fulgenala Basabe	6/9/2016
G3-1674	Mauro Hernandez	6/9/2016
G3-1675	Agustin Meza	6/9/2016
G3-1676	Waine Hernandez	6/9/2016
G3-1677	Kevin Meza	6/9/2016
G3-1678	Jasmin Rivera	6/9/2016
G3-1679	Agustin Meza	6/9/2016
G3-1680	Alejandra Kim	6/9/2016
G3-1681	Carlos Perez	6/9/2016
G3-1682	Jesus Garcia	6/9/2016
G3-1683	Leticia Muoillo	6/9/2016
G3-1684	Cristina Osorto	6/9/2016
G3-1685	Maria Torres	6/9/2016
G3-1686	Zenaida Meza	6/9/2016
G3-1687	Gamirio Mariana	6/9/2016
G3-1688	Elizabeth Meza	6/9/2016
G3-1689	Marco Hernandez	6/9/2016
G3-1690	Rosalba Velaequez	6/9/2016
G3-1691	Liliana Pineda	6/9/2016
G3-1692	Margarita Gonzalez	6/9/2016
G3-1693	Edgar Perez	6/9/2016
G3-1694	Lisa Werp	6/9/2016
G3-1695	Robert Damian	6/9/2016
G3-1696	Benito Ayala	6/9/2016
G3-1697	Fernado Sanchez	6/9/2016
G3-1698	Jose Orellona	6/9/2016
G3-1699	Maria Damian-Pinto	6/9/2016
G3-1700	Juan Payo	6/9/2016
G3-1701	Maria Salazar	6/9/2016
G3-1702	Guillermo Araniva	6/9/2016
G3-1703	Pedro Garcia	6/9/2016
G3-1704	Alma Sanchez	6/9/2016
G3-1705	Teresa Rojas	6/9/2016
G3-1706	Susie Jujan	6/9/2016
G3-1707	Ermereglldo	6/9/2016
G3-1708	Edwardo Zumezad	6/9/2016
G3-1709	Christopher Delgado	6/9/2016
G3-1710	Jacqueline Carrillo	6/9/2016
G3-1711	Janette Pina	6/9/2016
G3-1712	Charles Meza	6/9/2016
G3-1713	Byron Ivey	6/9/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-1714	Carlos Torrejon	6/9/2016
G3-1715	Isalia Martinez	6/9/2016
G3-1716	Maria Mejia	6/9/2016
G3-1717	Mike Chaves	6/9/2016
G3-1718	Carlos Loera	6/9/2016
G3-1719	Dennis Werp	6/9/2016
G3-1720	Efrain Danalog	6/9/2016
G3-1721	Maria Marquez	6/9/2016
G3-1722	Jessica Varga	6/10/2016
G3-1723	Victor Yslas	6/10/2016
G3-1724	Jessica Alvarez	6/10/2016
G3-1725	Sephanie Aranda	6/10/2016
G3-1726	Denise Cruz	6/10/2016
G3-1727	Stephanie Alfaro	6/10/2016
G3-1728	Damon Cooper	6/10/2016
G3-1729	Emmanuel Bramasco	6/10/2016
G3-1730	Jazmine Anderson	6/10/2016
G3-1731	Marilyn Gomez	6/10/2016
G3-1732	Erria Courter	6/10/2016
G3-1733	Monic Alarcon	6/10/2016
G3-1734	Charlette Barger	6/10/2016
G3-1735	Anthony Heath	6/10/2016
G3-1736	Rolando Mina	6/10/2016
G3-1737	Kenny White	6/10/2016
G3-1738	Nelida Noriega	6/10/2016
G3-1739	Marvin Noriega	6/10/2016
G3-1740	Arias Rosa	6/10/2016
G3-1741	Salvadro Rosalez	6/10/2016
G3-1742	Walter Alverez	6/10/2016
G3-1743	Dara Gray	6/10/2016
G3-1744	Fernando Rosalez	6/10/2016
G3-1745	Ramiro Rosalez	6/10/2016
G3-1746	Angelica Rosalez	6/10/2016
G3-1747	Victoria Nunez	6/10/2016
G3-1748	Daniel Andrade	6/10/2016
G3-1749	Sandra Foster	6/10/2016
G3-1750	Mathew Morales	6/10/2016
G3-1751	Juan Rios	6/10/2016
G3-1752	Ivey Damonshay	6/10/2016
G3-1753	Iryea Jacobs	6/10/2016
G3-1754	Ebony Brown	6/10/2016

APPENDIX G0: RESPONSE TO COMMENTS

Table G0-1.4-2 (continued)

Comment Letter	Commenter	Date Received
G3-1755	Beatriz Miranda	6/10/2016
G3-1756	Kimmisha Shonnece	6/10/2016
G3-1757	Martha Salazar	6/10/2016
G3-1758	Laura Yanez	6/10/2016
G3-1759	Vivian Ochoa	6/10/2016
G3-1760	Eric Cuevas	6/10/2016
G3-1761	Herlinda Morales	6/10/2016
G3-1762	Tina Lyn	6/10/2016
G3-1763	Chan Lyn	6/10/2016
G3-1764	Heaven Vargas	6/10/2016
G3-1765	Anton Parra	6/10/2016
G3-1766	Sonia Vargas	6/10/2016
G3-1767	Gloria Vargas	6/10/2016
G3-1768	Donald Vargas	6/10/2016
G3-1769	Angie Vargas	6/10/2016
G3-1770	Monica Mena	6/10/2016
G3-1771	Akira Akon	6/10/2016
G3-1772	Graciela Cruz	6/10/2016
G3-1773	Esequiel Cisneros	6/10/2016
G3-1774	Elizabeth Gomez	6/10/2016
G3-1775	Cynthia Floyd	6/10/2016
G3-1776	Jessica Floyd	6/10/2016
G3-1777	Gilbert Vasquez	6/10/2016
G3-1778	FuturePorts	6/10/2016
G3-1779*	Juan Carlos Avepollo	6/13/2016
G3-1780*	Rick Macoy	6/13/2016
G3-1781*	Richard Cumplido	6/13/2016
G3-1782*	Mare Dorsey	6/13/2016
G3-1783*	Tom Halik	6/13/2016
G3-1784*	Donnie W Washington	6/13/2016
G3-1785*	Nelson Ramirez	6/13/2016
G3-1786*	Paul W Huerta	6/13/2016
G3-1787*	Emanuel Perez	6/13/2016
G3-1788*	Terrence Benton	6/13/2016
G3-1789*	Ivory Riddiclo	6/13/2016
G3-1790*	Javier Enciso	6/13/2016
G3-1791*	Ariel Sanchez	6/13/2016
G3-1792*	Miguel Zamboon	6/13/2016
G3-1793*	Kevin L Felder	6/13/2016
G3-1794*	Andrew Burdon	6/13/2016
G3-1795*	Brad Henderson	6/13/2016

**APPENDIX G0: RESPONSE TO COMMENTS**

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**Table G0-1.4-2 (concluded)**

<b>Comment Letter</b>	<b>Commenter</b>	<b>Date Received</b>
G3-1796*	Gregory S Salinas	6/13/2016
G3-1797*	David DeSart	6/13/2016
G3-1798*	United Wilmington Youth Foundation	7/17/2016
<b>Comments of Opposition</b>		
G3-1799*	Sylvia Arredondo	2/17/2017
G3-1800*	Carmen Nogueron	3/1/2017
G3-1801*	Carson Coalition	3/16/2017
G3-1802*	San Pedro Peninsula Homeowners United, Inc.	4/5/2017
G3-1803*	Communities for a Better Environment	4/18/2017
G3-1804*	Communities for a Better Environment et al.	4/27/2017
G3-1805*	Adams Broadwell Joseph & Cardozo	5/5/2017

\* Comment received after the close of the comment period

**G0-2.0 MASTER RESPONSES**

Some of the comments received on the DEIR were made by multiple commenters. To efficiently address comments made by multiple commenters, Table G0-2.0-1 lists Master Responses that were developed that summarize responses to issues raised by the public during the comment period for the DEIR.

**Table G0-2.0-1  
Master Responses**

<b>Section</b>	<b>Master Response Number</b>	<b>Master Comment Title</b>
G0-2.1	1	Additional Time and Extensive Notice for Public Comment Has Been Provided
G0-2.2	2	Trade Secret Information
G0-2.3	3	The Proposed Project’s Contribution to Local Health Effects Will Be Less Than Significant
G0-2.4	4	The Proposed Project Will Not Enable a Change in Crude Oils Processed
G0-2.5	5	The Refinery’s Rated Crude Oil Capacity Is Based on Prior, Not Projected Operations
G0-2.6	6	The Proposed Project Will Not Increase Crude Oil Processing Capacity Beyond the 6,000 bbl/day Potential Increase Analyzed in the DEIR
G0-2.7	7	The Proposed Project Is Not an Expansion of the Refinery
G0-2.8	8	The Tesoro Savage Vancouver Energy Distribution Terminal Facility Is Not a Part of the Proposed Project
G0-2.9	9	The Proposed Project Underwent a Thorough Review of Hazards Impacts, Including Earthquakes
G0-2.10	10	The Proposed Project Will Not Increase Storage at Rancho LPG Holdings, LLC
G0-2.11	11	The Proposed Project Is Not Expected to Increase Odors in the Community and at Schools
G0-2.12	12	The Proposed Project Uses an Appropriate Baseline
G0-2.13	13	Emission Reductions Are Appropriately Credited to the Proposed Project
G0-2.14	14	EIR Addresses Environmental Justice Issues
G0-2.15	15	Flaring Emissions Are Not Expected to Increase as a Result of the Proposed Project
G0-2.16	16	Cumulative Impacts Are Adequately Analyzed

**G0-2.1 Master Response 1 – Additional Time and Extensive Notice for Public Comment Has Been Provided**

Multiple commenters and speakers at the public hearing on the Title V permit and public meeting on the DEIR held on May 17, 2016 requested additional time to review and comment on the DEIR and the proposed revisions to the Title V Permits. Additionally, multiple commenters requested better noticing regarding the proposed project. The DEIR was originally released for a comment period of 45 days and was extended once for an additional 32 days. In response to the public comments received at the May 17 hearing, and to ensure adequate time for public review and comment, the comment period was again extended for 17 more days, for a total duration of 94 days as detailed below.

The Notice of Preparation and Initial Study (NOP/IS) identified potentially significant adverse environmental impacts associated with the proposed project to be further analyzed in the DEIR. The NOP/IS was circulated from September 10, 2014 through October 10, 2014, in compliance with the requirement for a minimum comment period of 30 days. A newspaper notice was published in the Los Angeles Times and Daily Breeze on September 10, 2014 in accordance with CEQA Guidelines Section 15087(a)(1). Additionally, the notice was posted on the SCAQMD webpage, at the Los Angeles County Clerk office, with the California State Clearinghouse, and distributed to neighboring jurisdictions, responsible agencies, other public agencies, and interested individuals in order to solicit input on the scope of the environmental analysis to be included in the DEIR.

The DEIR for the proposed project was initially released for a 45-day public review and comment period from March 8, 2016 through April 22, 2016 in accordance with CEQA Guidelines Section 15105(a). A newspaper notice was published in the Los Angeles Times and Daily Breeze on March 8, 2016 in accordance with CEQA Guidelines Section 15087(a)(1). Additionally, the notice was posted on the SCAQMD webpage, at the Los Angeles County Clerk office, with the California State Clearinghouse, and distributed to neighboring jurisdictions, responsible agencies, other public agencies, and interested individuals including those who commented on the NOP/IS in order to solicit input on the environmental analysis in the DEIR. Pursuant to CEQA Guidelines Section 15087(g), the DEIR was posted on the SCAQMD webpage and copies of the DEIR were available at the SCAQMD Headquarters in Diamond Bar and copies were placed in three neighboring public libraries: 1) Carson Library, 151 E. Carson St., Carson, CA 90745; 2) Wilmington Branch Library, 1300 N. Avalon Blvd., Wilmington, CA 90744; and, 3) Bret Harte Neighborhood Library, 1595 W. Willow St., Long Beach, CA 90810.

The SCAQMD received requests to extend the public comment period, and the comment period was extended to May 24, 2016 (to a 77-day public comment period). The extension notice was published in the Los Angeles Times and Daily Breeze on March 25, 2016. Additionally, the notice was posted on the SCAQMD webpage, at the Los Angeles County Clerk office, with the California State Clearinghouse, and distributed to neighboring jurisdictions, responsible agencies, other public agencies, and interested individuals.

Following the first extension and at the public hearing on the Title V permit and public meeting on the DEIR held on May 17, 2016, requests were made to extend the comment period further.

## APPENDIX G0: RESPONSE TO COMMENTS

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The comment period was extended to June 10, 2016 (to a 94-day public comment period). The extension notice was published in the Los Angeles Times on May 24, 2016. Additionally, the extension notice was posted on the SCAQMD webpage, at the Los Angeles County Clerk office, with the California State Clearinghouse, and distributed to neighboring jurisdictions, responsible agencies, other public agencies, and interested individuals.

In addition to the noticing described above, in compliance with SCAQMD Rules 212 and 3004, a notice was mailed to addresses within one-quarter mile of the Refinery (1,308 addresses) announcing the 30-day public comment period for the draft Title V permit revisions on March 11, 2016. The Rules 212 and 3004 notice was published in the Press Telegram and La Opinion on March 15, 2016. A second notice extending the comment period to May 24, 2016 and announcing a public hearing on the Title V permit and public meeting on the DEIR was mailed to the same recipients as the original notice on April 15, 2016. The extension to the public comment period to May 24, 2016 and the Hearing/Meeting announcement was published in the Los Angeles Times on April 15, 2016 and the Press Telegram and La Opinion on April 16, 2016. A third notice further extending the comment period to June 10, 2016 was mailed to the same recipients as the previous two notices on May 25, 2016. The third notice was published in the Press Telegram and La Opinion on May 25 2016.

Independent of the SCAQMD public noticing, Tesoro offered and provided community outreach to over 100 entities including public agencies, community organizations, neighborhood organizations, business associations, and other interested parties to describe the scope of the proposed project and environmental effects of the proposed project. In addition, Tesoro sent notices to addresses within one mile of the Refinery for three community meetings open to the general public. The notices were sent to 5,280 Carson area addresses, 4,230 Wilmington area addresses, and to both the Carson and Wilmington area addresses (9,510 addresses) for the Long Beach community meeting. The community meetings were held on April 4, 11, and 14, 2016 in Carson, Wilmington, and Long Beach, respectively. A total of 277 people attended the meetings.

## G0-2.2 Master Response 2 – Trade Secret Information

Comments requested that the DEIR disclose various information identifying the crude oil slate used at the Refinery as well as crude oil assays and Refinery throughput. As further explained in Master Responses 4 and 6, the proposed project does not include any elements that would cause a change in the crude oil slate (the list of crude oils processed by the Refinery at a given time) or blend (the proportional mixture of crude oils processed by the Refinery at a given time) or the Refinery capacity, other than the 6,000 bbl/day increase in crude oil capacity, the impacts of which were analyzed in the DEIR. Therefore, this additional information is not relevant. Further, the SCAQMD did not rely on any of this crude oil information in the required CEQA analysis in the DEIR. Finally, even if the SCAQMD had relied on this crude oil information, it is protected trade secret information pursuant to CEQA.

Public Resources Code § 21160 states:

Whenever any person applies to any public agency for a lease, permit, license, certificate, or other entitlement for use, the public agency may require that person to submit data and information which may be necessary to enable the public agency to determine whether the proposed project may have a significant effect on the environment or to prepare an environmental impact report.

If any or all of the information so submitted is a "trade secret" as defined in Section 6254.7 of the Government Code by those submitting that information, it shall not be included in the impact report or otherwise disclosed by any public agency. This section shall not be construed to prohibit the exchange of properly designated trade secrets between public agencies who have lawful jurisdiction over the preparation of the impact report.

Thus, under CEQA, a lead agency may require an applicant to submit trade secret data and information that is necessary to determine whether the proposed project may have a significant effect on the environment. But the lead agency is prohibited from including the information in the CEQA document or otherwise disclosing the information. Government Code Section 6254.7 defines trade secret to include:

"any formula, plan, pattern, process, tool, mechanism, compound, procedure, production data, or compilation of information which is not patented, which is known only to certain individuals within a commercial concern who are using it to fabricate, produce, or compound an article of trade or a service having commercial value and which gives its user an opportunity to obtain a business advantage over competitors who do not know or use it." (Government Code § 6254.7(d).)

The petroleum refining business is very competitive. Strategic, trade secret information is present in all aspects of the business including, but not limited to, Solomon benchmarking data, crude oil supply, blending and processing capacity, Refinery process unit configuration, individual process stream parameters, process unit rates and design details, Refinery product yields, and product distribution capabilities. Tesoro's crude oil slate, blend, and processing rate

are all trade secret information. If publicly available, Tesoro's competitors could use this information to their advantage. For example, a competitor of Tesoro might not have concluded that certain cost-effective crude oils could be blended and processed at their refinery. Once armed with the knowledge that Tesoro was processing a particular crude oil blend, the competitor could evaluate those crude oils for their refinery crude oil blend and pursue purchase of those crude oils. This additional demand could potentially drive up the price of these crude oils. In this scenario, Tesoro's competitive advantage could be harmed in two ways: (1) the knowledge that a particular crude oil blend can be processed for a given refinery configuration is now known to the competition and the potential advantage of being unique in the ability to mix this crude oil into the Refinery's blend is lost; and, (2) the resultant crude oil price increase would harm Tesoro's profitability and could lead to the increased price of motor fuels to public consumers. While limited information on crude oil imports to various refineries is made available from the U.S. Energy Information Administration (EIA), this information on its own is not adequate to deduce a refinery's crude oil processing slate or blend.

At the request of the SCAQMD, Tesoro provided some trade secret data and information regarding the proposed project. Specifically, pursuant to Public Resources Code Section 21160 and Government Code Section 6254.7(d), Tesoro has designated the heat and material balances that were utilized in the process unit hazards analysis to be confidential and has requested that they not be disclosed.

Additionally, the disclosure of trade secret information could potentially expose Tesoro to a claim for violation of the antitrust laws. Generally, antitrust laws prohibit competitors from sharing price, output, and other competitively sensitive information that may enable anticompetitive coordination in pricing or production that harms consumers. Courts have stated that exchanging information of competitive value can constitute a practice that may not comport with antitrust laws.<sup>1</sup> The Federal Trade Commission has explained as follows:

"One area for concern is exchanging price or other sensitive business data among competitors . . . . Any data exchange or statistical reporting that includes current prices, or information that identifies data from individual competitors, can raise antitrust concerns if it encourages more uniform prices than otherwise would exist."

Information about future plans should be closely guarded; disclosing future plans outside the company could alter competitors' decisions and raise antitrust concerns." (Federal Trade Commission, Guide to the Antitrust Laws, Dealings with Competitors: Spotlight on Trade Associations, [http://www.ftc.gov/bc/antitrust/trade\\_associations.shtm](http://www.ftc.gov/bc/antitrust/trade_associations.shtm).)

Because of this, the U.S. EPA determined that detailed information about feedstocks, including crude oil delivered to a refinery, is confidential and entitled to protection under the greenhouse gas (GHG) reporting law<sup>2</sup>. Under this law, petroleum refineries are required to submit annual GHG reports to the U.S. EPA. The Clean Air Act, however, directs the U.S. EPA to treat as confidential records, reports, or information that, if made public, would reveal methods or

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<sup>1</sup> *Todd v. Exxon Corp.*, 275 F.3d 191,198 (2d Cir. 2001).

<sup>2</sup> 40 C.F.R. Part 98; 75 Fed. Reg. 39,094 (July 7, 2010).

processes that are entitled to protection as trade secrets<sup>3</sup>. The U.S. EPA has interpreted this to mean that both trade secrets and confidential business information should be treated as confidential.<sup>4</sup>

Also, the U.S. EPA determined that production and throughput data that are not used as inputs to calculate annual GHG emissions should be treated as confidential, including the chemical characteristics of the products produced. The U.S. EPA found that releasing this information could substantially harm the competitive position of the reporting companies “by revealing confidential process information and operational and marketing strategies.” Although this category focuses on the end result of the production process, it also protects information regarding feedstocks and raw materials used in the production process. The U.S. EPA reasoned that releasing information about the chemical characteristics of products could allow competitors to infer the types of feedstocks or raw materials used in the production process. “This may enable competitors to devise strategies to compete for resources and harm the competitive position of reporting entities by otherwise driving up the costs of materials used for production.”<sup>5</sup>

Other laws and regulations also recognize the confidentiality of information regarding crude oil feedstocks. For example, under the Petroleum Industry Information Reporting Act (Public Resources Code § 25350-25366), oil refiners are required to submit various reports to the California Energy Commission (CEC)<sup>6</sup>. The weekly report required by the CEC may include the amount of crude oil imported, including information identifying the source of the crude oil.<sup>7</sup> The monthly report for each refinery requires, among other things, information regarding feedstock inputs.<sup>8</sup> Any person required to submit this information may request that specific information be kept confidential.<sup>9</sup> And the information submitted must be maintained as confidential “if public disclosure of the specific information or data would result in unfair competitive disadvantage to the person supplying the information”.<sup>10</sup>

Additionally, the information requested in the comments is not relevant to or necessary to the analysis of proposed project impacts analyzed in the DEIR. As discussed in Master Response 4 and explained in Section 2.5 of the DEIR, refineries obtain crude oil from multiple sources based on economic and transportation considerations. A variety of crude oils are processed by the Refinery during any operating year and at any particular time. The proposed project will not change the method for sourcing crude oils. As discussed in Response G1-78.94, Tesoro’s individual crude oil assays are considered trade secret information.

Nonetheless, the new storage tank permit applications and the DEIR evaluate specific properties of the materials stored in those tanks. For the proposed project, this was done by evaluating a range of properties of materials that could be stored in the tanks. A “hybrid” of the combined

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<sup>3</sup> 42 U.S.C. § 7414(c).

<sup>4</sup> 40 Fed. Reg. 21,987 (May 20, 1975).

<sup>5</sup> 75 Fed. Reg. 39,094, 39,115.

<sup>6</sup> Public Resources Code § 25354.

<sup>7</sup> Public Resources Code § 25354(i)(2)(D).

<sup>8</sup> Public Resources Code § 25354(a).

<sup>9</sup> Public Resources Code § 25364(a).

<sup>10</sup> Public Resources Code § 25364(b).

data was developed to ensure that the evaluated data is the highest value of the properties in the data sets. This ensured that the crude oil properties evaluated for the proposed storage tanks are conservative, represent the variety of crude oils that may be stored in the tanks, and present the worst-case impacts. With respect to Refinery processing equipment, as described in Section 2.5.4 of the DEIR and Master Response 4, the crude oil blend processed by the Refinery will not change significantly since it must meet the physical and permit constraints associated with the processing equipment. Therefore, no additional crude oil processing impacts are expected from the proposed project beyond the 6,000 bbl/day evaluated in Chapter 4 of the DEIR. Each individual crude oil is not processed separately and need not be evaluated independently.

For evaluating new and modified process equipment, licensed processes, where installed, and detailed operating parameters including pressures, temperatures, flow rates, and stream compositions were used. Licensed processes and operating parameters are considered trade secret information.

### **G0-2.3 Master Response 3 – The Proposed Project’s Contribution to Local Health Effects Will Be Less Than Significant**

Comments expressed concerns regarding the health effects on residents living in the local community in the area of the proposed project. Health effects cited included cases of relatives and sensitive populations contracting and dying of cancer as a result of exposure to toxic air contaminants (TACs). Other cited health effects resulting from exposure to TACs included asthma, nausea, vomiting, nose bleeds, and coughing. In most cases, these comments attributed the aforementioned health effects to refinery operations (including the Los Angeles Refinery) in the Wilmington, Carson, and Long Beach areas of the Basin. To understand the impacts of the proposed project, it is helpful to have an understanding of the existing toxic risks in the area, which are described below.

The SCAQMD is keenly aware of the health effects associated with TAC exposures and, as a result, has a long history of regulating TACs. The SCAQMD was one of the first air agencies to regulate these compounds beginning in the early 1990s. To assess the hazards associated with TACs and identify sources generating TACs, the SCAQMD has undertaken a series of studies called Multiple Air Toxics Exposure Studies (MATES).

In 1986, SCAQMD conducted the first MATES study to determine the Basin-wide risks associated with major airborne carcinogens. This risk refers to the expected number of additional cancers in a population of one million individuals if they were exposed to these levels over a 70-year lifetime. At the time, the state of technology was such that only 10 known TACs could be analyzed. In 1998, a second MATES study (MATES II) was undertaken and represented one of the most comprehensive air toxics measurement programs conducted in an urban environment. MATES II and subsequent MATES analysis were part of the SCAQMD Governing Board’s Environmental Justice Initiative. A third study, MATES III, was conducted in the 2004-2006 timeframe. It consisted of a two-year monitoring program as well as updates to the TACs emissions inventory and a regional modeling analysis of exposures to TACs in the Basin.

As discussed in the DEIR, Section 3.2.4.5, the most recent study, MATES IV, was finalized in May 2015. The MATES IV analysis monitored and evaluated over 30 TACs, including volatile organic compounds (VOCs) and particulate matter (PM). The monitored and modeled concentrations of TACs were then used to estimate the carcinogenic and non-carcinogenic health risks from ambient levels.

The proposed project is generally located in the Ports area (nearest to the West Long Beach monitoring station), which is considered to be an environmental justice area by the SCAQMD. Results of the MATES IV analysis indicated that total cancer risk in the Ports area is as high as 778 in one million<sup>11</sup> (cancer risks in some individual 2.0 km by 2.0 km grid squares were shown to be much higher in the southern portion of the Port area than the total for the whole Ports

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<sup>11</sup> See Table 4-7 of the Final Report MATES IV (SCAQMD, 2016; at <http://www.aqmd.gov/docs/default-source/air-quality/air-toxic-studies/mates-iv/mates-iv-final-draft-report-4-1-15.pdf>).

area<sup>12</sup>). Cancer risks from the main TAC species monitored that contributed to the total cancer risk were as follows: benzene, 32 in one million (four percent); 1,3-butadiene, 15 in one million (two percent); diesel PM (DPM), 662 in one million (85 percent); and all other TACs 65 in one million (eight percent)<sup>13</sup>.

Specifically, according to the MATES IV analysis, the highest concentration of DPM (2.9 µg/m<sup>3</sup> (micrograms per cubic meter)) was simulated to occur around the Ports of Los Angeles and Long Beach. In general, the distribution of DPM is aligned with the transportation corridors including freeways, major arterials and rail right-of ways. The peak DPM concentration is much lower than in previous MATES studies due in large part to emission reductions from ocean-going vessels at near coastal waters and at the Ports. The distributions of benzene and 1,3-butadiene respectively are almost uniformly distributed throughout the Basin, reflecting patterns of light-duty fuel consumption (see Final Report MATES IV, Figures 4-3 and 4-4). The MATES IV data indicate that 87 percent of the total cancer risk in the Ports area is generated by mobile sources: 85 percent from diesel vehicles and two percent from gasoline vehicles emitting 1,3-butadiene. The slightly higher benzene concentrations appear in the Port area where refineries are located. However, benzene concentrations in that area are not significantly elevated relative to other areas in the Basin. The modeled peak concentration of benzene (0.5 ppb (parts per billion)) is comparable with measured benzene values of 0.53 ppb at Huntington Park and 0.4 ppb at Los Angeles.

In addition to evaluating cancer risks in the Basin, the MATES IV analysis evaluated non-cancer health risks, which may include reproductive disorders, lung inflammation, asthma, emphysema, and others. To assess the potential for non-cancer health risks, the monitored average levels were compared to the reference exposure levels (RELs) established by Office of Environmental Health Hazard Assessment (OEHHA). The acute RELs are designed to be protective for infrequent one-hour exposures. Table 3.2-5 of the FEIR presents the acute hazard indices associated with the West Long Beach station TAC ambient concentrations. The individual TAC measured concentrations were below the established acute RELs. The total acute hazard index for the monitored TAC in ambient air is 0.242. The chronic RELs are designed to be protective for continuous exposure for at least a significant fraction of a lifetime. As stated in Section 6.3 of the MATES IV analysis, none of the annual averages of pollutants measured were above the chronic RELs for noncancer health effects developed by OEHHA.

Therefore, the descriptions provided in comments of cancer and non-cancer health effects in the Wilmington, Long Beach and Carson areas of the Basin are consistent with the findings of the MATES IV analysis in that there are higher modeled/estimated cancer risks in these areas as compared to the Basin-wide average. However, as the MATES IV data indicate, 87 percent of the cancer risk in these areas is generated by mobile sources, both diesel and gasoline vehicles. Further, benzene emissions, which are emitted by a number of sources including refineries,

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<sup>12</sup> See Figure 4-10 of the Final Report MATES IV (SCAQMD, 2016; at <http://www.aqmd.gov/docs/default-source/air-quality/air-toxic-studies/mates-iv/mates-iv-final-draft-report-4-1-15.pdf>).

<sup>13</sup> See Table 4-7 of the Final Report MATES IV (SCAQMD, 2016; at <http://www.aqmd.gov/docs/default-source/air-quality/air-toxic-studies/mates-iv/mates-iv-final-draft-report-4-1-15.pdf>). It should be noted that the sum of the percentages does not equal 100 percent due to rounding.

represent four percent of the risk in these areas. Benzene concentrations in these areas, however, do not appear to be substantially different than other areas of the Basin<sup>14</sup>. As a result, health effects noted in the comments appear to be associated primarily with exposure to mobile source emissions rather than refinery emissions.

DPM emissions, while also substantially reduced from past MATES studies, continue to dominate the overall cancer risk from TACs. The results from the MATES IV analysis continue to support focusing primarily on the reduction of toxic emissions, particularly from diesel engines as stationary sources.

As discussed in the DEIR, the proposed project will result in a decrease in transportation emissions associated with marine vessels that deliver crude oil and trucks transporting spent sulfuric acid. As discussed in the DEIR (see pages 4-26 through 4-29), the proposed project will increase the crude oil storage capacity at the Refinery, which will decrease the amount of time that marine vessels spend at the port. Currently, for the Carson Operations, marine vessels often unload a portion of the crude oil at the terminal, then leave the terminal and anchor within the bay until sufficient room has been made within the existing crude oil storage tanks to unload the remaining portion of the crude oil. In 2015, 41 anchorage events occurred (i.e., marine vessel delivering crude oil which could not unload all of its contents at one time) for an average duration of over 7 days each resulting in approximate annual emissions of 36, 25, 200, 3, and 8 tons of VOC, CO, NO<sub>x</sub>, SO<sub>x</sub>, and PM, respectively, from marine vessels (see Attachment A for calculated emissions). The additional crude oil storage capacity would allow for these anchorage emissions to be reduced, if not eliminated entirely, including eliminating over 8 tons of DPM per year. Any single day of marine vessel anchorage that is eliminated by installing the proposed crude oil storage tanks will result in emissions benefits and corresponding health benefits.

As discussed in the FEIR (see Section 4.3.2.5.1), the proposed project would also result in a reduction in the transport of spent sulfuric acid. Currently, spent sulfuric acid from the Carson Alkylation Unit is transported via pipeline to the ECO Services Dominguez Carson facility for recycling. Following completion of the Sulfuric Acid Regeneration Plant (SARP), spent sulfuric acid would be transported via truck to the SARP at the Wilmington Operations, a distance of about 1.9 miles. Spent sulfuric acid from the Wilmington Operations Alkylation Unit is currently transported via truck to the ECO Services Dominguez Carson facility for recycling, a distance of approximately 5.55 miles. Following completion of the SARP, spent sulfuric acid from Wilmington Operations would be treated onsite so that the transport of spent sulfuric acid from the Wilmington Operations would be eliminated, resulting in an estimated reduction of over 6,000 truck miles per year (see Table 4.3-3 of the DEIR for further details). This portion of the project would also provide a direct emission reduction in DPM.

As discussed in Section 4.2.2.5 of the FEIR, a project-specific health risk assessment (HRA) for operational emissions was conducted. The operational HRA evaluated only the emission increases from the proposed project, and does not include health risk reductions from the reduction in emissions from the proposed project (e.g., the health risk reduction from the

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<sup>14</sup> See Table IV-1 in Appendix IV of the Final Report MATES IV (SCAQMD, 2016; at <http://www.aqmd.gov/docs/default-source/air-quality/air-toxic-studies/mates-iv/d-appendix.pdf>).

shutdown of the Wilmington Operations FCCU was not included to be conservative) or construction emissions. The results of the operational HRA were determined to be less than significant with the maximum increased cancer risk for a residential receptor to be 3.7 in one million and for a worker to be 9.3 in one million (see DEIR Table 4.2-13). The speciation<sup>15</sup> used for the proposed project included potential changes to TACs by analyzing a hybrid speciation of the maximum expected concentration of TACs from the expected materials to be processed. The hybrid speciation is developed to ensure that the evaluated data is the highest value (worst-case) of the properties in the data. This ensures that the crude oil TAC properties evaluated are conservative and represent the variety of crude oils that may be stored and processed.

In March 2015, the OEHHA approved revised guidelines for estimating health risks. The revised OEHHA risk guidelines updated its cancer risk methodology to account for the susceptibility of infants and children to air toxics and also to modify assumptions for exposure durations. These updated guidelines also recommended performing health risk assessments on construction activities of greater than two months in duration.

In June 2015, the SCAQMD updated the AB2588 Air Toxic "Hot Spots" Program and permitting Risk Assessment Guidelines to incorporate the updated OEHHA methodology. However, the SCAQMD is in the process of developing construction health risk assessment guidelines through a public participation process. As such, no formal guidance from OEHHA or SCAQMD on construction health risk assessments is available at this time.

Despite this absence of guidance, Tesoro has completed an HRA regarding the diesel particulate emissions from the construction of the proposed project. This construction HRA has been reviewed by the SCAQMD modeling staff and found to have adequately addressed the complexities of the proposed project's varying construction schedule. The construction HRA has made simplifying assumptions, such as having a piece of equipment that would normally be shared between two locations running concurrently in each location, which will result in overstating the risk (see Appendix H of the FEIR for the construction HRA report).

The health risk assessment for construction emissions determined the construction health risk to be 2.9 in one million at the maximum residential receptor location and 2.5 in one million at the maximum worker receptor location. These locations differ from the maximum impact locations of the operational health risk assessment presented in the FEIR in Section 4.2.2.5. When assessing the maximum health risk for the combined construction and operational emissions, the result is not as simple as adding the maximum construction health risk to the maximum operational health risk, because, as previously mentioned, they can be at different locations. Instead, the risk at each receptor must be individually calculated.

Table G0-2.3-1 presents the construction, operational, and combined health risk results. The results of the construction health risk analysis and the combined construction and operational health risk are below the SCAQMD significance threshold for operational health risks. Therefore, the additional information provided on the construction health risk does not

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<sup>15</sup> The speciation for a given material is the identification of the component chemicals/TACs and their associated maximum concentrations.

substantially increase the severity of the health risk assessment or change the significance determination made in the DEIR on health risk.

**Table G0-2.3-1  
Construction, Operational, and Combined Health Risk Results**

Receptor Location	Operations Only <sup>(a)</sup>		Construction Only <sup>(b)</sup>		Combined Construction and Operations <sup>(c)</sup>	
	Cancer Risk	Chronic HI	Cancer Risk	Chronic HI	Cancer Risk	Chronic HI
Resident	$3.7 \times 10^{-6}$	0.066	$2.9 \times 10^{-6}$	0.003	$5.6 \times 10^{-6}$	0.069
Worker	$9.3 \times 10^{-6}$	0.127	$2.5 \times 10^{-6}$	0.017	$9.3 \times 10^{-6}$	0.132

HI = hazard index

(a) Resident UTM Coordinates: 383700,3741400; Worker UTM Coordinates: 386005.9, 3742921.4

(b) Resident UTM Coordinates: 385251.4, 3739502.8; Worker UTM Coordinates: 384457.8, 3741374.6

(c) Resident UTM Coordinates: 385251.4, 3739502.8; Worker UTM Coordinates: 386005.9, 3742921.4

Although the area surrounding the proposed project has higher modeled/estimated health risks compared to the Basin-wide average, a conservative project-specific HRA indicates that any health risks resulting from the proposed project will be less than significant.

#### **G0-2.4 Master Response 4 – The Proposed Project Will Not Enable a Change in the Types of Crude Oil Processed**

##### *Introduction*

Comment letters raise several issues regarding the objectives of the proposed project. The comments claim that the proposed project is more extensive than as described in the DEIR. In particular, the comment letters focus on crude oil flexibility, transport, and storage. The comment letters attempt to show that the Tesoro Los Angeles Refinery (the “Refinery”) crude oil throughput and blend will change as a result of the proposed project.

However, as described in Appendix F of the DEIR and Master Response 6, the proposed project does not contain any of the necessary elements to expand throughput beyond the 6,000 bbl/day analyzed in the DEIR or to process a substantially different crude oil blend. In order to increase throughput or change the crude oil blend, the Refinery would have to make modifications to the crude oil processing equipment and related downstream units. As further described below, such modifications would include increases in the size and or configuration of the Crude Unit distillation columns for lighter crude oils, increase in Delayed Coking Unit (DCU) capacity for heavier crude oils, and additional sulfur recovery processing equipment for higher sulfur-bearing crude oils.

The list of individual crude oils purchased to be mixed together to be processed in the Refinery is called the “crude oil slate.” The resultant mix is called the “crude oil blend.” The proposed project does not include any physical changes to the Refinery that would enable a change to the crude oil blend that is processed.<sup>16</sup>

The Carson and Wilmington Operations were originally constructed in the early 1900’s to process locally available crude oils. As more crude oil supplies became available, the Refinery modified operations to handle more diverse types of crude oil available globally. Over time, the Carson Operations were optimized to process Alaska North Slope (ANS) crude oil. When the DCUs were installed at Carson Operations in the late 1960s, the crude oil blend processed became heavier, but still contained a large proportion of ANS crude oil. As the supply of ANS crude oil has declined, the Carson Operations began purchasing globally available crude oils that were similar in properties to ANS crude oil or could be blended to approximate ANS properties. Similarly, the Wilmington Operations were optimized to process a California-type blend of crude oil. These crude oils are obtained from throughout the world as various cost-effective supplies become available. While cost is a major factor and continually fluctuates, the crude oils that are purchased must be able to be processed within the constraints of the Refinery design. Thus, as described in Appendix F of the DEIR, the individual crude oils purchased can and do change at any time.

Comments raised objections that the proposed project was designed to, and/or has the potential to, enable a change in the types of crude oil delivered to, and processed at the Refinery. Some

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<sup>16</sup> Note the proposed project does include a permit modification that would allow either the increase of up to 6,000 bbl/day of crude oil throughput or a slightly heavier blend of crude oil to be processed.

have suggested that the proposed project could enable the Refinery to process shale oil and tar sands crude oil, including Bakken crude oil and heavy Canadian higher sulfur crude oil, causing significant environmental impacts. As described in Sections 2.5.3 and 2.5.4 and Appendix F of the DEIR, the proposed project will not change the types of crude oils that are delivered to, or processed at the Refinery.

#### *Crude Oil Operating Envelope*

The term “crude oil operating envelope” refers to the composite set of acceptable ranges of critical crude oil properties including sulfur content, and API gravity for the crude oil blends that are processed at the Refinery. The Refinery uses multiple proprietary databases and models including the Linear Program model discussed in the DEIR on page 2-16 and the crude oil assay software and blending model to determine the acceptable crude oil blends that are within the crude oil operating envelope. For the Carson Operations, the basic crude oil operating envelope is an API gravity range of 28 to 35 degrees and a sulfur content of 0.6 to 3.5 weight percent. For the Wilmington Operations, the basic crude oil operating envelope is an API gravity range of 19 to 37 degrees and a sulfur content of 0.0 to 2.5 weight percent. In 2014, the Refinery processed over 30 different crude oil types from regions around the world, including North America, South America, the Middle East, and Africa (see Table G0-2.4-1). The majority of the crude oil processed in 2014 was received from North America (primarily Alaska and California) and various locations in Iraq with the remainder coming from the other countries. These different crude oils are blended to fit into the crude oil operating envelopes for Carson and Wilmington Operations. Table G0-2.4-1 also shows that the sources of the crude oil routinely vary.

As discussed in the DEIR Section 2.5.4.1, the Refinery currently purchases crude oil from all over the world, based on the results of complex analysis that includes the use of Linear Program Modeling to ensure the crude oils purchased are suitable for processing at the Refinery. The types of crude oil that can be processed in the Refinery are limited by the Refinery’s unique configuration of process equipment. The crude oil analysis that is performed to establish the blend of crude oils to be processed in the Refinery takes into account many factors including crude oil characteristics such as sulfur content, nitrogen content, crude oil American Petroleum Institute (API) gravity (density), organic acid content, total acid number (TAN), the content of metals and other impurities, and cost.

Because there are strict regulatory limits on refined products, strict regulatory limits on Refinery fuel gas and sulfur plant tail gas, and physical capacity limitations on downstream units, the range of sulfur in crude oil blends that can be processed by the Refinery is restricted to the sulfur content discussed above. The Refinery operates at or near these limits today. Tesoro meets the above-described regulatory limits for products and process unit emission restrictions (low parts per million allowable sulfur content in products, process heater, and sulfur plant tail gas emissions) while operating the Refinery Sulfur Recovery Plants (SRP) at Carson and Wilmington Operations at or near their rated capacities. See Table G0-2.4-2 below for capacity and throughput data for the baseline 2012 and 2013 period. Thus, as explained by Dr. McGovern in the Appendix F of the DEIR, the operation of the SRPs in conjunction with other operating constraints and economic factors determine the crude oils blended and processed at the Refinery. Without additional sulfur recovery facilities, as discussed below, there is limited

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capability to process a higher sulfur crude oil blend and the crude oil blend must remain within the Refinery's operating envelope.

**TABLE G0-2.4-1  
Countries of Origin for Crude Oil Supplied to the Tesoro Los Angeles Refinery  
(Percent Contribution)**

Country	Year								8-Year Overall
	2008	2009	2010	2011	2012	2013	2014	2015	
Algeria	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.04
Angola	4.1	6.1	2.1	0.8	5.8	7.3	10.3	10.8	5.97
Argentina	2.6	2.6	2.5	2.1	0.3	0.0	0.0	0.0	1.24
Australia	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.12
Brazil	3.7	3.6	4.0	4.3	4.5	2.6	4.8	6.2	4.21
Canada	0.8	1.8	4.4	1.5	0.6	0.3	0.2	0.0	1.18
Chad	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.04
China, Peoples Rep	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.02
Colombia	1.6	2.0	1.6	0.8	0.7	2.9	2.9	2.2	1.83
Congo (Brazzaville)	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.10
Congo (Kinshasa)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.01
Ecuador	8.1	2.7	5.3	8.4	9.5	7.5	2.8	7.4	6.45
Equatorial Guinea	0.0	0.0	0.0	0.0	0.7	3.8	1.0	1.5	0.90
Indonesia	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.02
Iraq	19.8	14.6	20.7	20.6	20.2	21.0	22.5	10.5	18.72
Kuwait	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.02
Libya	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.05
Mauritania	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.06
Mexico	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.03
Nigeria	1.7	0.0	0.0	0.0	0.5	0.5	0.0	0.0	0.33
Oman	0.0	5.6	0.8	4.2	0.4	0.2	0.0	0.0	1.37
Peru	0.0	0.7	0.6	0.0	0.0	0.7	0.1	0.1	0.28
Russia	0.0	0.0	2.5	1.3	1.9	4.2	2.4	0.6	1.65
Saudi Arabia	0.0	0.4	2.2	0.5	0.6	0.6	1.7	9.5	1.99
United Arab Emirates	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.05
United States	56.6	59.2	53.3	54.9	52.7	47.8	51.1	50.6	53.20
Venezuela	0.1	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.12
<b>Grand Total</b>	<b>100.00</b>								

Note: Multiple types of crude oil are available from a given country.

Sources: Tesoro and EIA <http://www.eia.gov/petroleum/imports/companylevel/archive/> (accessed June 2016).

**Table G0-2.4-2**

**Sulfur Recovery Plant (SRP) Capacities and 2012/2013 Maximum Daily Throughputs**

	<b>Carson Operations</b>	<b>Wilmington Operations</b>	<b>Los Angeles Refinery</b>
Capacity <sup>a</sup>	449	300	749
2012/2013 Maximum Daily Throughput	446	276	722
Percent of Capacity	99%	92%	96%

<sup>a</sup> Capacity is based on 2014 Solomon data (see Master Response 5)

As described on page 2-17 of the DEIR, processing higher sulfur crude oil cannot occur without changes to increase the capacity of the sulfur recovery and handling systems. These modifications would require equipment change-outs or additions to the Claus sulfur recovery plants and associated incineration equipment. No modifications to the sulfur recovery and handling systems can be made without air quality permitting modifications and no such changes are included in the proposed project. Nor are there plans to make such changes in the foreseeable future. Therefore, no substantial increase in sulfur content of crude oil blends processed by the Refinery can be accommodated.

As discussed on pages 2-17 and 2-18 of the DEIR, the Refinery’s ability to process a lighter crude oil slate is further narrowed by restrictions on hydraulic limits, or “lift”, in the various Crude Units. Crude Unit distillation towers have physical restrictions on the capacity to “lift” the lighter portion of crude oil. If the limit is exceeded, a phenomenon known as “flooding” occurs due to high vapor velocities in the tower. This results in a dramatic compromise in the tower’s ability to separate crude oil components. Relieving these hydraulic limits would require physical modifications to the Crude Unit towers. Modifications to existing air quality permits would be required to make physical modifications to the distillation towers. No such modifications are included in the proposed project.

The Refinery’s ability to process a heavier crude oil blend is limited by the capacities of the downstream DCUs. As discussed in the DEIR on page 2-18, both the Carson Operations and Wilmington Operations DCUs have achieved their respective peak capacities and currently operate near these rates on peak days. In order to process a heavier crude oil blend, both the Carson Operations and Wilmington Operations DCUs would require modifications to operate at higher rates. No such modifications are included in the proposed project, beyond the potential 6,000 barrels per day (bbl/day) increase associated with the Wilmington Operations DCU H-100 heater that is analyzed throughout the DEIR or the slight increase in heavier crude oil that was disclosed in the DEIR but found to have less impacts than the 6,000 bbl/day increase (see Footnote 7). The crude oil blend processed by the Wilmington Operations DCU is estimated to be capable of becoming heavier, or to decrease from 21.4 to 19.9 API gravity, which is within the Wilmington Operations DCU crude oil operating envelope.

*Crude Oil Processed by the Refinery*

As described on page 2-16 of the DEIR and as shown in Table G0-2.4-1 here, the Refinery currently processes crude oil blends that include a variety of crude oils from around the world, including North American crude oils. The individual crude oils purchased by and delivered to the Refinery continually change with market availability and demand. However, the crude oil blend that is processed through the Refinery Crude Units will stay within a consistent range of properties due to the processing constraints of the Refinery process units. In order for crude oil to be processed in the Refinery, the properties of each crude oil type need to be analyzed so that the various crude oils can be blended to meet overall specifications that are within the range of what can physically be processed by the equipment.

A variety of crude oils are stored in tanks prior to blending at the Refinery during any operating year and at any particular time. In order to estimate fugitive emission impacts from storage of different crude oils, the analysis in the DEIR used a hybrid of the properties for various crude oils. This was done for the proposed project by evaluating a range of properties of materials that could be stored in the new tanks. A “hybrid” of the combined data was developed to ensure that the evaluated data is the highest value (worst-case) of the properties in the data sets (see Appendix B-3 of the DEIR Table A-19 (pages B-3-110 through B-3-112)). This ensures that the crude oil properties evaluated are conservative and represent the variety of crude oils that may be stored in the tanks.

With respect to Refinery processing equipment, crude oil blends must meet the physical and permit constraints associated with the processing equipment. Emissions from Refinery operations stem primarily from the operation of the heaters and boilers, which operate within these permit limits on emissions, and not from the crude oil itself.<sup>17</sup> The crude oil blends must be within the operating envelope of the Refinery. For instance, if a crude oil to be purchased by the Refinery has a sulfur content higher than can be processed by the equipment, the Refinery must blend it with a crude oil that has a lower sulfur content, so that the sulfur content of the overall blend falls within the crude oil operating envelope. In the event that there is no low sulfur crude oil available onsite or for purchase to blend with the higher sulfur content crude oil, the Refinery will not purchase the high sulfur content crude oil because it cannot be processed without blending. This process of purchasing and blending crude oils has been in practice at refineries for many years and will not change as a result of the proposed project.

Economic considerations also encourage Tesoro to limit emissions during the processing of crude oil. The processing units at the Refinery are a largely contained, closed system. If the Refinery was to let crude oil and its derivatives escape, that would result in a decrease in the amount of finished fuel production, and therefore decrease the economic viability of the Refinery. Thus, in addition to the reduction of local emissions, the Refinery is motivated to reduce unnecessary losses through minimizing emissions.

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<sup>17</sup> It should be noted that some crude oils may contain impurities that could be burned in the fuel gas and other systems.

General comments received describe “unconventional” crude oil (meaning heavy Canadian crude oils) as having an increased metal content. Publications have been cited regarding the environmental impacts of heavy oil and tar sands production. Other comments and publications describe the properties of Canadian crude oil as being heavy and containing high amounts of sulfur and other contaminants that when refined: 1) can increase the amount of hazardous materials present at the Refinery; 2) can increase corrosion; and, 3) can increase the energy needed for refining and in turn generate more GHGs and smog-precursors. However, these general comments consist of information unconnected to the proposed project coupled with unsubstantiated argument, speculation, and opinion that related impacts will occur at the Refinery. Therefore, they do not constitute substantial evidence that such impacts will occur as a result of the proposed project (see CEQA Guidelines § 15384(a)), as will be explained more specifically in the detailed responses.

The proposed project will not result in any significant environmental impacts due to crude oil metal content. The DEIR on page 2-8 discusses removal of non-hydrocarbon substances from the crude oil. The first step in this process occurs in the desalter portion of the crude unit, which is a washwater and ionization process that removes salts, metals, sediment, and water from the crude oil blend prior to introduction to the Crude Unit. The desalting process produces a wastewater containing the salts, metals, sediments, and water that is managed in the Refinery wastewater treatment process. As discussed in DEIR Section 3.4.2.3.2, the wastewater treatment systems have permit limitations on parameters including oil and grease, pH, heavy metals, and organic compounds. The wastewater treatment system is designed to remove contaminants from wastewater in a closed system with emissions control, which is monitored with in-line direct-reading instruments, field instruments, and laboratory analyses. Limited amounts of Bakken and heavy Canadian crude oils have been processed in the Refinery during the baseline period and no measurable effect has been observed in the wastewater treatment process. Therefore, no impact to air quality or hazardous characteristics of wastewater treatment activities is expected.

The DEIR explains the relationship between crude oil properties and Refinery limitations, including the potential impacts of significant increases of heavy crude oil (including Canadian “tar sands” crude oil) processing (see DEIR Section 2.5.4.1). In order to process significantly heavier, higher sulfur, or other crude oil blends with physical properties outside of the Refinery crude oil operating envelope, modifications would have to be made to the Refinery which would require permit modifications and additional approvals. The DEIR on pages 2-17 through 2-19 discusses the types of modifications that would be needed to accommodate a change in the crude oil blend processed at the Refinery. The proposed project does not include any equipment or operational modifications necessary to significantly change the crude oil blend properties or proportion ranges of different types of crude oil. It should be noted that the Refinery already receives and processes Canadian and Bakken crude oils, so any challenges related to refining heavy Canadian and light Bakken crude oils are part of the existing setting. The Refinery will continue to receive a variety of crude oils with or without the proposed project. Therefore, the proposed project will not reasonably or foreseeably impact the types of crude oil being processed by the Refinery, and no additional analysis is required.

Further, issues pertaining to the mining of heavy Canadian crude oil (e.g., water consumption, earth moving, ecosystem disturbance, etc.) are not germane to the proposed project in that these

mining activities will occur independently of the proposed project. The DEIR does not need to analyze impacts from crude oil production because the proposed project will not cause any changes to that industry.

*Potential Crude Oil Changes*

As explained in Master Response 6, the proposed project would not result in an increase in crude oil capacity beyond the 6,000 bbl/day increase analyzed in the DEIR or result in additional extraction of crude oil in Canada or at any location in the world, or increase the quantity of crude oil purchased from Canada.<sup>18</sup> As explained above, Canadian crude oil is within the range of crude oils currently received and blended at the Refinery. Therefore, refining Canadian crude oils does not create additional hazardous waste, increase corrosion, increase the generation of GHG emissions, or increase demand for energy.

The proposed project is not designed to facilitate the Refinery to process a different crude oil blend than is currently processed. This fact has been independently verified by a third-party refinery expert that reviewed the proposed project elements on behalf of the SCAQMD. The following excerpt is taken directly from the DEIR (page 2-20):

***2.5.4.3 Refinery Expert Independent Evaluation of the Proposed Project***

*The District retained refinery expert, Dr. Stephen McGovern, PE, to independently review the proposed project, including the crude oil processing capabilities of the refinery. Dr. McGovern provided an independent review of the information related to crude oil processing and verified the operating limitations described in Sections 2.5.4.1 and 2.5.4.2. The conclusions presented in Dr. McGovern's report are summarized as follows:*

- 1. The LARIC project [proposed project] will not change the modes by which Tesoro receives crude oil into the refinery complex. As such, the LARIC project [proposed project] will not allow Tesoro to access crudes that are not currently available to the refinery. . . .*
- 2. Certain aspects of the Tesoro Los Angeles Refinery's processing configuration limit the instantaneous quality of the crude mix that can be processed. These aspects of the refinery processing configuration will not be changed significantly by this project. . . .*
- 3. Although some of the units in the Tesoro Los Angeles Refinery are being modified and new units are being added, the slate of crude oils available to the refinery will not change and the minor changes in average crude oil quality that might*

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<sup>18</sup> It should be noted that as explained in Section 2.7.1.3 of the FEIR (page 2-37), the Refinery could opt to refine a slightly heavier crude oil rather than increasing the capacity by 6,000 bbl/day, however the impacts of the 6,000 bbl/day increase would result in greater impacts than refining the slightly heavier crude oil, and thus, the impacts of the increase were analyzed to provide a worst-case scenario.

*result would not cause an increase in operating emissions of criteria air pollutants, toxic air contaminants or GHG emissions after the mitigation methods that are part of the LARIC [proposed project] are applied.*

4. *The changes being made as a result of this project will not allow the refinery to process a different slate of crude oil. As such, there will be no crude oil changes that make the refinery more prone to upset or potential leaks of hazardous or toxic substances. . . .*

*The complete Dr. McGovern report is provided in Appendix F [of the DEIR].*

Some comments stated that various general statements by Tesoro Corporation, describing broad corporate strategies and predictions regarding the company's United States refineries as a whole, imply that the proposed project is a part of a larger project designed to change the type of crude oils processed on the West Coast and that will allow the Refinery to process more and different crude oil. The corporate statements do not support these theories. There are no corporate statements that state or even imply that the proposed project is designed to facilitate a change in the crude oil blend processed by the Refinery. Some of the statements and slides that are cited in the comments for these purposes have been altered from their original form, taken out-of-context, or mischaracterized. These misrepresentations are specifically addressed and explained in responses to the individual comments that raise particular corporate statements (see Responses G1-78.99, G1-78.132 through G1-78.155, G1-81.22 through G1-81.24, G1-86.11, and G1-86.12).

There are no corporate statements that state or even imply that the proposed project is intended to allow a change in crude oil slates. References to plans to bring "advantaged crude" to California refineries lack sufficient specificity to be considered part of this "project" under CEQA because the proposed project does not alter the ability to bring in various crude oils to the Refinery. In addition, the comments equate the term "advantaged crude" to Bakken and Canadian crude oils, but "advantaged crude" as used by Tesoro does not refer to a particular type of crude oil—it simply means any economically advantaged crude oil capable of being processed at each of Tesoro's refineries.<sup>19</sup> These crude oils can come from anywhere in the world, depending on crude oil prices. Currently, as shown in Table G0-2.4-1, many types of crude oils from different countries (all of which would be considered "advantaged crude") are brought to the Refinery. This is the nature of the industry.<sup>20</sup> All refineries continually seek economic crude oils to process. This practice occurs continually at the Refinery<sup>21</sup> and will continue in the future,

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<sup>19</sup> See Attachment C, Declaration of Douglas Miller, Vice President, California Value Chain Strategy of Tesoro Companies, Inc.

<sup>20</sup> See Attachment D, Response to Comment Letter 78, Dr. Stephen McGovern March 6, 2017.

<sup>21</sup> See, e.g., "We currently own and operate six petroleum refineries located in the western United States and sell transportation fuels to a wide variety of customers. Our refineries produce the majority of the transportation fuels that we sell. Our six refineries have a combined crude oil capacity of 850 Mbpd [thousand bbl/day]. We purchase crude oil and other feedstocks from domestic and foreign sources, including the Middle East, South America, western Africa, Canada, and other locations either through term agreements with renewal provisions or in the spot market." U.S. Securities and Exchange Commission Form 10-Q, for the quarterly period ended March 31, 2015, Tesoro Corporation, page 35.

regardless of whether the proposed project is implemented. After crude oil is purchased, it must be blended so that the crude oil blend stays within the crude oil operating envelope for the Refinery, which, as explained above, will remain the same before and after the proposed project. Other mischaracterizations of Tesoro corporate statements include the assumption that references to “West Coast” refineries mean that the Refinery will undergo undisclosed modifications. All of the proposed Refinery modifications have been disclosed and analyzed in the DEIR. Additionally, Tesoro operates four refineries on the West Coast. The Vancouver Energy Project joint venture, which is a separate project, is not proposed to exclusively supply the Refinery or Tesoro's other three West Coast refineries. It will offer transportation of crude oils purchased by customers to their refineries located on the “West Coast.” The Vancouver Energy Project anticipated that any of the 28 refineries<sup>22</sup> on the West Coast of the U.S. (four of which are owned by Tesoro) would be potential purchasers of Vancouver Energy Project’s crude oil.

Some of the comments compare the proposed project to the Chevron Richmond project which was designed to accommodate a change in the crude oil blend processed by the Chevron Richmond Refinery. Unlike that project, the proposed project does not involve the physical modification of any Crude, DCU, or Sulfur Recovery units that would accommodate such changes in crude oil.<sup>23</sup> In order to maximize production of transportation fuels and maximize the economics of the process, which is the purpose of the Refinery, the crude oils need to be blended to fit within the physical constraints of the existing Refinery equipment as modified by the proposed project. Because the proposed project does not make substantial modifications to any crude oil processing equipment (beyond the 6,000 bbl/day crude oil capacity increase or a smaller quantity of slightly heavier crude oil analyzed in the DEIR), the Refinery will be constrained to its current crude oil operating envelope.

The unsubstantiated claims that the proposed project will result in a change in the crude oil blend processed at the Refinery is the basis for the resultant opinions that additional impacts will occur from the proposed project. The comments include discussions of emission increases, potential hazard impacts, health effects, and marine vessel delivery impacts. The DEIR fully described and analyzed the proposed project and the associated environmental impacts.

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<sup>22</sup> The three refineries in Hawaii and Nevada are excluded from this count.

<sup>23</sup> Note that the proposed project includes a change in rated duty of the DCU H-100 heater that will allow the processing of a slight increase in heavy crude oil or the processing of 6,000 bbl/day more crude oil. Because the emission increases from processing the 6,000 bbl/day of extra crude oil would result in more emissions than processing heavier crude oil, the DEIR analyzed the impacts of the increase in the amount of crude oil processed. See DEIR page 2-37.

**G0-2.5 Master Response 5 – The Refinery’s Rated Crude Oil Capacity Is Based on Prior, Not Projected Operations**

Comments noted that Tesoro’s most recent Securities and Exchange Commission (SEC) 10K filing reflects a crude oil capacity of 380,000 bbl/day for the Refinery, while the DEIR states a crude oil capacity of 363,000 bbl/day. Some comments concluded that the proposed project could increase crude oil capacity by up to 17,000 bbl/day – the difference between 380,000 and 363,000. That is not the case. The 363,000 bbl/day capacity figure describes the designated combined capacity of the Tesoro Wilmington and former BP Carson Refineries during the drafting of the DEIR. The 380,000 bbl/day capacity figure in Tesoro’s SEC 10k filing is an updated description of the combined Refinery capacity, calculated using Solomon survey methodologies and data as described below.

The FEIR has been updated to disclose this latest 380,000 bbl/day figure (see FEIR page 2-17), but the update does not affect the DEIR’s environmental analysis because the DEIR only referenced the 363,000 bbl/day crude oil capacity for descriptive purposes. This capacity was not utilized in analyzing the proposed project’s impacts. Instead, impacts were determined with reference to the changes to operations of equipment that would result in environmental impacts above current conditions (e.g., increased heater use, increased water demand, etc. above the baseline) (see DEIR pages 4-2 through 4-5, pages 4-27 through 4-29, and pages 4-66 through 4-67). The increase in crude oil capacity resulting from the proposed project remains the 6,000 bbl/day increase analyzed in the DEIR.

The 380,000 bbl/day capacity reported in the SEC 10K filings is based on crude oil capacities actually achieved by the Refinery in the past, rather than any increase resulting from the proposed project. The reported crude oil capacity has changed in the past and could change again in the future, depending on actual crude oil rates achieved, which could occur entirely independently of any project at the Refinery unless the project specifically alters the crude oil capacity.

Specifically, the SEC 10K filings are based on data provided in the Solomon survey (referred to as Solomon data). Solomon is a performance benchmarking survey in which most U.S. refiners, including Tesoro, participate. Many metrics analyzed by Solomon are measured on a “per barrel capacity” basis and refiners are instructed to use accurate capacity information.

The Solomon survey calculates crude oil capacity by first determining the capacity of each crude unit in a refinery, and specific definitions apply to the data collected. For determining crude unit capacity, capacity is defined as the greater of the “design capacity” or the “maximum demonstrated rate” achieved by the unit. “Design capacity” is an estimated minimum required performance rate established during the original design of the equipment or unit; it is not the maximum operating rate. The “maximum demonstrated rate” is calculated as follows:

- The average of the 30 highest consecutive stream day feed rates within a calendar year,
- Demonstrated within the last 6 years,

- While meeting operating targets and providing on-specification product, and
- With no damage or premature aging of catalyst or equipment.

The capacity metric can be and is re-assessed over different time (reporting) periods for individual refineries. The crude unit capacity for a facility with multiple crude oil processing units, such as the Refinery (see Figure G0-2.5-1), is the sum of the maximum rates of each individual crude unit based on either design capacity or the actual maximum 30-day average throughput achieved over the previous six years, whichever is larger.

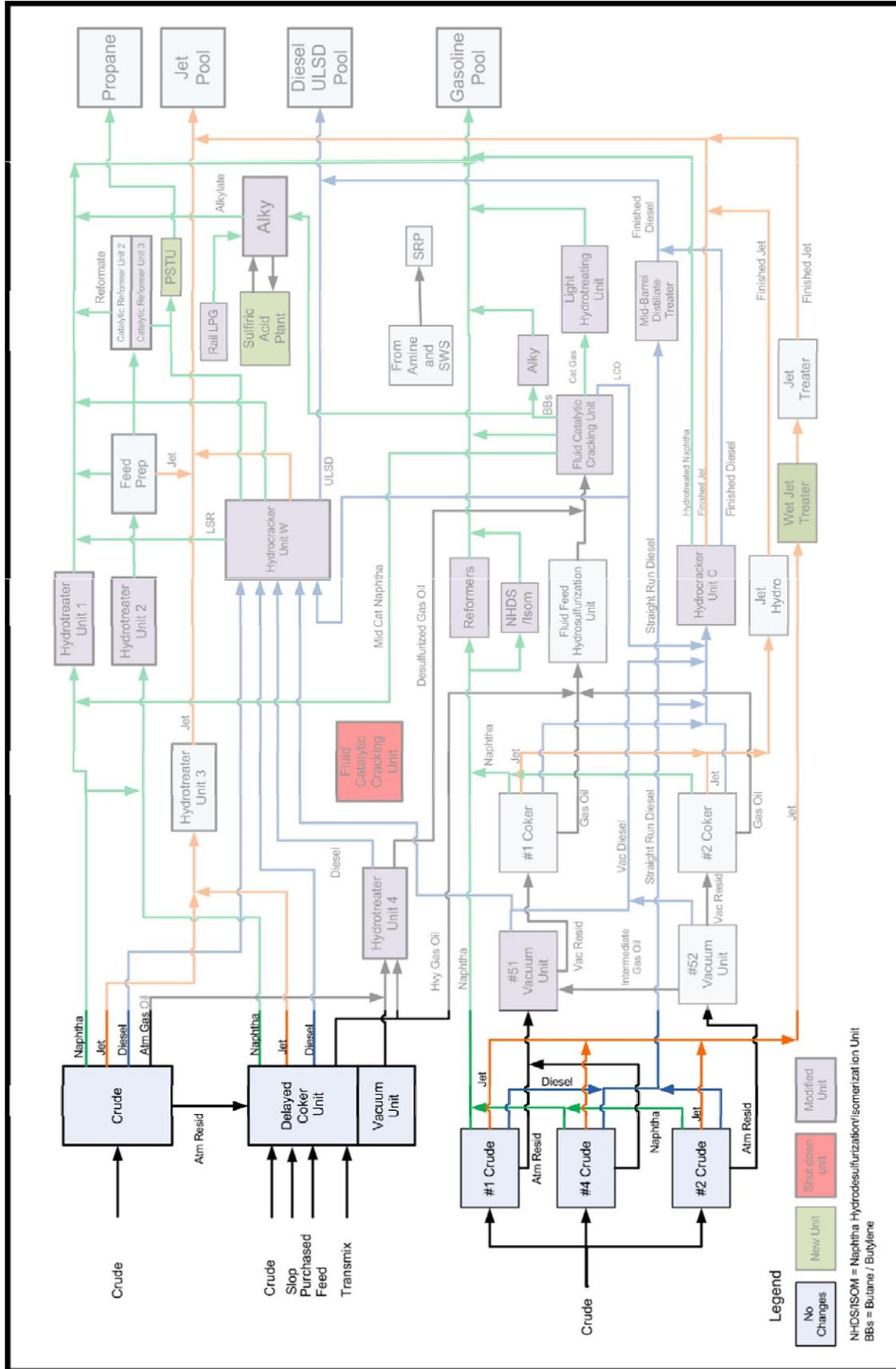


Figure G0-2.5-1  
 Refinery Block Flow Diagram with Crude Units Highlighted

The Solomon standard of throughput achieved over a 30-day averaging period is not the same as that achieved over an entire operating year. As described above, the Solomon figure is the sum of the maximum 30-day average throughputs achieved by each individual crude oil processing unit during the past six years, regardless of the total crude oil rate achieved by the Refinery during the same six years. For facilities with multiple crude units like the Refinery, the maximum 30-day average throughput for individual crude units does not necessarily occur concurrently. Every process unit experiences downtime, when the unit does not operate due to planned or unplanned maintenance, lack of feed or downstream processing capacity, or other reasons. Therefore, process units do not typically achieve their rated capacity over an entire year of operation. The annual average Refinery crude oil throughput is always lower than the maximum 30-day capacity.

Also, because the Solomon metric is evaluated over different time periods, it may change over time, even if no physical modifications are made to the refineries under evaluation. The purpose of the Solomon surveys is to evaluate the maximum unit rates achieved as compared to original design data. Without any modification to a facility, the Solomon data for that facility could indicate a greater capacity than previously reported or than the original equipment design would suggest. In all cases, however, the increase in actual capacity is achieved while complying with the limits of applicable regulations and permits.

The fact that the capacity of the Refinery is reported by the Solomon surveys as 380,000 as opposed to the 363,000 bbl/day in the DEIR does not reflect a physical modification in capacity, but rather reflects the maximum capacity achieved during operations, as measured over the most recent six years of operation. Per Solomon guidelines, Tesoro has stated the capacity achieved by the Refinery has exceeded design capacity every year since 2009.

It should be noted that the design capacity of a refinery process unit is a required minimum performance rate, while the actual capacity is demonstrated based on rates achieved. Therefore, the actual capacity may, as in this case, exceed the original design capacity or the Refinery capacity reported in the DEIR of 363,000 bbl/day. An analogy of actual throughput being larger than design capacity can be provided with operation of a car. For U.S. operation, cars are designed to operate for extended periods of time at a freeway speed of 70 miles per hour (mph). However, this doesn't mean the car is limited to a speed of 70 mph. The same car could legally operate at higher speeds if it were driven on the German autobahn where there are no federal speed limits. Many vehicles can safely operate at speeds of 90 mph or greater. Under this scenario 70 mph would be the design speed, but the car has the capacity to go 90 mph or faster. Safe, reliable, and compliant vehicle operation is possible at higher speeds than the design basis; however, the annual average speed of the vehicle would be expected to be less than the design basis of 70 mph as not all driving is on freeways.

For additional context regarding the aspects of the proposed project that affect environmental impacts, it is important to note that SCAQMD limits maximum allowable emissions from the Refinery's equipment via permits, regardless of the designated capacity. SCAQMD imposes throughput restrictions for emission sources only where throughput will impact emissions. For example, storage tank throughput directly affects working loss emissions. However, a process unit's throughput does not typically impact emissions from the unit. The sources of emissions

## APPENDIX G0: RESPONSE TO COMMENTS

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from refinery process units are process heaters and fugitive components. Accordingly, combustion emissions from process unit heaters are subject to limits such as fuel consumption and mass emission limits. Compliance with these limits are monitored and enforced via continuous emissions monitoring systems, source testing, parameter monitoring, and inspections. While emissions from process unit heaters may be stringently controlled, process flow (throughput) through the heater is not typically limited. An analogy that may be helpful in illustrating this point is the hot water heater in a typical residence. The hot water heater is designed to deliver a certain quantity of heated water upon demand. Therefore, the heating element of the hot water heater may operate continuously even though there may be no hot water use (throughput) for long periods of time. If this were a permitted heater, the combustion emissions would be limited and the water throughput would not.

**G0-2.6 Master Response 6 – The Proposed Project Will Not Increase Crude Oil Processing Capacity Beyond the 6,000 bbl/day Potential Increase Analyzed in the DEIR**

Comments asserted that adding crude oil storage capacity (tanks or tankage), or other aspects of the proposed project have the potential to increase the crude oil processing rate at the Refinery above the 6,000 bbl/day analyzed in the DEIR.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the 6,000 bbl/day potential crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are described in Chapter 4 of the DEIR. “Upstream” crude oil transportation impacts were analyzed along with impacts of increased utilization of “downstream” Refinery process units. Besides this proposed permit modification, the proposed project does not increase the crude oil capacity in the Refinery or Crude Units, and there will be no modification to the refining process or equipment to accommodate a crude oil processing rate increase.

It is important to understand that the proposed project is centered on the goal of making process unit modifications that will enable the Refinery to continue making the same overall amount of finished motor fuels more efficiently, and to shut down the Wilmington Operations FCCU, a major fuel production unit in the Refinery. The 6,000 bbl/day additional feed to the Wilmington Operations DCU will not result in any additional finished fuel production beyond the peak baseline day because the additional feed will partially “make up” lost production capacity associated with shutdown of the Wilmington Operations FCCU. As explained in Section 4.1.2.3 of the DEIR, the Refinery will discontinue or reduce purchasing gas oil (FCCU feed) from external third-party sources because 1) the Wilmington Operations will consistently provide gas oil feed for the Carson FCCU and 2) recovering distillate from gas oil streams allows the Refinery to balance available gas oil with production requirements for gas oil (i.e., to be in gas oil balance). Similarly, other project elements, such as the import of LPG feed for the Wilmington Operations Alkylation Unit, are designed to enable the Refinery to “make-up” finished fuel production capacity that is lost with the shutdown of the Wilmington Operations FCCU (see Master Response 10).

The volume of available crude oil storage capacity has no bearing on crude oil processing capacity. An analogy is to consider one’s personal shopping; if you purchase a gallon as opposed to a quart of milk, you will reduce the number of trips needed to purchase milk from the market. Unless something else changes in your consumption pattern, the amount of milk you purchase and consume will remain unchanged. Without changes to the Refinery processing units, the crude oil throughput cannot change.

Crude oil storage capacity is based on the actual storage volumes of all the tanks that are appropriately controlled and permitted to store crude oil. Crude oil processing rates are constrained by numerous factors including crude oil processing equipment rated capacity and permit conditions such as limitations on Crude Unit charge heater firing rate. Crude oil is heated in a charge or feed heater and then sent to a distillation column that separates the crude oil fractions or components for further downstream processing. The charge heater, distillation

column or other downstream equipment will physically limit the amount of crude oil that can be processed. For example, a distillation column requires sufficiently heated crude oil to properly separate crude oil components, so the crude oil capacity may be limited by the allowable firing rate of the crude oil charge heater. In order to increase throughput through the Refinery, various crude oil processing equipment capacities would need to be increased through physical modifications and other equipment would require permit modifications to increase allowable emissions and other operational limitations, as described below. Other than the potential 6,000 bbl/day crude oil capacity increase analyzed in the DEIR, no such modifications are contemplated by the project and no such modifications would be permitted by the SCAQMD without further environmental review. Therefore, the proposed increase in crude oil storage capacity will not result in increased processing rates.

As explained above, the proposed increased tankage for crude oil delivered by marine vessel will not cause the Refinery to process an increased volume of crude oil because the limitation on how much crude oil can be processed lies within the refining equipment itself. The bottleneck lies within the Crude Units and DCUs, the first major processing units to which the crude oil is sent from the storage tanks (see Figure G0-2.5-1). In order to process additional crude oil, the Refinery would have to replace the existing crude oil distillation column with a larger column and the firing rate of the Crude Unit heater would need to be increased. There is no increase in the Crude Unit equipment operation as a result of the proposed project. Except for the small increase associated with the DCU H-100 heater proposed permit revision, no additional capacity modifications are proposed for the DCUs. The objective of the proposed Carson Crude Terminal tankage increase is to provide more tank capacity to enable the offloading of the large volume crude oil cargo marine vessels that currently unload at Marine Terminal 1 (e.g., Suezmax (approximate one million bbl capacity) and Very Large Crude Carrier (VLCC)(approximately 1.5 to 2 million bbl capacity)) during one vessel call, rather than: 1) off-loading part of the vessel; 2) sending the vessel to anchorage (generating maneuvering and auxiliary (i.e., hoteling) emissions) until enough crude oil is processed at the Refinery to make room for the remainder of the vessel's cargo; and, 3) returning the vessel from anchorage to offload the remainder of the cargo. By providing additional capacity to store crude oil, the proposed project eliminates unwanted auxiliary emissions by streamlining the process for off-loading crude oil from marine vessels. This enhances efficiency of operations as a business matter<sup>24</sup>, and is also environmentally beneficial since it reduces marine vessel emissions and associated impacts.

Currently, marine vessels that deliver crude oil to the Refinery vary in size and can contain between 400,000 to 2 million bbl of crude oil. At the Wilmington Operations, the crude oil receiving tanks have a capacity of approximately 730,000 bbl. Aframax (approximately 720,000 bbl capacity) is the largest vessel that can and does dock at the Long Beach Terminal. This means the Wilmington Operations can only receive one type of crude oil at a time and the marine vessel must leave the dock and anchor several times or remain at the dock with hoteling emissions for days to complete a delivery as tankage becomes available. At the Carson Crude Terminal, the tanks have a capacity of approximately 2.2 million bbl. The largest vessel that can and does dock at Marine Terminal 1 is a VLCC vessel. This means the Carson Crude Terminal

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<sup>24</sup> Attachment C, Declaration of Douglas Miller, Vice President, California Value Chain Strategy of Tesoro Companies, Inc.

also is limited in the number of types of crude oil that it can receive and store at one time and it takes the marine vessel several dock trips to complete a delivery. As explained in Master Response 4, the Refinery blends crude oils to fit within its crude oil specifications. Since the blend will still remain within the Refinery's operating envelope, there will be no emissions increase from the Refinery process unit operations as a result of crude oil storage capacity increases. The DEIR discloses that there will be increases in fugitive VOC emissions associated with Crude Tanks, but overall VOC emissions resulting from the proposed project will be less than significant (see Table 4.2-4, page 4-18, pages 4-22 through 4-23, Appendix B3 Tables 1, 2, and 6, pages B-3-7, B-3-8, and B-3-12 through B-3-14, respectively, of the DEIR).

Marine vessel deliveries of crude oil are expected to occur in the same size vessels (e.g., Panamax, Aframax, Suezmax, and VLCC) after implementation of the proposed project as the vessels used currently, so except for the small increase in crude oil capacity at the Wilmington DCU, no additional increase in marine vessel traffic is expected. However, the marine vessels will spend less time maneuvering and hoteling as a result of improved offloading efficiency from the proposed project (i.e., the elimination of the need for anchorage while waiting for storage space to free up in order to finish offloading). The purpose of the proposed additional or larger storage tanks is to provide sufficient crude oil storage capacity of several different types of crude oil and to allow crude oil tankers to offload in one visit to the port. The need for the proposed project is to address the fact that crude oil tankers, and marine vessels in general, have become larger (see DEIR page 2-39<sup>25</sup>). This has occurred regardless of the source of the crude oil, or the amount of crude oil that is processed. Refinery tankage was built before the advent of these "mega" tankers, and therefore the tanks are too small to unload one of these large tankers in one visit. The proposed project will reduce the cost associated with marine vessel demurrage (i.e., additional hours spent waiting to unload the remaining cargo) and decrease marine vessel emissions.

To provide a conservative emissions estimate, the DEIR did not take credit for emission reductions from marine vessels operations associated with additional Carson Crude Terminal (CCT) storage tanks; however, in 2015, 41 anchorage events occurred for an average duration of over seven days each resulting in approximate excess annual engine (i.e., maneuvering and hoteling) emissions of 36, 25, 200, 3, and 8 tons of VOC, CO, NO<sub>x</sub>, SO<sub>x</sub>, and PM, respectively. The additional tankage would allow for these anchorage emissions to be substantially reduced. For example, if adequate onshore tankage were available, a VLCC would only remain in the Port for 40 to 50 hours. While emission reductions are expected, predicting future emission reductions would be difficult without knowing such conditions as the size of each arriving vessel, the available volume in the receiving tanks at the time each marine vessel arrives, and operating rate of the Refinery at the time the marine vessel arrives. To depict the magnitude of marine vessel anchorage emissions, Table 2.6-1 compares the daily hoteling emissions from a marine vessel at anchor to the daily operational emission reductions from the Wilmington

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<sup>25</sup> See <http://www.globalsecurity.org/military/systems/ship/tanker-history.htm>. See also, the American Petroleum Institute website, Adventures in Energy, "2002-In the latter half of the 20th Century, advances in exploration and recovery technology opened up new supplies of oil and natural gas all around the world. To make long-distance transportation more cost-effective, tanker manufacturers developed "very large capacity carriers," or VLCCs, that can carry more than 1,400,000 barrels of crude oil." <http://adventuresinenergy.org/Oil-Tankers/index.html>

Operations FCCU. As shown, any single day of marine vessel anchorage that is eliminated by installing the proposed crude oil storage tanks will result in emissions benefits. The greatest reduction is from NOx emissions, which is approximately 138 percent greater than those from the Wilmington Operations FCCU shutdown.

**TABLE G0-2.6-1**

**Comparison of Marine Vessel Anchorage Hoteling Emissions to Wilmington Operations FCCU Emissions**

Sources	Emissions (lb/day)					
	VOC	CO	NOx	SOx	PM10	PM2.5 <sup>(a)</sup>
Wilmington Operations FCCU Shutdown <sup>(a)</sup>	-319	-960	-573	-416	-171	-171
Potential Daily Marine Vessel Emission Reductions from Anchorage <sup>(b)</sup>	-248	-169	-1,365	-23	-51	-51

(a) Rounded from Table 4.2-4 of the DEIR.

(b) Calculated using emission factors from the Marine Terminal 1 permit (see Attachment A).

The DEIR appropriately and conservatively analyzed the emissions from the new storage tanks using the worst-case emission source, i.e. a light crude oil, at the highest vapor pressure allowed by SCAQMD Rule 463. While the actual vapor pressure of a specific crude oil to be stored could vary, it is constrained by SCAQMD Rule 463 to be less than 11 psia. Therefore, the emissions presented in Table 4.2-4 of the DEIR are the maximum that could occur from the new crude oil storage tanks.

Other than the potential 6,000 bbl/day crude oil capacity increase analyzed in the DEIR, no expansion of crude oil capacity is planned as part of the proposed project. Nor has there been any other evidence of a planned expansion. None of the comments cites accurate facts that reasonably support the argument, speculation, and unsubstantiated opinions regarding expansion (see CEQA Guidelines § 15384(a)). Since no expansion is planned and there is no evidence of any planned expansion, any potential future expansion is not a reasonably foreseeable consequence of this proposed project.

### **G0-2.7 Master Response 7 – The Proposed Project Is Not an Expansion of the Refinery**

Comments claimed that the proposed project represents an “expansion” of the Refinery or a prelude to a future expansion, and the effects of that expansion must be analyzed. However, a Refinery expansion would involve a significant increase in the capacity to process crude oil or physical expansion of the footprint of the processing units beyond the current property boundaries. The proposed project does neither, and therefore is not an “expansion,” and additional analysis is not required.

Crude oil processing capacity is addressed in detail in Master Response 6. While the proposed project includes additional crude oil storage capacity, the proposed increase in crude oil storage capacity will not result in an associated increase in crude oil processing rates, and therefore there will not be additional processing emission impacts associated with the increased storage capacity.

The proposed project consists primarily of several modifications to existing Refinery process units to recover and upgrade distillate range material from FCCU feeds, to meet federal Tier 3 low sulfur gasoline standards and to increase Refinery processing efficiency, including the installation of interconnecting pipelines, to enable the retirement of the Wilmington Operations FCCU. Some of the downstream process unit modifications are designed to increase unit rates as necessary to maintain overall transportation fuel production capacity given the elimination of the Wilmington Operations FCCU, which is a major transportation fuels production unit.

However, other than the potential 6,000 bbl/day crude oil capacity increase analyzed in the DEIR, there is no overall increase in crude oil processing capacity or total overall transportation fuel production. Specifically, Hydrocracker Unit capacity will be increased at both the Carson and Wilmington Operations. This is in order to replace fuel production capability that is lost with the retirement of the Wilmington Operations FCCU. Modification of the Hydrocracker Units will have no impact on the overall integrated Refinery crude oil capacity (see DEIR pages 2-35 and 2-44).

Several processing units are proposed to increase overall Refinery processing efficiency, but do not expand the capacity of the Refinery: the Propane Sales and Treating Unit (PSTU), the (SARP), and the Wet Jet Treater that will be built within the existing Refinery footprint. As explained below, these proposed units have specific functions within the existing Refinery processes, and do not function to increase crude oil processing capacity.

The proposed PSTU is a small unit that will enable the process efficiency improvement of treating propane recovered from Wilmington Operations fuel gas for sale. The propane would be recovered from the Refinery fuel gas system, treated to commercial specifications, and sold instead of being consumed by Wilmington Operations process heaters. Any Refinery fuel gas system balance needs resulting from the propane sales would be made up with clean burning commercial natural gas. The proposed PSTU will have no impact on crude oil processing capacity.

The SARP will enable the spent sulfuric acid generated from the existing Wilmington and Carson Operations Alkylation Units to be recycled onsite rather than sending it for offsite treatment. The SARP enables Tesoro to eliminate approximately 6,000 truck miles per year currently travelled transporting sulfuric acid to and from the ECO Services Dominguez, California sulfuric acid regeneration facility. The proposed SARP will have no impact on crude oil processing capacity.

The Wet Jet Treater will improve jet fuel quality and provide treatment capacity for distillates recovered from gas oil as part of the proposed project scope. The Wet Jet Treater will allow the Refinery to produce additional high quality jet fuel from the distillate pool. The Wet Jet Treater adds treatment capacity and helps enable the Refinery to maintain, but not increase, its overall transportation fuels production capacity. The proposed Wet Jet Treater will have no impact on crude oil processing capacity.

Comments have also been made that the proposed project allows the merger of the Carson Operations (BP's Carson Refinery) and the Tesoro Wilmington Operations. Tesoro's acquisition of the BP's West Coast Value Chain, including the Carson Operations, was approved by the Federal Trade Commission and the California Attorney General and occurred in June of 2013. The Carson and Wilmington Operations have already merged; the two pre-existing refinery operations have been operating as one Refinery since the acquisition. The proposed project will enable Carson and Wilmington Operations to further integrate operations to improve operational efficiencies and reduce emissions while maintaining its overall production capability of transportation fuels.

Crude oil processing capacity is addressed in Master Response 6, which clarifies the existing crude oil processing rate constraints that exist in the Refinery. It states that in order to increase the crude oil capacity to the Refinery, crude oil processing equipment capacity would need to be increased through physical and permit modifications to increase operational and/or emissions limitations. Permit modifications and appropriate environmental review would be required in order to do so. With the exception of the potential 6,000 bbl/day crude oil rate associated with the Wilmington Operations DCU H-100 heater permit revisions, there are no elements of the proposed project that increase crude oil capacity. No other applications have been submitted to increase crude oil capacity and there is no substantial evidence (consisting of facts, rather than unsubstantiated opinion, speculation, argument, and evidence which is clearly erroneous or inaccurate) that a future crude oil capacity expansion will occur (see CEQA Guidelines § 15384(a)).

**G0-2.8 Master Response 8 – The Tesoro Savage Vancouver Energy Distribution Terminal Facility Is Not a Part of the Proposed Project**

The comments claimed that the proposed project encompasses not only the proposed project elements described in the DEIR that will occur at the Refinery in Wilmington and Carson, California, but also a different proposed project in the state of Washington, currently under review by the Washington State Energy Facility Site Evaluation Council (EFSEC). The comments state that the Vancouver Energy Distribution Terminal Facility (Vancouver Energy Project) and the proposed project are interrelated. In other words, a claimed purpose of the Vancouver Energy Project is to supply the Tesoro Los Angeles Refinery with crude oil originating in the Bakken region of the U.S. and in Canada, and a claimed purpose of the proposed project is to facilitate the acceptance of such crude oil. Therefore, the comments state that the impacts of obtaining and transporting the crude oil must be evaluated in the DEIR for the proposed project.

As indicated in DEIR Section 4.1.2.5 for the proposed project, the Vancouver Energy Project is a project proposed at the Port of Vancouver, Washington by Tesoro Savage Petroleum Terminal LLC, a joint venture between Tesoro Refining & Marketing Company LLC and Savage Companies. The Vancouver Energy Project is wholly independent from the proposed project, and is undergoing separate environmental review by the Washington State EFSEC. The Draft Environmental Impact Statement (EIS) for the Vancouver Energy Project was released for public review on November 24, 2015, and the public review period ended on January 22, 2016. The Final EIS for the Vancouver Energy Project has not yet been issued, and the project has not been approved.

As indicated in Chapter 2 of the Draft EIS for the Vancouver Energy Project<sup>26</sup>, the Vancouver Energy Project proposes to receive an average of 360,000 barrels of crude oil per day by rail, temporarily store the oil onsite, and then load the crude oil into marine vessels for transport to existing refineries on the West Coast of the United States. The Vancouver Energy Project would not source or own any crude oil, nor arrange for transportation of crude oil to or from the proposed Vancouver Energy Project. Rather, the Vancouver Energy Project would receive its customers' (Tesoro and other oil companies) crude oil by rail, unload and stage that crude oil in onsite tanks, and load the crude oil onto marine vessels arranged by its customers. The Draft EIS indicates that the Vancouver Energy Project's customers would likely source crude oil primarily from mid-continent North American locations, including the Bakken formation that covers parts of North Dakota and Montana and Saskatchewan, Canada. Depending on market conditions and the needs of the proposed facility's customers, crude oil could also come from other North American formations, such as the Niobrara in Wyoming and Colorado and the Uinta in northeast Utah.

As indicated in Section 2.7.2 of the Draft EIS for the Vancouver Energy Project, crude oil handled by the proposed Vancouver Energy Project would be loaded onto marine vessels for transport to terminals and refineries in California, Washington, Alaska, and Hawaii. Based on

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<sup>26</sup> Draft EIS for the Tesoro Savage Vancouver Energy Distribution Terminal Project available at <http://www.efsec.wa.gov/Tesoro%20Savage/SEPA%20-%20DEIS/DEIS%20PAGE.shtml>.

published information for 2012 and 2013, crude oil delivered by marine vessel in the Energy Information Administration (EIA) Petroleum Administration for Defense District (PADD) 5, which includes California, Washington, Alaska, Hawaii, Nevada, Oregon, and Arizona, was refined at 22 and 23 refineries (including the Carson and Wilmington Operations), respectively. (EIA, 2015a) Also, see Master Response 4 for a discussion of the limitations of the Refinery's ability to change its current crude oil blend without increasing crude oil processing equipment capacity through physical and permit modifications to increase operational and/or emissions limitations, none of which are proposed here (beyond the potential 6,000 bbl/day increase associated with the Wilmington Operations DCU H-100 heater discussed in Master Response 6).

Some comments refer to a statement made by Tesoro's President and CEO Greg Goff that Tesoro has committed to receiving 50,000 bbl/day of crude oil through the Vancouver Energy Project for its West Coast system as an indicator that the Los Angeles Refinery will be receiving the crude oil and that the proposed project is designed to accommodate the import of the Bakken crude oil.

The "West Coast system"<sup>27</sup> to which Mr. Goff referred as cited by the comment is not synonymous with the Los Angeles Refinery. The "West Coast system" includes four separate refineries; the Los Angeles and Martinez Refineries in California, the Anacortes Refinery in Washington, and the Kenai Refinery in Alaska. Other comments refer to a conversation between Paul Cheng of Barclay's Capital and Mr. Goff on May 1, 2014 regarding a statement about possible destinations for Vancouver Energy Project crude oil. While the conversation is specific to the Los Angeles Refinery at one point, Mr. Goff elaborated on the source, potential destinations, volumes and dynamics of refinery crude oil sourcing in subsequent statements in the same conversation. Mr. Goff further stated that the types of crude oils that will be supplied to the West Coast will be dependent upon the "dynamics of the pricing of other types of crude." He concluded that the amount of crude oil taken into the West Coast system depends on "other impacts on crude."

Importantly, the Vancouver Energy Project is still being reviewed and is not yet approved. As such, the source of any crude oil that may be obtained and delivered through the Vancouver Energy Project is as yet undetermined. As with all other sources of crude oil, the individual refineries will have to make a determination as to whether the crude oil that is sourced is cost-effective and capable of being refined at the location or can be blended to be used at the Refinery. While it is clear the source of crude oil will be from North America, it is speculative at this time to make specific assumptions as to what crude oil will be used at the Los Angeles Refinery and, if so, in what amount.

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<sup>27</sup> The reference to the "West Coast system" that appears in Tesoro's corporate presentations and statements is a term that is used with varying meanings based on the context of the presentation or statement. Analyst day and earning statements presentations are given to an audience that routinely participates in the presentations and is familiar with Tesoro's corporate structure and financial performance, as such, some of the references are not as explicit as would be to an uninformed audience. At times, it refers to Tesoro's four west coast refineries, but it can also refer to those four refineries as well as Tesoro Logistics or distribution system to third-party clients on the west coast. Thus, awareness of the context surrounding the use of this phrase is always necessary to understand the speaker's intended meaning, but the phrase is not used to refer only to the Los Angeles Refinery in isolation.

While various comments assert that the two projects are interdependent such that the impacts of the Vancouver Energy Project and the proposed project should be analyzed in the DEIR for the proposed project, there is no such link between the projects. As Mr. Goff indicated in response to a question regarding the connection between the two projects, Tesoro does not intend any connection between the projects:

Q- Sam Margolin – Cowen and Company – Analyst:

“I’m sorry if I misheard this; this might have been two separate ideas, but did you say there is some integration between the Vancouver Rail Project and the Los Angeles integration? Is there a permanent change in crude play that you are targeting that makes the EBITDA target work or was that two points that I just combined in my head?”

A- Greg Goff:

“Yes. [Acknowledging the question.] No, we made no comments about that whatsoever. We have said that once Vancouver Energy is up and operating, we will use crude oil into the facilities to supply our West Coast operations, but there is no connection to the permit.”<sup>28</sup>

The changes to the crude oil storage tankage that are part of the proposed project will not have any effect on the Refinery’s ability to receive additional crude oil from the Vancouver Energy Project. Currently, the Refinery has sufficient crude oil storage tank capacity available to receive crude oil from the Vancouver Energy Project. Even if the entire 50,000 bbl/day of crude oil that Tesoro has committed to receive from the Vancouver Energy Project into its West Coast system were to be delivered to the Refinery, there is sufficient existing tankage to receive the crude oil. Thus, the crude oil storage tanks in the proposed project do not facilitate the receipt of crude oil from the Vancouver Energy Project. As described in the DEIR, the purpose of the proposed storage tanks is to improve efficiency of all marine vessel deliveries, regardless of the source of the crude oil.

The proposed Vancouver Energy Project is unrelated to the replacement of crude oil storage tanks or the proposed 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. Similarly, Bakken crude oil is currently transported by rail to refineries and unloading facilities on the East and West Coasts. Consequently, transport of Bakken crude oil would continue to occur with or without constructing the Vancouver Energy Project. Regardless of the source of crude oil acquired to be processed in the Refinery, the proposed replacement of the crude oil storage tanks will proceed independently.

The Los Angeles Refinery has limited ability to process Bakken crude oil and other light sweet crude oils or heavy Canadian or other heavy crude oils. Master Response 4, Section 2.5.4.1 of the DEIR, and the McGovern Report in Appendix F of the DEIR discuss the limitations on the

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<sup>28</sup> Thompson Reuters Streetevents Edited Transcript TSO- Q1 2016 Tesoro Corp Earnings Call May 05, 2016 / 12:30PM GMT, at page 14; available at: <http://phx.corporate-ir.net/phoenix.zhtml?c=79122&p=irol-transcriptsarchive>

Refinery's ability to process a different crude oil blend. The limitations include physical process unit constraints, such as 1) Crude Unit distillation column lift limits that constrain the amount of light crude oil that can be processed and 2) DCU capacity limits that constrain the amount of heavy crude oil that can be processed. The limitations also include various regulatory limits, such as those that restrict the sulfur content of fuels produced by the Refinery. Even if the Vancouver Energy Project makes Bakken crude oil more available on the West Coast, the Refinery could not increase its purchasing and processing of such crude oil as a result of the proposed project. No modifications are being proposed in the Tesoro Los Angeles Refinery Integration and Compliance Project that would increase the ability of the Refinery to process a different crude oil blend. Replacing and adding crude oil storage tanks will not change the origin of the crude oil because the Refinery is not making any equipment modifications that would allow it to receive crude oils that cannot be blended to the same specifications, including API gravity and sulfur content, as it currently receives. Therefore, there are no direct or indirect impacts on Refinery tanks, units, or operations due to operation of the proposed Vancouver Energy Project.

**G0-2.9 Master Response 9 – The Proposed Project Underwent a Thorough Review of Hazards Impacts, Including Earthquakes**

Comments suggested that the DEIR failed to consider the increased environmental risks presented by the proposed project (particularly its expanded pipeline and storage tank systems) in the event of natural disasters, such as earthquakes. An extensive Worst-Case Consequence Analysis was prepared for the proposed project, which is included in Appendix C of the FEIR and summarized in Section 3.3 – Hazards and Hazardous Materials (environmental setting, pages 3-18 through 3-36) and Section 4.3 – Hazards and Hazardous Materials (environmental impacts and mitigation measures, pages 4-45 through 4-68). The Worst-Case Consequence analysis provided in the FEIR is not based on any single accident scenario. Hazards at a facility can occur due to releases resulting from natural events, such as earthquakes, and non-natural events, such as mechanical failure or human error. Therefore, the DEIR evaluated the potential hazard (e.g., spill followed by fire associated with a storage tank and pipeline release) regardless of what type of event caused the accident, including earthquakes and accidents.

The hazard analysis takes a worst-case approach by assuming that the entire contents of a tank or other equipment would rapidly be released, and that no safety measures are implemented that could reduce the severity of an accidental release. It is expected that hazard impacts would be less than analyzed because the Refinery has safety measures in place and specified employees are trained regarding safety measures. Further, the DEIR imposes measures to mitigate hazard impacts (see Section 4.3.3 of the DEIR). Finally, as described in Section 3.3.7 of the DEIR, the Refinery is subject to many laws and regulations that address safety and emergency responses in the event of an accident. Nonetheless, the DEIR conservatively concluded that hazard impacts would remain significant.

The absence of frequency in the significance determination provides a conservative approach to evaluating the proposed project's impacts. An analogy is the lottery. The likelihood of winning is very low, so a significance determination based on the chance of winning would be that winning is not significant. However, if the lottery is won, the winner most definitely has a significant life changing event. In the case of hazards, worst-case impacts are analyzed in the DEIR regardless of the likelihood of occurrence.

The Worst-Case Consequence Analysis included a review of the hazards associated with all proposed new and modified equipment associated with the project, including the new pipelines and storage tanks. The potential worst-case hazard associated with the new Interconnecting Pipelines would be a flash fire from an above ground pipeline that could extend up to approximately 380 feet (see DEIR Table 4.3-2 and Figure 4.3-3). It was concluded that the pipelines that would be above ground would be limited to the Refinery property and fire impacts would be limited to the Refinery property (see DEIR Figure 4.3-3, pages 4-51 and Appendix C). The Interconnecting Pipelines would be underground offsite where the pipelines cross under Sepulveda Boulevard and Alameda Street. The closest residential land uses to the proposed new pipelines would be approximately one-half mile away (residential area east of the Refinery in Long Beach). The maximum hazard zone of any of the pipelines would be 380 feet and would not extend to the residential areas. Therefore, the potential hazard impacts associated with the

proposed Interconnecting Pipelines are expected to occur primarily on the Refinery properties or offsite industrial areas immediately adjacent to those pipelines (see Figure 4.3-3).

As stated in Section 4.3.2.3 of the DEIR on page 4-54, it should be noted that other existing pipelines are located in the same corridor as the proposed pipelines and have existing hazards of approximately the same magnitude as the proposed pipelines, as the existing pipelines convey similar materials at similar operating temperatures and pressures. As discussed on pages 4-54 and 4-55 of the DEIR, an underground pipeline failure of one pipeline is not expected to contribute to a failure of another pipeline. Therefore, the largest potential hazards associated with the proposed pipelines are essentially the same as existing pipelines.

For the proposed crude oil storage tanks, the potential worst-case hazard would be a rupture followed by a fire and these hazards could extend up to 265 feet (see DEIR Table 4.3-2 and Figure 4.3-1). The hazards associated with the crude oil storage tanks would be limited to the Refinery property and the adjacent Phillips 66 Refinery property, both of which are industrial properties and Sepulveda Boulevard.

Since the potential fire hazards associated with a pipeline or crude oil storage tank rupture could travel offsite, the hazard impacts were determined to be potentially significant (see DEIR Table 4.3-2). The hazard analysis takes a worst-case approach by assuming that the entire contents of a tank or other equipment would rapidly be released and that no safety measures are implemented that could reduce the severity of an accidental release. It should be noted that existing maintenance inspections and extensive safety measures and training would likely reduce the probability and severity of a catastrophic or hazardous event by identifying and correcting issues quickly during routine inspections and using automatic shutdown valves, where identified through process safety reviews. In addition, in 2012 subsequent to the Chevron Richmond Refinery fire, the Governor formed an Interagency Working Group to improve public and worker safety state-wide to minimize events and improve interagency coordination of response activities during an event (Interagency Working Group on Refinery Safety, 2014). Based on the analysis of potential hazard impacts, which uses worst-case assumptions, the consequences of a hazardous materials release would be the same irrespective of the cause of the release (e.g., human error, equipment failure, sabotage, terrorism, natural disaster, or civil uprising). There will be increased volumes of hazardous materials already in use at the Refinery stored onsite. However, since operation of the proposed project will not introduce the use of new flammable substances or hazardous materials that are not currently used at the Refinery, no new sources of accidental releases of new hazardous materials would be present at the Refinery.

Mitigation measures are required, if feasible, to minimize the potentially significant “worst-case” offsite hazard impacts. As discussed in Section 3.3.7 and Subsection 4.3.2.2 of the DEIR, there are a number of rules, regulations, and laws governing the Refinery operations that will minimize the potential adverse impacts associated with hazards at the facility. Under federal Occupational Safety and Health Administration (OSHA), regulations have been promulgated that require the preparation and implementation of a Process Safety Management (PSM) Program (40 CFR Part 1910, Section 119, and Title 8, CCR, Section 5189). A PSM Program that meets the requirements of the regulations will minimize the consequences of a release involving a toxic, reactive, flammable, or explosive chemical.

Regulatory programs and requirements are considered appropriate mitigation under CEQA. “[A] condition requiring compliance with regulations is a common and reasonable mitigation measure, and may be proper where it is reasonable to expect compliance.”<sup>29</sup> In fact, courts have interpreted the Guidelines as “specifically recogniz[ing] that mitigation measures requiring adherence to regulatory requirements or other performance criteria are permitted.”<sup>30</sup>

Regulatory requirements have varying implementation requirements. For example, the California Accidental Release Prevention (CalARP) Program requires updates be made within six months of a process change, while PSM regulations require Pre-Start Up Safety Review for new facilities and for modified facilities if the modification necessitates a change in the PSM Program. Depending on the modifications of an existing process unit, PSM regulations may not apply if no change to Process Safety Information is expected. However, to ensure all proposed project components are evaluated and early compliance with regulatory requirements is achieved, mitigation measure HHM-1 (see Section 4.3.3 of the DEIR) has been imposed so that applicable plans and Pre-Startup Reviews are completed for all proposed project components prior to the commencement of operations associated with new and modified project components, regardless of whether or not they are required to be included in the PSM Program. This mitigation measure would minimize the potential impacts associated with a release, but is not expected to eliminate the potential hazard impacts to a level of insignificance (see Section 4.3.4 of the DEIR page 4-68).

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<sup>29</sup> *Oakland Heritage Alliance v. City of Oakland* (2011) 195 Cal.App.4th 884, 906; *Oakland Heritage*, 195 Cal.App.4th at 904 (“We agree with the City that compliance with the Building Code, and the other regulatory provisions, in conjunction with the detailed Geotechnical Investigation, provided substantial evidence that the mitigation measures would reduce seismic impacts to a less than significant level.”).

<sup>30</sup> *Citizens for a Sustainable Treasure Island v. City & County of San Francisco* (2014) 227 Cal.App.4th 1036, 1059-60 (citing 14 C.C.R. § 15126.4(a)(1)(B)); see also *Center for Biological Diversity v. Dept. of Fish & Wildlife* (2015) 234 Cal.App.4th 214, 245-46 (compliance with federal regulations requiring a hatchery genetic management plan was an appropriate and sufficient measure meant to mitigate impacts on fish); *Citizens Opposing a Dangerous Environment v. County of Kern* (2014) 228 Cal.App.4th 360, 383 (obligation to observe Federal Aviation Agency rules and regulations was an appropriate mitigation measure for impacts to aviation safety).

**G0-2.10 Master Response 10 – The Proposed Project Will Not Increase Storage at Rancho LPG Holdings, LLC**

Comments raised concerns regarding the Rancho LPG Holdings LLC (Rancho LPG) facility located at 2110 North Gaffey Street in the San Pedro District of Los Angeles. Comments asserted 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 LPG facility is an existing facility that is not owned or operated by Tesoro. Additionally, Tesoro does not lease tankage at Rancho LPG. Tesoro does regularly sell excess butane and other LPG on the open market. Rancho LPG and others, who contract to store product at Rancho LPG, may be customers of Tesoro. The customers may direct Tesoro to send their purchased butane to Rancho LPG. However, none of the LPG stored at the Rancho LPG facility in San Pedro is owned by Tesoro. Further, the Rancho LPG facility operates independently of and is not part of the proposed project.

Since Alkylation plants use Liquefied Petroleum Gas (LPG) as feedstock to produce gasoline, the proposed project will enable the Refinery to maintain a more even LPG balance, reducing the excess LPG available for third-party sales. Currently, LPG feedstock for the Alkylation Units is produced by the FCCUs. During the low vapor pressure summer gasoline season, the Refinery may sell excess butane that cannot be blended into gasoline due to vapor pressure restrictions, and third-party purchasers may choose to store purchased butane at Rancho LPG. Parts of the proposed project involve additional processing of LPG into clean gasoline blending components when the Wilmington Operations FCCU is shut down. Thus, the proposed project will enable increased conversion of LPG into gasoline during the low vapor pressure (Summer blend) season. There will be increased demand of LPG due to the shutdown of the Wilmington Operations FCCU, so the proposed project includes the increased receipt by rail of LPG at the Refinery to supply feedstock to the Wilmington Operations Alkylation Unit. Onsite storage is adequate to accommodate the increased LPG imports—all LPG associated with the proposed project will be stored onsite in existing tanks and would not be transported to or stored at the Rancho LPG facility. The Refinery LPG balance will be more level, with the process consuming most of the production and excess LPG sales are expected to be less frequent and of lower total volume.

Valero owns a pipeline from the Carson Operations that is currently used, and will continue to be used, to transport butane from Tesoro to Rancho LPG when Rancho LPG or other customers who store gas at Rancho LPG purchase the product. However, as described above, sales are expected to be lower after implementation of the proposed project because more butane will be consumed during processing.

Comments expressed concerns related to potential offsite hazards associated with the Rancho LPG facility. 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 FEIR). However, the Rancho LPG facility is not a part of the proposed project, nor is the facility owned by Tesoro. It will continue to store LPG independently of the proposed project and the proposed project will not increase use of Rancho

## APPENDIX G0: RESPONSE TO COMMENTS

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LPG. Consequently, an analysis of hazard impacts at the Rancho LPG facility is not appropriate for inclusion in this EIR.

The comments have also provided information regarding risk management plan (RMP) requirements and make 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 previously mentioned, the Rancho LPG facility is not a part of the proposed project, nor is the facility owned by Tesoro. Tesoro has an existing, implemented RMP for LPG, which does not require modification for the proposed project because the proposed project does not modify the quantity of LPG stored onsite.

**G0-2.11 Master Response 11 – The Proposed Project Is Not Expected to Increase Odors in the Community and at Schools**

Comments raised concerns regarding odors from the Refinery impacting the community and local schools, both from past operations and from the proposed project. The SCAQMD understands that Refinery operations have in the past resulted in odors in the community; however, the SCAQMD does not expect that the proposed project will result in additional odor incidents nor will it increase the severity of any existing sources of periodic odors.

There are two specific aspects of the proposed project that will ensure that the potential for odorous emissions from the proposed project is eliminated or minimized:

1. The proposed project does not introduce any potentially odor-causing chemicals that are not already used in the Refinery; and,
2. All new and modified equipment will comply with Best Available Control Technology (BACT) for air pollutant emissions control.

The topic of odors was analyzed in the NOP/IS (see Appendix A of the DEIR, page A-52). The proposed project does not introduce any new chemicals, not already in use at the Refinery that would be expected to cause odors. Therefore, no potential new odors are expected from implementation of the proposed project. Additionally, there will be no significant increases in the amount of material stored or processed at the Refinery, with the exception of the new and replacement crude oil storage tanks. The crude oil storage tanks will be located in areas where numerous similar existing storage tanks, in the same or similar service, are already located. The NOP/IS concluded that the proposed project would have less than significant impacts on odors.

Additionally, existing SCAQMD regulations require the implementation of BACT for all new and modified equipment. Thus, project equipment will be designed to meet BACT requirements. Potentially odorous VOC emissions will be controlled from storage tanks using external or internal floating roof tanks meeting stringent emission control standards. Pumps in light liquid service will have double mechanical seals with a barrier seal flush fluid. Valves in VOC service will meet the latest standards for emissions control including the installation of leakless valves. All new process unit pressure relief devices in VOC service will vent to a closed system directing VOC emissions back to either the process from which they were produced or to the flare gas recovery system. Emissions from the SARP combustion units will meet stringent requirements for H<sub>2</sub>S and SO<sub>x</sub> control. The SARP BACT controls will include a scrubber. Compliance with these BACT standards is expected to ensure that odorous emissions do not occur in the community or at surrounding schools.

Comments also raised concerns that past Refinery operations resulted in odors in the community, specifically at local schools. The SCAQMD has a robust enforcement program with a staff of field inspectors who quickly respond to complaints of all types, including odor complaints. The inspectors visit with complainants to identify the odors in question and then attempt to trace the odors back to the source. Pursuant to the SCAQMD's authority under California Health and

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Safety Code Section 41700, if the odors cause a public nuisance, the SCAQMD can take further enforcement action.

The area around the Refinery is heavily industrialized with many sources of odors that could affect the community. In the past, when complaints were received identifying the Refinery as the source, inspectors instead found a variety of odor sources. Specifically, from January 2006 to January 2016, the SCAQMD received 423 complaints on the complaint Hotline. SCAQMD's complaint log includes odor, noise, flaring, smoke and substance deposition (i.e., dust or soot) complaints. Sorting the log, there are 423 entries that occur on 283 days during the span of 2006 to 2016 of which 180 days had alleged odor complaints. Upon receipt, each complaint is investigated by SCAQMD inspectors. In many cases, the source of the complaint is not verified in the field, or is found to be another facility. Of the 180 days with alleged odor complaints, the SCAQMD inspectors believed Carson Operations was the source of 38 complaints. Where appropriate, additional enforcement action, including the issuance of NOVs was taken. On issuance of an NOV, the source must take corrective action to ensure the odors are eliminated or reduced and to reduce the likelihood of odors occurring again.

The Refinery itself also has a Community Hotline (800 377 2726), and works with the community to address odor complaints. In response to past complaints, the Refinery implemented control measures (examples are described below) that reduce the potential for odorous emissions. Refinery operating personnel have been provided with training on how to properly operate all Refinery equipment, thereby minimizing odor potential. Any known odor sources or operating issues that can potentially cause odors are addressed to the maximum extent feasible to eliminate those odor sources.

Issues with the sour water system at the Carson Operations that caused odors in the past have been addressed by implementing an improvement project to prevent future occurrences. The prior owner, BP, implemented a multi-million dollar project to improve the sour water system at Carson Operations, to replace a fixed roof tank connected to the vapor recovery system with a pressure vessel (Sphere 710) that can withstand higher operating pressure to manage the light hydrocarbons that vaporize from sour water. The project eliminated potential releases of sour hydrocarbons via the former tank breather valves and improved the separation of hydrocarbon and sour water in the north and south sour water flash drums to reduce hydrocarbon carry over into the sour water tank (now Sphere 710). The Refinery has not experienced any community odor complaints caused by the sour water system since the completion of the improvement project in December of 2006.

In the past at the Wilmington Operations, Refinery staff observed that there were recurring issues and reported odors that appeared to be associated with some of the storage tanks that are tied into vapor recovery systems for VOC emissions control. A Refinery team was tasked with identifying and reducing or eliminating these incidents.

The team combined incident tracking and data analysis with cutting edge technology to identify specific problems to be resolved. One of the primary tools used by the team to scan plant equipment on a high frequency basis was the FLIR Infrared (IR) Camera (aka, smart LDAR) that Tesoro purchased in 2008. Using the IR camera, a technician would scan tank farm areas

typically twice a day. Doing so quickly identified the source of potential odors, many of which were detected before being noticed, which would then be quickly repaired by plant personnel. Another technology employed by the team was the Lixi Profiler. The Lixi Profiler uses a Gd153 radioisotope source on one end of a handheld C-arm and a detector on the other end to efficiently scan pipe spans in real time. It was employed as needed throughout the plant to scan vapor recovery lines to quickly and easily locate variations in density, which were documented and followed up with X-Ray with the intent of identifying potential internal obstructions. The combination of the Lixi Profiler and X-ray follow-up on identified pipe density changes proved very effective in targeting efforts to improve vapor recovery system performance.

Some of the best management practices that are employed at the Refinery to prevent or reduce emissions that could result in odors include:

- A Tesoro Community Response Team (CRT) that can be quickly deployed to the field to investigate all reported internal (Refinery generated) or external (community generated) odor nuisance calls. The CRT responds to all complaints in a timely manner and takes the appropriate investigative and corrective measures to mitigate potential odor sources. The CRT's goal is to respond to a complaint before it leads to additional complaints from the community or Tesoro employees or before regulatory agency intervention.
- Tesoro's Shift Superintendents and Environmental Field Compliance Coordinators perform daily rounds and investigate any unusual odors when detected. All Refinery employees and contractors are trained to report all odors that they detect in the Refinery to the on-duty Shift Superintendent.
- Tesoro depressurizes vessels and equipment to the vapor recovery system or the flare gas recovery system before opening to atmosphere.
- Tesoro's Maintenance and Turnaround Teams work with Operations and Environmental Department personnel to pre-plan and depressurize/vent equipment to a closed system prior to opening the vessel or equipment to perform maintenance, where possible.
- Tesoro rents permitted equipment for odor abatement/control (i.e., carbon canisters, diesel scrubbers for vacuum trucks, tank degassing equipment, such as ICEs or thermal oxidizers).
- Tesoro performs tank degassing on tanks that are not regulated by Rule 1149 (Tank Degassing) if they are close to the Refinery fence line to help mitigate any potential odor nuisance.
- Tesoro utilizes the pump out system to capture hydrocarbon materials from vessels and equipment instead of draining equipment directly into the oily water sewer.
- In early 2009, Tesoro replaced vapor recovery compressor No. 7 with an enhanced vapor recovery compressor No. 8 for improved gas recovery efficiency.

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- In 2009, Tesoro installed two flare gas recovery systems at a cost in excess of \$200 million to reduce flaring.
- Tesoro works closely with SCAQMD Compliance staff to investigate and address all reported community odor complaints.

### G0-2.12 Master Response 12 – The Proposed Project Uses an Appropriate Baseline

Comments raised concerns about the existing conditions baseline used to measure impacts of the proposed project. Comments question the methodology used to calculate baseline emissions for modified heaters associated with the proposed project. These comments suggest that it was improper for the DEIR to use 98<sup>th</sup> percentile emissions data for the baseline, rather than average emissions. Comments claimed that SCAQMD’s selection of a 98<sup>th</sup> percentile metric was unsupported and, further, that the methodology failed to incorporate NOx emissions into the baseline calculations for modified heaters. Other comments questioned the method for calculating baseline conditions, contending that the DEIR failed to disclose baseline information entirely for various aspects of the proposed project that could change and contribute to emissions impacts. Thus, these comments assert the DEIR does not disclose the information necessary to accurately evaluate emission impacts and fails as an informational document.

“The fundamental goal of an EIR is to inform decision makers and the public of any significant adverse effects a project is likely to have on the physical environment.”<sup>31</sup> “To make such an assessment, an EIR must delineate environmental conditions prevailing absent the project, defining a ‘baseline’ against which predicted effects can be described and quantified.”<sup>32</sup> Accordingly, CEQA Guidelines instruct that an EIR should include a description of physical environmental conditions in the vicinity of the project “as they exist at the time the notice of preparation is published[.]” (CEQA Guidelines § 15125(a)). “This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant.”<sup>33</sup>

However, the California Supreme Court has interpreted this requirement and concludes that “[n]either CEQA nor the CEQA Guidelines mandates a uniform, inflexible rule for determination of the existing conditions baseline. Rather, an agency enjoys the discretion to decide, in the first instance, exactly how the existing physical conditions without the project can most realistically be measured, subject to review . . . for support by substantial evidence.”<sup>34</sup>

Contrary to the suggestions of some comments, the SCAQMD’s decision to calculate baseline criteria pollutant emissions for modified heaters using a 98<sup>th</sup> percentile metric, as opposed to an average emissions metric, was reasonable and supported by substantial evidence. The SCAQMD selected this metric because it was a conservative non-peak measurement based on actual emissions data that corresponded with existing criteria pollutant air quality standards.

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<sup>31</sup> *Neighbors for Smart Rail v. Exposition Metro Line Const. Authority* (2013) 57 Cal.4th 439, 447.

<sup>32</sup> *Smart Rail*, 57 Cal.4th at 447

<sup>33</sup> *Smart Rail*, 57 Cal.4th at 447

<sup>34</sup> *Smart Rail*, 57 Cal.4th at 449 (quoting *Communities for a Better Environment v. South Coast Air Quality Management District* (2010) 48 Cal.4th 310, 328); see also *Cherry Valley Pass Acres & Neighbors v. City of Beaumont* (2010) 190 Cal.App.4th 316, 336; *North County Advocates v. City of Carlsbad* (2015) 241 Cal.App.4th 94, 104.

The SCAQMD has long-established thresholds of significance for criteria pollutants that are daily and hourly standards<sup>35</sup>. These are derived from state and federal ambient air quality standards that measure compliance on an hourly or daily basis, as well as major source thresholds in the federal Clean Air Act<sup>36</sup>. The SCAQMD significance thresholds examine peak daily scenarios to determine worst-case emissions for a project.<sup>37</sup>

The Supreme Court has specifically acknowledged that *peak* impacts may be an appropriate metric in measuring baseline refinery operations.<sup>38</sup> While reliance on a peak emissions figure that is a gross outlier could be inappropriate because it may not be a realistic measurement of existing conditions, the use of a peak figure that realistically represents actual operations is reasonable. With this guidance and the consideration that Refinery operations fluctuate on a daily basis, the SCAQMD established baseline emissions using the 98<sup>th</sup> percentile of peak daily emissions during the 2012-2013 monitoring period to avoid using a pure peak daily emission baseline that may be an outlier.<sup>39</sup> The 98<sup>th</sup> percentile represents operating conditions that are two percent less than the peak day in the baseline period. It is a metric that is higher than an average emission measurement, but lower than a peak emission measurement. Here, the DEIR calculated baseline criteria pollutant emissions using actual emissions data, not hypothetically permissible emissions. Operating conditions at the Refinery were at or above 98<sup>th</sup> percentile conditions 15 days during the baseline period and, therefore, are representative of the existing limits of *actual* operating conditions. So long as the figure is based on the recent history of actual operations, as opposed to hypothetical allowable operations, a court should not disturb the lead agencies baseline methodology.<sup>40</sup>

Further, the 98<sup>th</sup> percentile methodology and similar approaches are established metrics for analysis of criteria pollutant emissions. The 98<sup>th</sup> percentile approach is based on the U.S. Environmental Protection Agency's (EPA) methodology for establishing the Primary National Ambient Air Quality Standards (NAAQS) for Nitrogen Dioxide (see page 4-21 of the DEIR). The U.S. EPA uses a similar standard (i.e., 99<sup>th</sup> percentile) —an approach that produces less conservative measurements closer to peak emissions figures— for sulfur dioxide. The 98<sup>th</sup> percentile emissions data was selected specifically because it is the metric used in the EPA's

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<sup>35</sup> See, *Citizens for Responsible Equitable Environmental Development v. City of Chula Vista* (2011) 197 Cal. App. 4th 327, 344. The Court determined that where it can be found that a project did not exceed the South Coast Air Quality Management District's established air quality significance thresholds the City of Chula Vista properly concluded that the project would not cause a significant environmental effect, nor result in a cumulatively considerable increase in these pollutants.

<sup>36</sup> See, CEQA Air Quality Handbook, SCAQMD, May 1993, pages 6-1 through 6-2.

<sup>37</sup> See, Draft EIR page 4-9.

<sup>38</sup> See, *Communities for a Better Environment*, 48 Cal.4th at 328 (“In some circumstances, peak impacts or recurring periods of scarcity may be as important environmentally as average conditions.”)

<sup>39</sup> See, Draft EIR 4-21.

<sup>40</sup> *Compare North County Advocates*, 241 Cal.App.4th at 105-106 (concluding that substantial evidence supported a traffic baseline that assumed a fully occupied shopping mall where the assumption was based on the “actual historical operation of the space,” not solely an entitlement to fully occupy the space), and *Cherry Valley*, 190 Cal.App.4th at 334-40 (upholding a baseline water use figure as a “realistic and proper baseline” because it “was not a hypothetical or allowable condition, but a condition that existed on the ground”), with *Communities for a Better Environment*, 48 Cal.4th at 319 (baseline for NOx emissions was not “a realistic description of existing conditions” where the lead agency assumed maximum simultaneous operation of all four boilers because, although such operation was legally permissible in theory, it was not how the refinery was operated in practice).

Primary NAAQS for Nitrogen Dioxide (NO<sub>2</sub>) and NO<sub>x</sub>, a precursor to NO<sub>2</sub> as well as ozone, and are primary pollutants emitted by refineries (see DEIR page 4-21). Thus, the DEIR's use of the 98<sup>th</sup> percentile methodology to calculate the baseline for all criteria pollutants for process heaters with proposed modifications was based on accepted national standards for relevant pollutants and provided a more conservative emission rate than those standards or California law could otherwise allow. Use of the actual achieved peak could have been an anomaly, which would have underestimated the proposed project impacts. By depressing the baseline peak daily emissions by two percent, the proposed project impacts are conservatively evaluated.

Because the DEIR relied on actual emissions data at the Refinery and even discounted those results using a recognized criteria pollutant metric to ensure that the baseline figure realistically reflected normal operating conditions, the use of the 98<sup>th</sup> percentile measurement for criteria pollutants is supported by substantial evidence.

Comments also suggested that the 98<sup>th</sup> percentile metric is inappropriate because it differs from the methodology used for projecting future emissions from the same modified heaters. The comments claim that the use of different averaging conventions for baseline and post-project emissions results in underestimated impacts because the DEIR compares a higher-than-average day emissions baseline (the 98<sup>th</sup> percentile measurement) with an average daily projected emissions figure. The comments assert that the calculation methodologies for baseline and post-project emissions must match; otherwise, the allegedly inflated baseline artificially minimizes the emissions caused by the proposed project.

However, the DEIR did not calculate projected post-project emissions using a “daily average” metric; rather, the DEIR sought to determine the worst-case construction and operating scenarios and calculated emissions using *peak* construction and *peak* normal operating days (see DEIR page 4-9). Thus, while these comments are correct that the baseline and post-project emissions methodologies are different, they actually tend toward overestimation of impacts because the DEIR compares below-peak baseline emissions to peak projected emissions. In instances where equipment had no existing emission limits in the baseline, permit limits have been imposed which result in an emissions reduction from the baseline emissions. Thus, the emissions methodology that the SCAQMD chose to use in its emissions analysis does not underestimate the proposed project's impacts.

In addition, comments also claimed that the DEIR's baseline for modified heaters is flawed because it does not report average NO<sub>x</sub> emissions. Consistent with CEQA Guidelines § 15064.7, the SCAQMD has established significance thresholds that are quantitative. The SCAQMD's significance thresholds are peak daily emissions thresholds. As such, average daily emissions are not a representative emission metric to compare to the threshold. The DEIR correctly uses incremental change associated with the proposed project derived from the comparison of the post-project peak daily potential emissions to the 98<sup>th</sup> percentile actual emissions as described above with the net result compared to the SCAQMD's significance thresholds.

**G0-2.13 Master Response 13 – Emission Reductions Are Appropriately Credited to the Proposed Project**

Comments stated that (1) the California Attorney General required Tesoro to shut down the Wilmington Operations FCCU as a condition of approval for Tesoro’s acquisition of the BP Carson Refinery and ARCO branded service stations; and (2) therefore, the baseline for air quality impacts should not include emissions from the Wilmington Operations FCCU. Consistent with applicable law, the District properly concluded that the baseline includes the existing operation of the Wilmington Operations FCCU.

The Federal Trade Commission and the California Attorney General both reviewed Tesoro's proposed acquisition to ensure that the acquisition would not violate federal and state antitrust laws. As explained in Section 2.1 of the DEIR, such reviews are common for acquisitions of a certain size. After a nine-month review, on May 17, 2013, the agencies announced that they had resolved any potential antitrust concerns with the proposed acquisition.

During the antitrust review process, Tesoro submitted documents to the FTC and the California Attorney General stating that Tesoro intended to make certain modifications at the combined Refinery that would allow Tesoro to achieve specified “synergies” between the Wilmington and Carson Operations. Among other changes, Tesoro explained, Tesoro planned to replace some of the combined Refinery’s fluid catalytic cracking unit (“FCCU”) capacity with additional hydrotreater capacity.

In connection with her approval of the acquisition, the Attorney General entered into an agreement with Tesoro. In this agreement, Tesoro agreed to maintain CARBOB capacity for three years, maintain the ARCO brand, and refrain from eliminating jobs for a period of two years. Tesoro also agreed to provide an annual report on the actions taken to achieve the specified synergies, including actions designed to replace FCCU capacity with hydrotreater capacity.<sup>41</sup>

Thus, it is not accurate to say that the Attorney General required Tesoro to shut down the Wilmington Operations FCCU as a condition of approval. Rather, the Attorney General required Tesoro to provide an annual report on the implementation of Tesoro’s existing plans to modify the combined Refinery by, among other things, replacing FCCU capacity with hydrotreater capacity.

Moreover, even if the Attorney General had required Tesoro to shut down the Wilmington Operations FCCU as a condition of approval (which she did not), the baseline for purposes of impact analysis would still include the Wilmington FCCU operations. This is so because the Attorney General did not, and could not, approve the project. The SCAQMD has the authority to approve the air quality permits that Tesoro needs to construct and operate the project. Thus, the

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<sup>41</sup> See Attachment E, Kathleen Foote for Kamala Harris, letter to Robert Weisenmiller, May 17, 2013. In the letter, the Attorney General uses the term “distillate desulfurization unit” to refer to additional hydrotreating capacity. The letter notes that replacing FCCU capacity with “desulfurization” capacity will benefit the environment by reducing emissions and greenhouse gases.

SCAQMD, not the Attorney General, is required to consider the project and its air quality impacts, including the proposed replacement of FCCU capacity with hydrotreater capacity.

Note that, if the comment's reasoning was correct, *most of the project would be part of the baseline, and there would be little to review in the EIR.* To a large degree, the project implements Tesoro's plans as relayed to antitrust regulators prior to the BP acquisition. If the FCCU shutdown is part of the baseline, then the baseline must also include the expansion of hydrotreating capacity and all of the other actions taken to achieve the synergies described in Tesoro's antitrust filings. The project consists, for the most part, of these actions.

The baseline must include the existing Wilmington Operations FCCU because, under prevailing Supreme Court case law, lead agencies must use "actually existing levels of operation" as the baseline. *Communities for a Better Environment v. South Coast Air Quality Management District* (2010) 48 Cal.4th 310, 316, 320. Contrary to what some comments claimed, the Supreme Court decision in *Neighbors for Smart Rail v. Exposition Metro Line Const. Auth.*, 57 Cal. 4th 439 (2013) does not require the SCAQMD to assume that the existing Wilmington Operations FCCU has already been shut down. *Neighbors for Smart Rail* involved the construction and operation of a light rail project. The agency used 2030 conditions as the baseline for measuring the significance of traffic, air quality, and climate change impacts, in order to take into account growth projected to occur due to conditions that were unrelated to the rail expansion. Here, as explained, the SCAQMD is the lead agency with permitting authority over the majority of the permits that are necessary to proceed with the proposed project. The Wilmington Operations FCCU would not be shut down without the proposed project, and therefore the emissions reductions associated with the shut down are properly part of the project analysis.

#### **G0-2.14 Master Response 14 – EIR Addresses Environmental Justice Issues**

Comments raised the issue of environmental justice implications related to the proposed project. It is important to note that while environmental justice is not an environmental factor required to be examined pursuant to CEQA, the SCAQMD has many programs to address environmental justice. In fact, most of the rules and regulations adopted by the SCAQMD are designed to reduce criteria and TAC emissions, and thus reduce the impacts of air pollution both locally and regionally. It is equally important to understand that the proposed project will permanently reduce localized emissions of air contaminants in the surrounding communities, and therefore will reduce existing impacts that communities around the facility are currently experiencing.

Environmental justice means “the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.” Cal. Gov’t Code § 65040.12(e). Environmental justice concerns would only be implicated by a project if it unfairly targeted and impacted a vulnerable community. The relevant communities for any localized pollution impacts would be those nearest to the project site—here, the residential neighborhoods in Wilmington and Carson. These communities have developed near an industrially zoned area that has historically housed heavy industrial uses. The proposed project does not involve the selection of this area as the site for a new industrial use. Rather, the two refineries have existed in this area for decades, and the proposed project integrates their operations on their existing sites to provide pollution-reducing synergies. As explained below, local emissions and impacts on adjacent communities are being reduced, not increased. This is not a situation in which an already burdened community was selected to house yet another source of pollutants; instead, it is the opportunity to ease some of that burden on these communities.

Localized air quality impacts are relevant when considering whether residents living in the communities nearest to the proposed project would be exposed to greater health risks than other residents in the Los Angeles Basin as a result of the proposed project. As discussed in Section 4.2.2.1.2, the DEIR analyzed the proposed project’s localized air quality impacts during construction and operation and determined that VOC and NO<sub>x</sub> emissions from construction are expected to be significant and mitigation was imposed. Although there will be some emissions increases associated with the temporary construction phase of the proposed project, the proposed project will permanently reduce emissions of CO, NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> during operation, thus creating local emissions benefits for each of these pollutants (see DEIR pages 4-13 through 4-18). In fact, Table 6.4-2 compares the proposed project with the no project alternative and shows that current operational emissions under the No Project Alternative would be higher for all pollutants, other than CO, than operational emissions under the proposed project as the local emission reduction benefits associated with the proposed project would not be achieved (see DEIR page 6-12).

Even more directly relevant is an analysis of actual health risks to residents nearest the project. In Section 4.2.2.5 and Appendix B-4 of the FEIR, a HRA was conducted to determine if emissions of TACs generated by the proposed project would exceed SCAQMD significance thresholds for cancer risk and hazard indices (for non-cancer acute and chronic health impacts) (see DEIR pages 4-30 through 4-36 and Appendix B-4). The DEIR expressly recognized that the

SCAQMD measures TAC concentrations with an emphasis on “neighborhoods near known toxic emission sources or in areas where environmental justice concerns have been raised” (see DEIR page 3-10).

The decision to prepare an HRA for the proposed project was directly related to the objective to identify and evaluate air toxic “hot spots” that could impact health risks in the area surrounding an emissions source (see DEIR page 3-15). As discussed in Section 4.2.2.5 of the FEIR, the HRA took into account sensitivity factors in reaching these conclusions, such as exposure pathway variates (e.g., breathing rates), application of weighting to early age exposure (i.e., a ten-fold adjustment factor for less than two years of age and three-fold adjustment factor for two to sixteen years of age), and adjustment of exposure duration for residential and occupational worker receptors (see DEIR page 4-32). The proposed project’s HRA was conducted conservatively—evaluating emissions increases from the proposed project without factoring in various emission reductions associated with the proposed project components, such as shutdown of the Wilmington Operations FCCU and associated heaters—and concluded that health risks were below the applicable thresholds (see DEIR page 4-30, Table 4.2-13).

As previously mentioned, the short term NO<sub>x</sub> emissions associated with construction will be significant for the proposed project. Specifically, the proposed project construction emissions for nitrogen dioxide (NO<sub>2</sub>) were found to be significant for the 1-hour NO<sub>2</sub> federal ambient air quality standard threshold (see Appendix B-2 of the DEIR for additional details). The acute REL for NO<sub>2</sub> is 470 microgram per cubic meter. The modeled peak 1-hour proposed project NO<sub>2</sub> emission from construction, which includes ambient background concentrations, is 302.8 micrograms per cubic meter. The modeled peak 1-hour NO<sub>2</sub> emissions are less than the acute REL, therefore, NO<sub>2</sub> emissions from construction related to the proposed project will not create an acute health hazard.

Thus, while the DEIR is not required to analyze environmental justice impacts specifically, the DEIR’s analysis of localized air quality, noise, and traffic impacts addresses the environmental justice concerns raised by comments and concludes that the communities surrounding the Refinery would experience local operational emissions benefits and would not be exposed to any significant health risks as a result of the proposed project.

**G0-2.15 Master Response 15 – Flaring Emissions Are Not Expected to Increase as a Result of the Proposed Project**

Comments claimed the DEIR did not analyze flaring emissions. The proposed project includes connecting new pressure relief valves (PRVs) to the flare gas recovery system. Emissions from equipment connected to the flare gas recovery system and flares were included in the DEIR. The DEIR included the additional PRVs in the fugitive component increases in the respective units where the PRVs will be located. As such, no line item in Table 4.2-4 is specifically titled “flare gas recovery system.” However, the VOC emissions from the new PRVs were estimated and included in the analysis.

PRVs are safety devices, which are required to be installed by the ASME pressure vessel code, Section VIII Division I. PRVs remain closed until their set point pressure is exceeded. PRVs open infrequently because refinery processes are designed such that the maximum allowable pressure of the equipment, which sets the pressure at which the PRV opens, exceeds the normal operating pressure.<sup>42</sup> An increase in the number of PRVs in existing process units does not create an increase in total flow from a unit, but it can allow the vented material to flow more quickly because there are more pathways to relieve the process unit pressure. However, the total volume of material in the unit that would need to be vented remains the same. The increase in rate of flow through more PRVs would shorten the duration of the venting, while the total emissions over a 24 hour period would be unchanged. Therefore, there is no increase in vented gas from the addition of PRVs to the existing process units proposed to be modified as part of the proposed project.

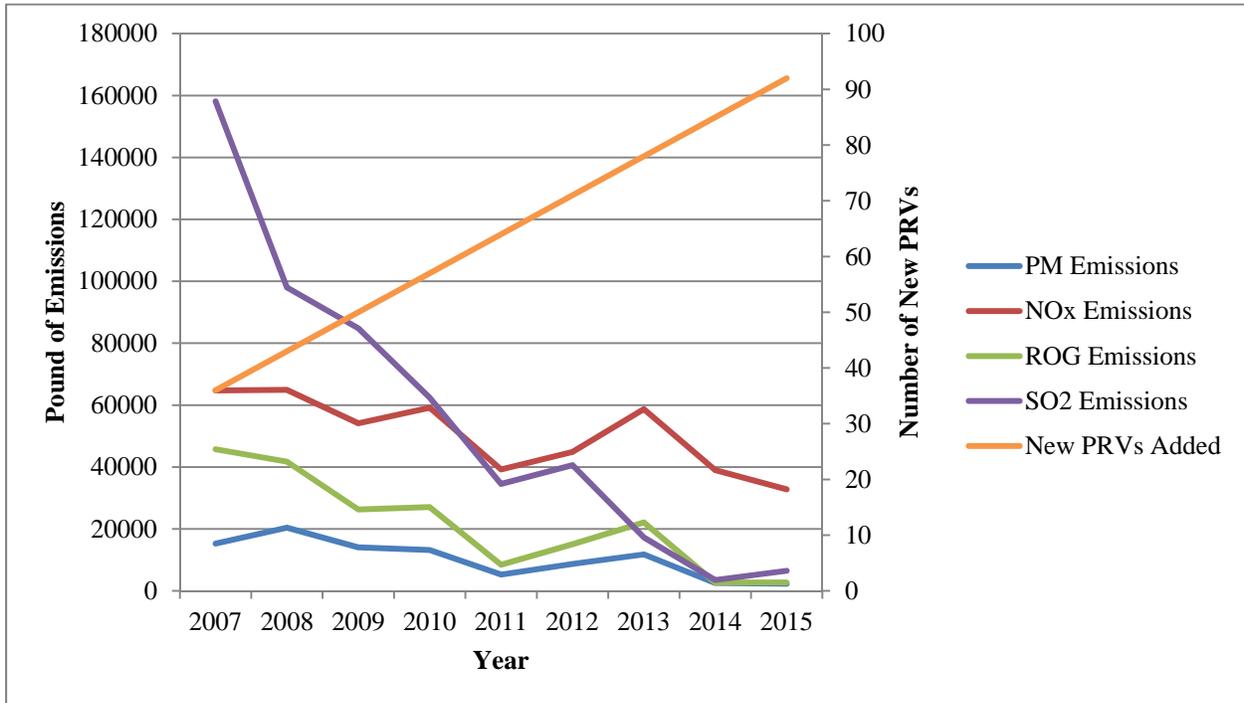
Additionally, there are approximately 30 PRVs associated with the proposed project that would vent from process units or equipment that did not previously vent to the flare gas vapor recovery systems. These new service PRVs would be added for new process equipment, such as the Wet Jet Treater, and equipment with PRVs that previously vented to the atmosphere, such as the LPG unloading facilities. The number of new PRVs is small compared to the total number of 2190 PRVs that currently vent to the flare gas vapor recovery systems at the Refinery. None of the new service PRVs are associated with units that operate at high pressures, such as the HCUs, or generate large volumes of overhead gases, such as an FCCU; and that are therefore more prone to generating vent gases that could be sent to the flare vapor recovery system or flare.

Commenters have suggested that increasing the number of PRVs connected to the flare and flare gas recovery system would result in an increase in emissions from the flare. Some have suggested that the potential 6,000 bbl crude oil capacity increase will also increase flaring. In fact, data for the Refinery shows that flaring events happen independently of the number of PRVs or the amount of crude oil processed. Between 2007 and 2015, approximately 90 PRVs were newly connected to the flare and flare gas recovery system. As shown in Figure G0-2.15-1, the emissions from flaring have decreased over the same time period and have no correlation to increasing number of PRVs connected to the flare and flare gas recovery system. Additionally, the proposed project includes the shutdown of the Wilmington Operations FCCU, which

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<sup>42</sup> Introduction to Pressure Relief Valve Design Part 1 – Types and Set Pressure <http://smartprocessdesign.com/introduction-pressure-relief-valve-design-part-1-types-set-pressure/>

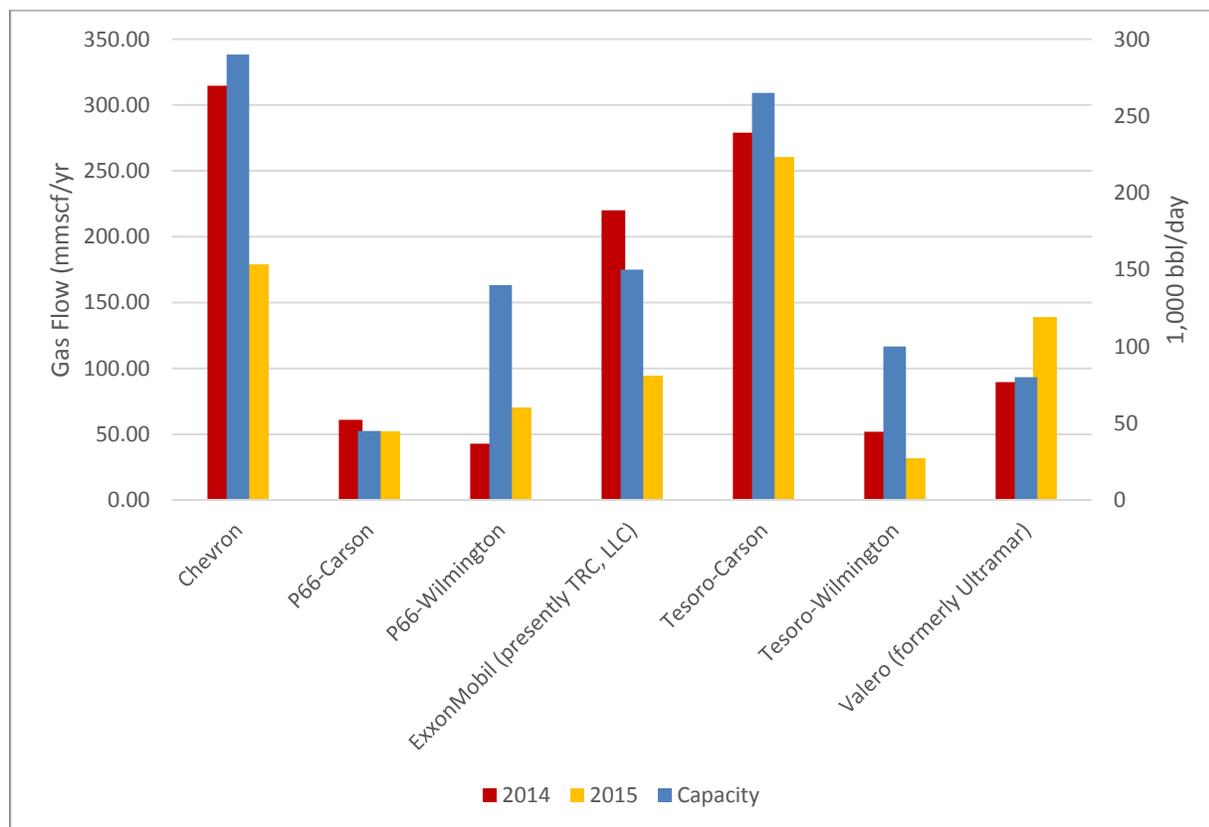
includes removing 44 PRVs from service so that they will no longer have the potential to generate emissions from the flare. As for the relationship between the amount of barrels per day processed and flare gas flow, Figure G0-2.15-2 shows no correlation.



Source: Emissions data: <http://www.aqmd.gov/home/regulations/compliance/r1118/flare-operator-information/tesoro-refinery-carson>, years 2007 -2015  
<http://www.aqmd.gov/home/regulations/compliance/r1118/flare-operator-information/tesoro-wilmington>, years 2007 -2015  
<http://www.aqmd.gov/home/regulations/compliance/r1118/flare-operator-information/tesoro-sulfur-recovery-plant>, years 2007 -2014

PRV data: Tesoro permit applications

**Figure G0-2.15-1**  
**Historical Number of PRVs Added to the Flare Gas Recovery System and Historical Flaring Emissions for the Tesoro Los Angeles Refinery (2007-2015)**



Source: Emissions data: <http://www.aqmd.gov/home/regulations/compliance/r1118/flare-operator-information/chevron-el-segundo> for years 2014 and 2015  
<http://www.aqmd.gov/home/regulations/compliance/r1118/flare-operator-information/phillip-66-carson> for years 2014 and 2015  
<http://www.aqmd.gov/home/regulations/compliance/r1118/flare-operator-information/phillips-66-wilmington> for years 2014 and 2015  
<http://www.aqmd.gov/home/regulations/compliance/r1118/flare-operator-information/exxonmobil> for years 2014 and 2015  
<http://www.aqmd.gov/home/regulations/compliance/r1118/flare-operator-information/tesoro-refinery-carson> for years 2014 and 2015  
<http://www.aqmd.gov/home/regulations/compliance/r1118/flare-operator-information/tesoro-wilmington> for years 2014 and 2015 and <http://www.aqmd.gov/home/regulations/compliance/r1118/flare-operator-information/tesoro-sulfur-recovery-plant> for year 2014  
<http://www.aqmd.gov/home/regulations/compliance/r1118/flare-operator-information/valero> for years 2014 and 2015

**Figure G0-2.15-2**  
**Refinery Capacities and Annual Flare Gas Flow**  
**(2014-2015)**

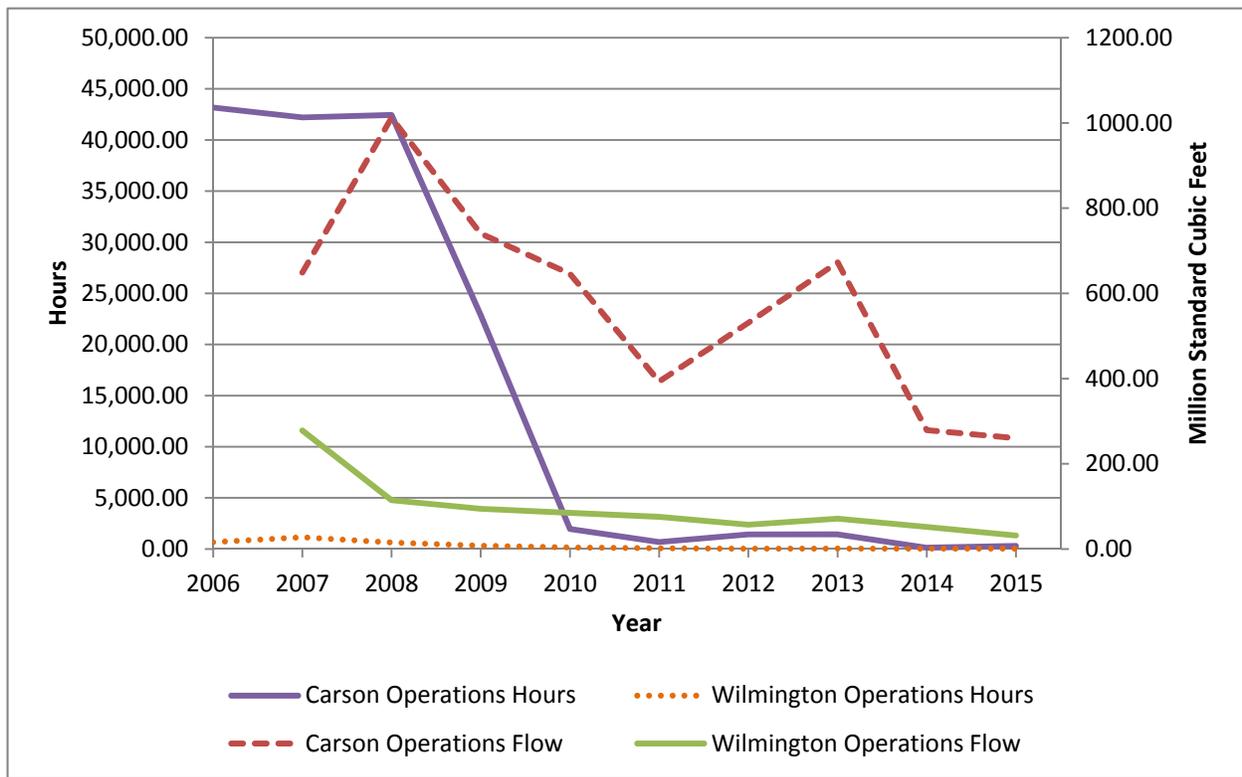
Historically, flares were used during normal operations to handle excess gases. However, SCAQMD adopted Rule 1118 to restrict the use of flares to periods other than normal operations. Normal operations are not allowed to flare. Flaring events are not routine and are allowed only during emergencies, shutdowns, startups, turnarounds, or essential operational needs pursuant to SCAQMD Rule 1118. SCAQMD Rule 1118 imposes financial penalties for excess flaring, which is a financial dis-incentive for refineries to flare.

SCAQMD Rule 1118 required upgrades to the flare gas recovery systems to eliminate routine flaring. The purpose of the flare gas recovery system is to recover hydrocarbons for use as a fuel instead of combusting the hydrocarbons in the flare as a waste. Combustion of hydrocarbons in the flare is the least desired use of hydrocarbons in the Refinery as no saleable product is produced.

The Refinery upgraded the flare gas recovery systems as required by SCAQMD Rule 1118 in 2009. The Carson Operations flares and flare gas recovery system historically operated differently than the Wilmington Operations flares and flare gas recovery system as they were under different ownership and designed differently. As shown in Figure G0-2.15-3, the hours of flaring have been reduced by approximately 97 and 93 percent for the Carson and Wilmington Operations, respectively when compared to pre-upgrade flaring activity (2008). Flow rates to the flares are also shown in Figure G0-2.15-3. From 2006 to 2015, the reduction from the maximum to the minimum flows has been approximately 74 percent and 88 percent for the Carson and Wilmington Operations, respectively. Flow rates to the flares are independent of hours of operation but dependent on the process conditions resulting in the release as shown in Figure G0-2.15-3.

The Refinery strives to operate without flaring. If possible, activities such as equipment or unit shutdowns are planned so that equipment venting is maintained within the flare gas recovery system capacity. In accordance with the required Flare Minimization Plan submitted to the SCAQMD, the Refinery evaluates planned shutdown/startup events to minimize the need for flaring and has successfully shutdown and started units without the need to flare.

Emergency flaring activities occur only when the flare gas recovery system cannot accommodate the process gases produced. As a safety device, the flare is at all times in standby mode in the event a process upset occurs that produces gases in excess of the capacity of that which can be handled by the flare gas recovery system. During an event where flaring is necessary, the amount and composition of the gas sent to the flare for combustion varies depending on many factors including, but not limited to, the type of upset that triggers the event, the unit which is experiencing upset conditions, and the number of units involved. As the Refinery strives to prevent any upset conditions, and the events are infrequent, predicting the amount and composition of gas combusted during an emergency flaring event would be speculative.



Source: Emissions data: <http://www.aqmd.gov/home/regulations/compliance/r1118/flare-operator-information/tesoro-refinery-carson, years 2007 -2015>  
<http://www.aqmd.gov/home/regulations/compliance/r1118/flare-operator-information/tesoro-wilmington, years 2007 -2015>  
<http://www.aqmd.gov/home/regulations/compliance/r1118/flare-operator-information/tesoro-sulfur-recovery-plant, years 2007 -2014>

Hours data: Tesoro

Note: Carson Operations has five flares; Wilmington Operations has two flares.

**Figure G0-2.15-3**  
**Historical Hours of Flaring and Flow Rate to the Flare**  
**for the Tesoro Los Angeles Refinery**  
**(2006-2015)**

### **G0-2.16 Master Response 16 – Cumulative Impacts Are Adequately Analyzed**

Comments expressed concerns about the adequacy of the DEIR’s cumulative impacts analysis. These comments submit that SCAQMD’s stated policy to only assess cumulative impacts as significant if an environmental resource area’s individual impact is found to be significant results in a failure to address cumulative impacts at all. Comments only cited to the portion of the DEIR pertaining to construction emissions when arguing that DEIR’s approach is inadequate but because some of the comments’ questions are framed more broadly, this response addresses the adequacy of the cumulative impacts analysis for each resource area.

The SCAQMD has properly evaluated the cumulative impacts associated with the proposed project. As described in the DEIR, CEQA Guidelines § 15130 requires that an EIR discuss cumulative impacts of a project when the project’s incremental effects are cumulatively considerable. A “cumulative impact” is an impact that is created as a result of the combination of the proposed project together with other projects causing related impacts.<sup>43</sup> “Cumulatively considerable” means that the incremental effects of the individual project are significant when viewed in connection with the effects of past projects, current projects, and probable future projects.<sup>44</sup> The discussion of cumulative impacts should reflect the severity of the impacts and their likelihood of occurrence, but the discussion does not need to provide as great detail as is provided for the effects attributable to the project alone.<sup>45</sup> When the combined cumulative impact associated with the project’s incremental effect and the effects of other projects is not significant, the EIR need only briefly indicate why the cumulative impact is not significant.<sup>46</sup>

As discussed below, the DEIR adequately conducts and describes this cumulative impacts analysis for the proposed project. For each environmental resource area, the DEIR identifies potential cumulative projects and evaluates their impacts then determines whether the proposed project’s incremental effects are cumulatively considerable when viewed in the context of those existing (and future) cumulative impacts. The analysis undertaken in the DEIR demonstrates that individual impacts were considered in the context of the thoroughly analyzed impacts from the cumulative projects. The mechanics of the analysis differs for each environmental resource area because the nature of the impacts and how the proposed project impacts interact with impacts associated with the other projects varies for each environmental area.

#### *Air Quality*

The SCAQMD guidance on addressing cumulative impacts for air quality is as follows: “As Lead Agency, the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR.”<sup>47</sup> “Projects that exceed the project-specific significance thresholds are considered by the

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<sup>43</sup> CEQA Guidelines § 15130(a)(1).

<sup>44</sup> CEQA Guidelines § 15065(a)(3).

<sup>45</sup> CEQA Guidelines § 15130(b).

<sup>46</sup> CEQA Guidelines § 15130(a)(2).

<sup>47</sup> See Attachment B, SCAQMD Cumulative Impacts Working Group *White Paper on Potential Control Strategies to Address Cumulative Impacts From Air Pollution*, August 2003, Appendix D, *Cumulative Impact Analysis*

SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.”<sup>48</sup> Attachment B to these Responses contains Appendix D *Cumulative Impact Analysis Requirements Pursuant to CEQA*, from the SCAQMD Cumulative Impacts Working Group 2003 White Paper that summarizes the SCAQMD approach to the preparation of cumulative air quality analysis. This policy is appropriate when addressing air quality impacts because project-specific air emissions are already evaluated in the SCAQMD’s Air Quality Management Plan and regional programs like RECLAIM on a cumulative basis in the context of emissions occurring Basin-wide. When the impact analysis for a particular environmental resource area examines the impact of the project in the context of existing and future conditions that incorporates other contributors to that impact, that analysis is cumulative.

The SCAQMD’s approach to cumulative air quality impacts analysis was upheld by the Court in *Citizens for Responsible Equitable Environmental Development v City of Chula Vista* (2011) 197 Cal. App. 4th 327, 334. The court determined that where it can be found that a project did not exceed the SCAQMD’s established air quality significance thresholds, the City of Chula Vista properly concluded that the project would not cause a significant environmental effect, nor result in cumulatively considerable increase in these pollutants. The court found this determination to be consistent with CEQA Guidelines §15064.7, stating, “The lead agency may rely on a threshold of significance standard to determine whether a project will cause a significant environmental effect.” The court found that, “Although the project will contribute additional air pollutants to an existing nonattainment area, these increases are below the significance criteria . . . Thus, we conclude that no fair argument exists that the Project will cause a significant unavoidable cumulative contribution to an air quality impact.”<sup>49</sup>

Likewise, in *Rialto Citizens for Responsible Growth v. City of Rialto* (2012) 208 Cal.App.4th 899, 928, the court approved cumulative air emissions impacts analysis where the EIR that was based on “the project’s emissions alone.”<sup>50</sup> Explicitly referencing the SCAQMD’s policy to assess a project’s contribution to cumulative impacts using the same significance criteria as used for project-specific impacts, the court upheld the analysis and explained that “[s]ubstantial evidence shows that it was neither reasonable nor practical to analyze the project’s cumulative impact on air quality by, for example, quantifying its emissions in relation to other nearby projects.”<sup>51</sup> Because project-specific thresholds necessarily take into account area-wide air emissions, analysis in accordance with the SCAQMD policy ensures that “whether the project’s

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*Requirements Pursuant to CEQA*, at D-3. Available at: <http://www.aqmd.gov/hb/2003/030929a.html>. Accessed: August, 2016.

<sup>48</sup> See Attachment B, SCAQMD Cumulative Impacts Working Group *White Paper on Potential Control Strategies to Address Cumulative Impacts From Air Pollution*, August 2003, Appendix D, *Cumulative Impact Analysis Requirements Pursuant to CEQA*, at D-3. Available at: <http://www.aqmd.gov/hb/2003/030929a.html>. Accessed: August, 2016.

<sup>49</sup> *Chula Vista*, 197 CA 4th at 334.

<sup>50</sup> *Rialto*, 208 Cal.App.4th at 931.

<sup>51</sup> *Rialto*, 208 Cal.App.4th at 933.

additional impact on air quality should be considered cumulatively significant in light of the existing air quality problem” is addressed.<sup>52</sup>

Using the air quality cumulative impacts methodology that was expressly approved by California courts in *Chula Vista* and *Rialto*, the SCAQMD evaluated whether the proposed project would exceed the established SCAQMD significance thresholds. The DEIR concluded that the following impacts were cumulatively considerable: (1) VOC and NO<sub>x</sub> emissions during construction, and (2) localized NO<sub>2</sub> air quality impacts during construction. However, other air emissions levels during construction and operation of the proposed project and TACs levels did not exceed their applicable thresholds and thus were not cumulatively considerable.<sup>53</sup> The DEIR also discloses that, even after feasible mitigation, construction emissions are expected to remain above SCAQMD thresholds for VOC, NO<sub>x</sub>, and localized NO<sub>2</sub>, and thus would make an unavoidable contribution to a cumulatively significant air impact (see DEIR pages 5-17 and 5-21).

### GHGs

The DEIR evaluates greenhouse gas impacts exclusively on a cumulative basis. “[D]ue to the complex physical, chemical, and atmospheric mechanisms involved in global climate change, it is likely impossible to identify the specific impact, if any, to global climate change from one project’s incremental increase in GHG emissions. As such, the project’s GHG emissions and the resulting significance of potential impacts are more properly assessed on a cumulative basis.” (see DEIR page 4-7; see also DEIR page 5-21 (“GHG emission impacts are considered to be a cumulative impact.”)).

After analyzing GHG emissions from cumulative projects and finding those emissions significant (see DEIR page 5-22), the DEIR considers emissions from the proposed project and determines that it is expected to result in a local GHG emission reduction of 66,139 metric tons per year<sup>54</sup> (see DEIR page 5-26). Because the proposed project would not result in *any* increase in GHG emissions, GHG impacts are not cumulatively considerable.<sup>55</sup>

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<sup>52</sup> *Rialto*, 208 Cal.App.4th at 933.

<sup>53</sup> As explained in the DEIR, SCAQMD’s policy of evaluating cumulative TAC significance by focusing on whether risks associated with the proposed project exceeded SCAQMD thresholds is appropriate because TAC emissions are not additive unless they are emitted from the same or similar location. (see DEIR at pages 5-19 to 5-20).

<sup>54</sup> DEIR Table 5.2-8 has been updated in the FEIR to reflect the update to DEIR Table 5.2-7, where Watson Cogeneration Facility GHG emissions were inadvertently reported as short tons, which should have been reported in metric tons. Therefore, Table 5.2-8 in the FEIR shows GHG emission reduction of 68,250 metric tons instead of the 66,139 metric tons reported in the DEIR.

<sup>55</sup> See CEQA Guidelines § 15064(h)(4) (“The mere existence of cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project’s incremental effects are cumulatively considerable.”); CEQA Guidelines § 15130(a)(1) (“An EIR should not discuss impacts which do not result in part from the project evaluated in the EIR.”); see also *Santa Monica Baykeeper v. City of Malibu* (2011) 193 Cal.App.4th 1538, 1561 (where a project will not create any new impacts on an environmental resource area, “no cumulative analysis of [the resource area] impacts [i]s required”).

*Transportation & Traffic*

The DEIR's cumulative traffic impacts analysis also determined whether the proposed project's incremental contribution to traffic was cumulatively considerable by assessing whether the project-specific impacts were significant. This methodology is appropriate here, as it was for the cumulative air quality analysis, because "the cumulative traffic impacts from the cumulative projects have been estimated in the traffic analysis" contained in the project-specific analysis in Chapter 5 of the DEIR (see DEIR page 5-42). The travel demand model forecast traffic conditions in the future and it was assumed that the travel forecast "include[d] traffic from all projects in the local area[.]" (See DEIR page 5-42; see also DEIR page 5-3 ("Projected traffic growth is based on the SCAG travel demand model, which captures regional population growth and related support services/businesses to support that growth from all cities and counties within SCAG's jurisdiction[.]").) California courts routinely hold that traffic analyses that take into account area-wide existing and projected traffic conditions adequately consider cumulative traffic impacts.<sup>56</sup>

For short-term construction-related traffic impacts, the DEIR analyzed project-specific impacts in the context of existing conditions that necessarily included other projects' traffic impacts. The DEIR explained that "[t]he traffic analysis prepared for the construction portion of the proposed project includes construction activities associated with the I-405/Wilmington Avenue on ramps along with traffic associated with the proposed project, providing an estimation of cumulative traffic impacts" (see DEIR page 5-42). It concluded that traffic impacts would be significant in one area (Wilmington Ave./Interstate 405 Southbound Ramps) during the peak morning traffic period (see DEIR at page 5-43). Although the DEIR then states that "proposed project traffic impacts during construction activities are not cumulatively considerable" due to mitigation, the DEIR actually proceeds to analyze the incremental traffic impact at this location as if it were a cumulatively considerable impact in Sec. 5.2.7.4 "Mitigation Measures and Cumulative Impacts" (see DEIR page 5-43). Thus, the DEIR does not in effect incorporate the mitigation measure when making its cumulatively significant determination. Instead, it explains the significance of the traffic impact at Wilmington Ave./Interstate 405 Southbound Ramps and describes how mitigation measure TT-1 would reduce construction related trips so that "the impacts of the proposed project on construction traffic and circulation are expected to be less than significant following implementation of mitigation measure TT-1" and, "[t]herefore, the proposed project's construction traffic impacts are not considered to be cumulatively considerable and would not contribute to significant adverse cumulative traffic impacts" (see DEIR pages 5-43 through 5-44). This analysis appropriately identified a cumulative impact and discusses mitigation of that impact as required under CEQA.

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<sup>56</sup> See *City of Long Beach*, *supra* 176 Cal.App.4th at 910-12 (upholding a cumulative impacts traffic analysis where other projects were "necessarily included in the cumulative impacts analysis because they [we]re analyzed as past projects that comprise the 'baseline'"); see also *Rialto*, *supra* 208 Cal.App.4th at 931 (finding that the EIR adequately analyzed a project's cumulative impacts on traffic where its model and database "necessarily included 'a summary of projections' of areawide traffic conditions").

*Hazards & Hazardous Materials*

The hazardous materials cumulative impact analysis is broken into sub-areas—construction impacts, operational facilities-related impacts, and operational transport-related impacts—and the cumulative impact analysis differs for each sub-area to correspond to the nature of the hazards.

During construction, cumulative projects and the proposed project both have the potential to uncover contaminated soils which could expose workers to hydrocarbon contamination (see DEIR pages 5-27 and 5-30). However, the DEIR explains that the geographical distance between the cumulative projects and the proposed project precludes overlap of impact areas, so no significant cumulative impact from construction hazards is expected. Compliance with existing regulations and implementation of safety measures at the proposed project further limits the scope of any potential hazard impact associated with excavation and the likelihood that project-related hazards could amplify any existing or anticipated hazards offsite.<sup>57</sup>

The DEIR's operational facilities-related impacts analysis similarly focuses on the localized risk of the relevant hazards and safety containment policies. It explained that the effects of an accidental release of a hazardous material or potential explosion can be shown to occur in discrete areas, referred to as vulnerability zones (see DEIR page 5-29). And to determine if cumulative hazard impacts are significant, the offsite vulnerability zones from two or more facilities would need to overlap (because the sites themselves do not overlap) (see DEIR page 5-29). Further, the multiple hazardous events would need to occur simultaneously. The DEIR describes how the distance between cumulative projects and the proposed project is great enough such that no cumulative project offsite vulnerability zones are expected to overlap with the proposed project (see DEIR page 5-29). The maximum distance a hazard impact from the proposed project is likely to reach is 1,905 feet (SARP SO<sub>2</sub> exposure) and the closest offsite cumulative project to the SARP is about 3,000 feet away (Valero Cogen Project #8). That project has no potential for offsite hazards and so vulnerability zones do not overlap. In fact, none of the other cumulative projects except the Shell Carson Facility E10 Project #22 (which is located over one mile away from the proposed project) has the potential for offsite hazards. Despite the proposed project's distance from the Shell Carson Facility E10 Project #22, in an abundance of caution, the DEIR concludes that the localized operational facilities-related impacts associated with the SARP (SO<sub>2</sub> exposure), new crude oil storage tanks (pool fire), new Interconnecting Pipelines (flash fire), and Naphtha Isomerization Unit modifications (flash fire) would make a cumulatively considerable contribution to a significant adverse cumulative hazard impact (see DEIR page 5-31). Accordingly, the DEIR evaluates the feasibility of mitigation measures to reduce this cumulative impact but concludes that cumulative adverse hazards would remain significant.

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<sup>57</sup> See *Assn. of Irrigated Residents v. County of Madera* (2003) 107 Cal.App.4th 1383, 1402 (finding that an EIR's discussion of potential cumulative impacts of dairy projects on groundwater quality satisfied CEQA where the EIR explained how the distance between dairies and compliance with safety regulations meant that cumulative contamination impacts were unlikely).

The DEIR's operational transport-related impacts analysis explains that some cumulative projects involve the transport of hazardous materials in the vicinity of the proposed project, but transportation of hazardous materials relating to these projects are not expected to overlap (see DEIR page 5-29). The Shell Carson Facility E10 Project #22 is the only project that will increase transport of hazardous materials in the future, but that project's FEIR concludes it is less than significant (see DEIR page 5-29). The proposed project will involve transporting some hazardous material by truck and rail (see DEIR page 5-31). The proposed project will decrease transportation hazards associated with sulfuric acid because that material will now be regenerated onsite, and will increase transportation of LPG via rail and of caustic and spent caustic via truck and rail, though at less than significant levels (see DEIR page 5-31). There can be no cumulative transportation impact associated with sulfuric acid truck transportation because the proposed project eliminates truck transport in the area of the Shell Carson Facility, and there can be no cumulatively considerable impact related to LPG or caustic transport via rail because the proposed project and Shell Carson Facility's E10 Project #22 will not use the same rail lines so the potential hazards would not overlap. Impacts related to truck transport of caustic and spent caustic are likewise not cumulatively considerable because the potential area associated with both the proposed project and Shell Carson Facility's E10 Project #22 do not overlap for this impact, that they are not cumulatively considerable (see DEIR pages 5-29 through 5-30).

#### *Hydrology & Water Quality*

The DEIR explains that the proposed project's impacts on water demand and on water quality are not cumulatively considerable because operational demand is satisfied by a private water supply, existing area resources can satisfy demand during construction, and the proposed project will result in an overall decrease in wastewater generation.

First, regarding water demand, operation of the proposed project will involve an increase in potable water demand by 191,275 gallons per day, but this incremental increase in potable water use is expected to be supplied by the Refinery's privately owned wells (*i.e.*, from the available 2.8 billion gallons per year of adjudicated water rights) (see DEIR page 5-34). Because the Refinery has sufficient adjudicated water rights to support the proposed project's increase in water demand, this demand will not contribute to a cumulative demand problem and the proposed project's operational water demand impacts are thus not cumulatively considerable.

During construction, water demand is limited to water applied for dust suppression and water needed to perform hydrostatic testing of new tanks and pipelines (see DEIR page 4-69). Dust suppression activities will require approximately 10,000 gallons per day of potable water (see DEIR page 4-70). Hydrostatic testing involves filling a tank or piping with water to check for leaks and does not require the use of potable water. For the large new tanks, this practice will require a large amount of water, but demand for water to perform hydrostatic testing of new tanks during construction can be supplied entirely using current wastewater streams at the Carson (cooling tower blowdown) and Wilmington Operations (treated wastewater) (see DEIR pages 4-70 through 4-71). The hydrostatic testing for the Interconnecting Pipelines that will be routed under the Alameda Corridor and Sepulveda Boulevard may use potable water purchased from the local water supplier or Refinery well water (approximately 30,000 gallons per day) because there will be no access to the wastewater system at either the Carson or Wilmington

Operations (see DEIR pages 4-71 through 4-72). In sum, the proposed project's potable water demand during construction will be a maximum of 40,000 gallons per day when hydrostatic testing was being conducted along with normal construction activities (a figure far below the SCAQMD's 262,820 gallons per day potable water significance threshold).

Second, regarding the proposed project's cumulative impact on water quality, the DEIR explains that construction activities will not generate any additional wastewater and operation of the proposed project will reduce overall wastewater generated at the Refinery by 79,344 gallons per day (see DEIR page 5-34). Accordingly, because the proposed project reduces wastewater and demand on wastewater treatment facilities, its impacts on water quality are not cumulatively considerable.

#### *Noise*

The DEIR conducted a thorough analysis of the noise impacts of the cumulative projects in the Carson and Wilmington areas but emphasized that that noise, including construction noise, is generally site-specific and localized to the vicinity of the noise source and so could only create a potential cumulative effect if the sources are close together (see DEIR page 5-35). Construction noise sources at the proposed project range from 75-80 dBA and those noise levels are quickly reduced to 59 dBA at the closest noise receptor approximately 1,000 feet from the source (see DEIR page 5-36). The DEIR concluded that construction noise from the proposed project only increased noise levels by 0.1 to 0.9 dBA at the closest residential areas, an increase range that is well below the 3.0 dBA significance level. Further, construction activities associated with the proposed project are not expected to occur within 1,000 feet of construction activities associated with other cumulative projects in any areas where there are sensitive receptors, and so there is no indication that construction noise from the proposed project will combine with noise from other projects to exceed the 3.0 dBA significance level at any sensitive receptors.

During operation of the proposed project, the increase in noise associated with the proposed project's activities and equipment will only increase overall noise by 0.1 dBA at the nearest sensitive receptor (see DEIR page 5-37). An increase of 0.1 dBA is not detectable to the human ear (see DEIR page 5-37). Further, as discussed above, operational noise sources from the proposed project are not expected to overlap with other cumulative projects. Thus, because noise from the proposed project is substantially less than the applicable noise significance thresholds (it is in fact undetectable by the human ear) and noise from cumulative projects is not expected to overlap with proposed project noise, there are no sensitive receptors located in areas where they could be subject to both the proposed project and cumulative projects. As a result, the DEIR concludes that the proposed project's noise impacts are neither cumulatively considerable nor cumulatively significant (see DEIR pages 5-37 to 5-38).

#### *Solid & Hazardous Waste*

The DEIR also explains how the proposed project's impacts on solid and hazardous waste associated with construction and operation are not cumulatively considerable.

When the proposed project is operational, the average amount of solid waste generated by the proposed project is not expected to change because there will be no change in the number of workers onsite and Refinery units do not typically generate solid waste (see DEIR page 5-41). The proposed project will result in an increase in spent catalyst and spent caustic associated with the SARP and the Wet Jet Treater, but both of these waste streams are expected to be recycled and so will not impact hazardous waste landfill facilities (see DEIR page 5-41). Operation of the proposed project may generate hazardous waste streams (e.g., sludge for tanks during maintenance activities), but those waste streams are expected to be reused or recycled into the DCUs and will not require additional waste disposal capacity (see DEIR page 5-41). Accordingly, because operation of the proposed project will not generate additional solid waste or additional hazardous waste that will not be reused or recycled, the proposed project will have no operational impact on solid and hazardous waste and thus no cumulatively considerable impact on this environmental resource area.

During the proposed project construction, some solid and hazardous waste will be generated that must be disposed of in offsite landfills. The proposed project construction is expected to generate up to 206,953 cubic yards of non-hazardous construction soil waste and 83,213 cubic yards of hazardous soil waste.<sup>58</sup> (see DEIR page 5-40). The southern California facilities that would accept this waste have capacity that far exceeds these amounts—non-hazardous Class III landfill capacity in southern California is 2,584 million cubic yards and hazardous waste capacity at Kettleman Hills and Clean Harbors Buttonwillow facilities are 5 million and over 8 million cubic yards respectively (see DEIR page 5-40). These large facilities have capacity not only for the proposed project's construction waste, but also for solid and hazardous construction waste associated with the cumulative projects—the cumulative projects are only expected to generate 10,200 cubic yards in solid waste and 204,100 cubic yards in hazardous waste during construction (see DEIR pages 5-38 to 5-39). These cumulative projects likewise will have less than significant waste impacts during operations (see DEIR page 5-39). Thus, the one-time influx of moderate amounts of solid and hazardous waste created by the proposed project are not cumulatively considerable because, considering other existing and future projects, southern California waste facilities can easily handle this additional amount of waste.

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<sup>58</sup> This hazardous waste figure of 83,213 cubic yards is the maximum estimate for off-site disposal because the project proponent intends to treat or remediate some of this waste to obviate the need for landfilling (see DEIR page 5-40).

**APPENDIX G1**

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**Comment Letters and Emails Received that Require Responses  
and Responses to Comments**

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**G1-0.0 INTRODUCTION**

The Tesoro Los Angeles Refinery is referred to as “the Refinery” except in discussions involving other Tesoro or other refineries where it will be referred to as “the Los Angeles Refinery” for additional clarity.

Individual comments are reproduced above each response for reference. A more legible and complete copy of the comment letter is presented prior to the responses.

Table G0-1.4-1 in Appendix G0 lists the comment letters received for which responses have been prepared.

Comment Letter No. G1-A1

**RINCON BAND OF LUISEÑO INDIANS**  
**Environmental Department**

1 W. Tribal Road · Valley Center, California 92082  
(760) 297-2330 Fax:(760) 297-2339



March 14, 2016

Jillian Wong  
South Coast Air Quality Management District  
Office of Planning, Rule Development  
21865 Copely Drive  
Diamond Bar, CA 91765

**Re: Tesoro Refining & Marketing Company LLC Los Angeles Refinery Integration and Compliance Project**

Dear Ms. Wong:

This letter is written on behalf of the Rincon Band of Luiseño Indians. Thank you for inviting us to submit comments on the Tesoro Refining & Marketing Company LLC Los Angeles Refinery Integration and Compliance Project. Rincon is submitting these comments concerning your projects potential impact on Luiseño cultural resources.

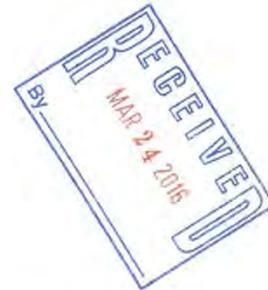
The Rincon Band has concerns for the impacts to historic and cultural resources and the finding of items of significant cultural value that could be disturbed or destroyed and are considered culturally significant to the Luiseño people. This is to inform you, your identified location is not within the Luiseño Aboriginal Territory. We recommend that you locate a tribe within the project area to receive direction on how to handle any inadvertent findings according to their customs and traditions.

If you would like information on tribes within your project area, please contact the Native American Heritage Commission and they will assist with a referral.

Thank you for the opportunity to protect and preserve our cultural assets.

Sincerely,

Vincent Whipple  
Manager  
Rincon Cultural Resources Department



G1-A1.1

Bo Mazzetti  
Tribal Chairman

Stephanie Spencer  
Vice Chairwoman

Steve Stallings  
Council Member

Laurie E. Gonzalez  
Council Member

Alfonso Kolb  
Council Member

**Response to Comment Letter No. G1-A1**

**Rincon Band of Luiseño Indians**

**Response G1-A1.1**

Thank you for acknowledging receipt of the notice and providing a response. Consistent with the CEQA noticing practices, the SCAQMD notified the following Native American groups:

Agua Caliente Band of Cahuilla Indians  
AhaMaKav Cultural Society, Fort Mojave Indian Tribe  
Augustine Band of Cahuilla Mission Indians  
Barbareno Nentureno Band of Mission Indians  
Barona Group of the Capitan Grande  
Cabazon Band of Mission Indians  
Cahuilla Band of Indians  
Chemehuevi Reservation  
Chumash  
Colorado River Indian Tribe  
Ewiiapaay Tribal Office  
Fernandeno Tataviam Band of Mission Indians  
Fort Mojave Indian Tribe  
Fort Yuma Quechan Indian Nation  
Gabrieleno Band of Mission Indians - Kizh Nation  
Gabrielino Tongva Indians of California Tribal Council  
Gabrielino Tongva Tribe  
Gabrielino/Tongva Nation  
Gabrielino/Tongva San Gabriel Band of Mission Indians  
Inter-Tribal Cultural Resource Protection Council  
Juaneno Band of Mission Indians  
Juaneno Band of Mission Indians, Attachment ...  
Kern Valley Indian Council  
Kitanemuk & Yowlumne Tejon Indians  
Kumeyaay Cultural Historic Committee  
Kwaaymii Laguna Band of Mission Indians  
La Jolla Band of Luiseño Indians  
La Jolla Band of Mission Indians  
La Posta Band of Mission Indians  
Los Angeles County Native American Indian Commission  
Los Coyotes Band of Mission Indians  
Ipay Nation of Santa Ysabel  
Morongo Band of Mission Indians  
Owl Clan  
Pala Band of Mission Indians, Historic Preservationist  
Pauma & Yuima Reservation  
Pauma Valley Band of Luiseño Indians

## APPENDIX G1: RESPONSE TO COMMENTS

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Pechanga Band of Mission Indians  
Ramona Band of Cahuilla Mission Indians  
Rincon Band of Mission Indians  
San Fernando Band of Mission Indians  
San Luis Obispo County Chumash Council  
San Luis Rey Band of Mission Indians  
San Manuel Band of Serano Mission Indians  
San Pasqual Band of Mission Indians  
Santa Rosa Band of Mission Indians  
Santa Ynez Band of Mission Indians  
Santa Ynez Tribal Elders Council  
Serrano Nation of Mission Indians  
Soboba Band of Luiseño Indians  
Soboba Band of Mission Indians  
Sycuan Band of the Kumeyaay Nation  
Ti'At Society/Inter-Tribal Council of Pimu  
Tongva Ancestral Territorial Tribal Nation  
Torres-Martinez Desert Cahuilla Indians  
Twenty-Nine Palms Band of Mission Indians  
Twenty-Nine Palms Band of Mission Indians Tribal Council  
Viejas Band of Kumeyaay Indians

Additionally, the SCAQMD has consulted with the Tongva Ancestral Territorial Tribal Nation with respect to the proposed project. No issues were raised that would change the conclusion in the NOP/IS that impacts on cultural resources are considered less than significant.



**Response to Comment Letter No. G1-A2**

**Department of Transportation District 7**

**Response G1-A2.1**

Thank you for your comment. The SCAQMD notes that Caltrans has the technical expertise in highway and state route planning issues. The comment notes and concurs with the conclusions in the DEIR that the proposed project will have no impact to the State Highway System. The transportation and traffic analysis is presented in Section 4.7 of the DEIR (pages 4-89 through 4-96) and did not identify significant impacts to State highways; although temporary impacts were determined to be significant at the intersection of Wilmington Avenue at Interstate 405.

Caltrans has identified the potential need for permits for oversized loads transported on State highways. It is not expected that oversized loads will be required to be transported on State highways such that no permits are expected to be required as part of the proposed project. Should oversized loads need to travel on State highways, the necessary Caltrans permits will be obtained.

Comment Letter No. G1-A3



EDMUND G. BROWN JR.  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE of PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX  
DIRECTOR

May 25, 2016

Jillian Wong  
South Coast Air Quality Management District  
21865 E. Copley Drive  
Diamond Bar, CA 91765

Subject: Tesoro Los Angeles Refinery Intergration Project  
SCH#: 2014091020

Dear Jillian Wong:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on May 24, 2016, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044  
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

G1-A3.1

G1-A3.2

APPENDIX G1: RESPONSE TO COMMENTS

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

EDMUND G. BROWN, JR., Governor

DEPARTMENT OF TRANSPORTATION  
DISTRICT 7, OFFICE OF REGIONAL PLANNING  
IGR/CEQA BRANCH  
100 MAIN STREET, MS # 16  
LOS ANGELES, CA 90012-3606  
PHONE: (213) 897-0219  
FAX: (213) 897-1337

CEQA  
5-24-16  
E



Serious drought  
Help save water!

April 13, 2016

Governor's Office of Planning & Research

APR 18 2016

STATE CLEARINGHOUSE

Ms. Jillian Wong  
South Coast Air Quality Management District  
21865 Copley Drive  
Diamond Bar, CA 91765

Re: Tesoro Los Angeles Refinery  
Integration Project  
Vic: LA-405/PM-8.611-9.715  
SCH# 2014091020  
IGR# 160327ME-DEIR

Dear Ms. Wong:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the proposed project to integrate the Tesoro Wilmington Operations with the Tesoro Carson Operations to form the Tesoro Los Angeles Refinery.

The proposed project is 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 gas, sulfur oxides, nitrogen oxides, carbon monoxide, and particulate matter emissions at the Refinery. This will be accomplished by reconfiguring the combined Refinery complex to enable shutting down the Fluid.

After Caltrans' review of the Traffic Impact Analysis it is determined that there will be no impact to the State Highway System, therefore no mitigation measures are required.

However, any transportation of heavy construction equipment and the delivery of construction equipment and/or materials which requires the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit.

If you have any questions regarding these comments, please contact project coordinator Ms. Miya Edmonson, at (213) 897-6536 and refer to IGR/CEQA No 160327ME.

Sincerely,

DIANNA WATSON  
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

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

G1-A3.3

## Response to Comment Letter No. G1-A3

### State Clearinghouse

#### Comment G1-A3.1

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on May 24, 2016, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

G1-A3.1

#### Response G1-A3.1

This comment acknowledges compliance with CEQA requirements.

#### Comment G1-A3.2

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

G1-A3.2

#### Response G1-A3.2

This comment acknowledges compliance with CEQA requirements.

#### Comment G1-A3.3

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the proposed project to integrate the Tesoro Wilmington Operations with the Tesoro Carson Operations to form the Tesoro Los Angeles Refinery.

The proposed project is 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 gas, sulfur oxides, nitrogen oxides, carbon monoxide, and particulate matter emissions at the Refinery. This will be accomplished by reconfiguring the combined Refinery complex to enable shutting down the Fluid.

After Caltrans' review of the Traffic Impact Analysis it is determined that there will be no impact to the State Highway System, therefore no mitigation measures are required.

However, any transportation of heavy construction equipment and the delivery of construction equipment and/or materials which requires the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit.

If you have any questions regarding these comments, please contact project coordinator Ms. Miya Edmonson, at (213) 897-6536 and refer to IGR/CEQA No 160327ME.

G1-A3.3

**Response G1-A3.3**

The comment is a repeat of G1-A2.1. See Response G1-A2.1. The comment acknowledges compliance with CEQA requirements.

Comment Letter No. G1-A4



CITY OF CARSON

June 8, 2016

Ms. Jillian Wong  
South Coast Air Quality Management District  
c/o Office of Planning, Rule Development, and Area Sources/CEQA  
21865 Copley Drive,  
Diamond Bar, CA 91765-4178

**Re: Comments on the Draft EIR for the Tesoro Integration and Compliance Project**

Dear Ms. Wong:

The City of Carson is a responsible agency for the refinery consolidation project, and therefore has a special interest in ensuring that all the significant impacts are articulated, identified and mitigated. As stated in the attached comment letter, the City recognizes that the project may bring with it potential regional benefits – however, the City has several concerns regarding the Draft Environmental Impact Report (DEIR). We believe that the project in its most understandable terms shuts a major stationary pollution source historically located in the City of Los Angeles and consolidates that major stationary pollution source into the City of Carson and closer to the residents of both Carson and the City of Long Beach.

G1-A4.1

The City and its residents deserve a full and complete environmental analysis that includes all the impacts from the proposed project and the feasible mitigation measures available to lessen or avoid the impacts prior to any action taken on the proposed project. The attached letter prepared by Marine Research Specialists (MRS), City’s consultant on this matter, outlines the DEIR’s deficiencies that need to be addressed before the South Coast Air Quality District makes a decision on this project.

In addition to the technical comments prepared by MRS, I note that the DEIR does not address or even acknowledge issues of environmental justice. Cities, counties, and other local governmental entities have an important role to play in ensuring environmental justice for all of California’s residents. “[E]nvironmental justice” means the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.” Gov’t Code § 65040.12(e). Fair treatment in this context means that the benefits of a healthy environment should be available to everyone, and the burdens of pollution should not be focused on sensitive populations or on communities that already are experiencing its adverse effects.

G1-A4.2

**APPENDIX G1: RESPONSE TO COMMENTS**

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As the California Attorney General has stated,

Many local governments recognize the advantages of environmental justice; these include healthier children, fewer school days lost to illness and asthma, a more productive workforce, and a cleaner and more sustainable environment. Environmental justice cannot be achieved, however, simply by adopting generalized policies and goals. Instead, environmental justice requires an ongoing commitment to identifying existing and potential problems, and to finding and applying solutions, *both in approving specific projects and planning for future development.*

*Environmental Justice at the Local and Regional Level, Legal Background*, California Department of Justice. (Italics added.)

Addressing environmental justice is of utmost importance as “a number of studies have reported increased sensitivity to pollution, for communities with low income levels, low education levels, and other biological and social factors. This combination of multiple pollutants and increased sensitivity in these communities can result in a higher cumulative pollution impact.” Office of Environmental Health Hazard Assessment, Cumulative Impacts: Building a Scientific Foundation (Dec. 2010), Exec. Summary, p. ix (found here: <http://oehha.ca.gov/ej/cipa123110.html>). The DEIR utterly fails to address the potentially higher cumulative pollution impacts on low income communities, and therefore also fails to provide adequate mitigation measures to reduce or eliminate such impacts.

Additionally, the DEIR is highly technical. Section 15140 of the Guidelines emphasizes that EIRs should readily be understandable by the layperson. However, the chapters are very technical and difficult to understand in a meaningful way by someone who does not have a chemical engineering background. To a lesser degree, this is also true of Chapter I, Introduction and Executive Summary. This is not unusual for the technical studies, but the DEIR itself needs to be simpler to follow and understand, especially the summary. The complexity of the document impairs meaningful public participation and requires substantive revisions.

Only after a full and complete environmental analysis of all the substantial impacts from the proposed project and an identification of the feasible mitigation measures available are provided in an understandable format can the City and its citizens form an opinion on the merits of the proposed project. We request that the South Coast Air Quality Management District responsibly and properly respond to each and every one of the City’s comments prior to any action taken on the proposed project.

Thank you in advance for your consideration of the above comments, as well as the comments in the attached letter from MRS. Please feel free to contact my office at (310) 952-1729 if you have any questions regarding our comments. We look forward to meeting with the District and Tesoro to work through the many project impacts and to discuss potential mitigation measures.

Sincerely,

  
Kenneth C. Fafsing  
City Manager

01007.0511/296935.5

G1-A4.2  
cont'd.

G1-A4.3

G1-A4.4

**APPENDIX G1: RESPONSE TO COMMENTS**

---

cc: Mayor and Council

Sunny K. Soltani, City Attorney

Mark W. Steres, Esq.

John Raymond, Director of Community Development

Saied Naaseh, Planning Manager

Attachment: MRS DEIR Comment Letter, Dated June 7, 2016

01007.0511/296935.5



June 7, 2016

Ms. Jillian Wong  
South Coast Air Quality Management District  
c/o Office of Planning, Rule Development, and Area Sources/CEQA  
21865 Copley Drive,  
Diamond Bar, CA 91765-4178

Re: Comments on the Draft EIR for the Tesoro Integration and Compliance Project

Ms. Wong:

On behalf of City of Carson, I would like to thank you for the opportunity to review and comment on the Draft EIR for the Tesoro Integration and Compliance Project. The City of Carson is a responsible agency under CEQA and will use this EIR to consider issuing discretionary permits for the portions of the Project within the City's jurisdiction. While the City understands that there are a number of potential benefits associated with the project, including potential reduction of some air quality pollutants, the City remains concerned that the existing substantial impacts to the citizens of Carson from ongoing operations are not being adequately presented in the DEIR. Similarly, those impacts are not targeted for potential mitigation or improvements that could reduce the effects endured by the community as a result of the Refinery operation.

The Tesoro Refining & Marketing Company LLC is proposing to integrate the operations of West Coast Products LLC Carson Refinery with the Tesoro Los Angeles Refinery – Wilmington Operations to form the Tesoro Los Angeles Refinery. The proposed project is designed to comply with the federally mandated Tier 3 gasoline specifications and with State and local regulations mandating emission reductions. Tesoro is also proposing to construct six new 500,000 barrel tanks at the Carson Crude Terminal and replacing two existing 80,000 barrel crude oil tanks at the Wilmington Operations with two 300,000 barrel tanks. Piping within the Carson Crude Terminal will be installed to connect the six new 500,000 barrel tanks to existing pipelines to the Carson Operations and Marine Terminal 1. The two new 300,000 barrel tanks will be connected to existing pipelines from the Wilmington Long Beach Terminal.

**Project Description**

1. The EIR failed to include the actual existing capacity for both refineries and the description of all products. Actual existing capacity is necessary to establish the existing baseline and the potential impacts generated by the proposed project. Similarly, the EIR

G1-A4.5

G1-A4.6

June 7, 2016

Ms. Jillian Wong  
SCAQMD  
Tesoro Refinery Draft EIR Review  
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failed to include actual volumes and description of products with the proposed project. The description of all proposed products under the Refinery Integration Project must include a breakdown of the expected volumes of those products and the method of transportation and destination for those products. The EIR also failed to include an analysis of the transportation of the additional volumes of product out of the refinery under the proposed project and potential impacts that could occur beyond baseline

G1-A4.6  
cont'd.

2. Part of the project includes construction of large tanks to facilitate and expedite the unloading of oil tankers from the marine terminal at the Port of Long Beach. However, no information is provided on the existing pipeline system that would transport the crude at much higher volumes and rates than what is currently being transported. The EIR failed to include a description of the existing pipelines from the Port of Long Beach to both Wilmington and Carson refineries. The capacity, age, and maintenance and repairs issues need to be included. Please describe how it will handle the added volumes that will be able to be transported with the added tankage proposed under the project. There is no description of the need for any modifications to that existing pipeline system. Please include information on the previous environmental review and permitting conducted for those pipeline systems. The EIR failed to also include an analysis of potential increase of spill risk as a result of the added volumes and the increased intensity of use associated with the pipeline facilities.

G1-A4.7

3. The EIR failed to include a list and description of all previous environmental reviews conducted for the refineries and all appurtenances and associated facilities, such as pipelines.

G1-A4.8

4. The EIR failed to include a description of the transportation of the additional volumes of product out of the refinery under the proposed project (which is described in the document as potentially being up to 6,000 barrels per day; however, no specific information is provided as to what type of product it would be) and potential impacts that could occur beyond baseline in all applicable issue areas.

G1-A4.9

5. The EIR failed to include an explanation of the proposed Sulfuric Acid Regeneration Plant (SARP) operations, including the storage volumes and processing activities, and current use/transport of sulfuric acid. Include an explanation of the new impact zones from the SARP.

G1-A4.10

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**Issue Areas**

**Air Quality and Health Risk**

- 1. The EIR failed to provide information on the existing health risk of the combined refineries and ensure that the operations of the refineries with the proposed project does not increase the already unacceptable levels of risk to the community.**

The HRA baseline from the combined Refineries is not presented in the EIR. Historical AB2588 analysis from 2013 and 2000 for the Wilmington and Carson Refineries show some potentially significant health risk levels for nearby receptors, particularly if the facilities are combined. In addition, based on the most recent toxic emission inventory posted on the SCAQMD website for the refineries, substantial increases in diesel particulate matter emissions are associated with both refineries in recent years. As diesel particulate matter produces at least 40% of the health risk, health risk levels would be higher than these previous AB2588 analysis. In addition, due to the release of the Hotspots Analysis and Reporting Program Version 2 (HARP2) model in 2015 by the Office of Environmental Health Hazard Assessment (OEHHA), health risk levels would increase even further. In short, the refineries are currently producing risk levels to the community which exceed the acceptability criteria of 10 in a million.

G1-A4.11

As per California Air Pollution Control Officers Association (CAPCOA) Guidelines (Health Risk Assessments for Proposed Land Use Projects, CAPCOA, 2009), significance thresholds for Type A projects (Tier A for Health Risk Assessments: Type A projects introduce risk to an area as opposed to Type B projects, which introduce receptors to an area already exposed to risks) are set at 10 in a million and that:

*"For air district permitting, the thresholds apply only to individual permit units. For the Hot Spots program, the thresholds apply to the entire facility excluding vehicle emissions. Neither the permitting programs nor the Hot Spots program apply to vehicle emissions. For CEQA, the thresholds apply to all facilities including vehicle emissions, and road related emissions." (page 11, section 7.1)*

G1-A4.12

The impacts of refinery vehicles on the health risk should also be included, as per the CAPCOA guidelines. CEQA analysis should examine all sources of toxic pollutants, including vehicles, mobile/portable sources and fixed emissions sources. The EIR examined the health risk impacts from the mobile source locomotives, but the impacts of other, mobile sources, both baseline and proposed project, must also be included.

**mrs**

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In order to appropriately assess the health risk impacts on the community, the existing chronic, acute and cancer risk currently being presented by the refineries should be quantified, and the proposed project increases need to be ensured, through mitigation measures, to not exceed the CAPCOA thresholds. Cancer impacts are most likely currently above the thresholds for the existing refineries combined, particularly if mobile sources are included. The inclusion of the proposed project would exacerbate an already unacceptable situation.

G1-A4.12  
cont'd.

Mitigation measures need to be included in the analysis that will potentially reduce the health risk of the entire facility to below the levels considered unacceptable, even with the proposed project. As diesel particulate matter is a strong factor in the cancer health risk, measures are readily available to reduce diesel particulate matter, such as California Air Resources Board (CARB) level III particulate filters, by a substantial amount (85% reductions), thereby substantially decreasing the cancer risk of the refineries to the community, and thereby providing a potential net benefit to the community.

G1-A4.13

Chronic and acute impacts from the current refinery operations are also not quantified. If chronic and/or acute impacts are currently above the threshold of a 1.0 hazard index, the inclusion of the proposed project would exacerbate an already unacceptable impact. This analysis needs to be included in the EIR to demonstrate that chronic and acute impacts remain below those levels which would exceed public health criteria and cause impacts to the community. Although the EIR preparers indicate that the cancer analysis is based on an "incremental" approach only, this approach is not defensible for chronic and acute impacts as exposure to entire facility plus proposed project toxic material levels above the reference exposure levels most certainly constitute a significant impact, regardless of the contribution of the incremental portion.

G1-A4.14

**2. The Health Risk Assessment (HRA) conducted for the DEIR may not accurately depict the emissions associated with LPG deliveries and it may eschew the results of the overall HRA.**

The EIR evaluated potential health impacts associated with increase rail movements associated with expanded LPG deliveries. It was stated that the health risk assessment included locomotive DPM emissions associated with increased railcar movement of LPG, in-transit and idling on site and just outside the facility fence line. The HRA modeling limited emissions of locomotive DPM emissions to the hours of 0700-1400, or essentially only during daytime hours. This limitation is unrealistic, especially for mainline rail transit and engines idling outside of the facility gate. The refinery does not have any control on the timing of LPG rail deliveries, and it is likely that rail deliveries will occur at night. The HRA modeling should be revised to reflect a realistic diurnal distribution of locomotive DPM emissions associated with increased LPG deliveries. This is

G1-A4.15

mrs

June 7, 2016

Ms. Jillian Wong  
SCAQMD  
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significant in that the maximum risk associated with this scenario is 9.2 in a million, and the inclusion of mainline rail and locomotive idling emissions at the gate during nighttime hours will likely increase the risk to over 10 in a million, exceeding the established threshold.

G1-A4.15  
cont'd.

**3. The EIR failed to address the localized impacts associated with the current refineries operations in combination with the proposed project.**

Similar to the acute and chronic discussion above, exceedance of localized impacts, and therefore public health thresholds, should not be allowed for any portion of a project. If a facility emissions currently, as a part of the baseline operations, produce exceedances of localized impacts, then any additional or incremental emissions would exacerbate an already unacceptable situation. The current refineries combined localized impacts from emissions need to be calculated to ensure that localized impacts of the proposed project combined with the current operations do not exceed the applicable public health thresholds. And if so, then mitigation measures are required.

G1-A4.16

**4. The EIR failed to address the potential for odors from the proposed project and describe the historical odor associated with the refineries.**

The EIR does not address odors. Carson residents and schools have raised concerns about odors and reported historical odor complaints. Odors are an issue of concern related to the refinery operations and the residences located near the refineries. The City has received complaints from Del Amo Elementary School related to an April 4, 2016 odor issue that was characterized as "horrible air quality" and required sheltering in place. A description of the odor complaint history of the refineries would ensure that the facility has not historically been a problem for the community, where any additional facility modifications might add to an existing problematic odor history. The EIR needs to provide a description of this odor history, the impacts that the project might have on odor management and future odor complaints, and mitigation measures to lessen or avoid the impacts.

G1-A4.17

We have requested the odor complaint history of the refineries from the SCAQMD and the health risk assessments, but have not received anything at this time (public information request submitted April 7, 2016).

mrs

June 7, 2016

Ms. Jillian Wong  
SCAQMD  
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**Industrial Hazards**

- 1. The EIR needs to base the assessment of hazardous material impacts on risk levels, not just on consequences, in order to provide full disclosure of the potential impacts of increased hazardous materials transportation and use.**

The EIR indicates that LPG transportation, both by rail and by truck into and out of the refinery, would increase under the proposed project. Rail transport could increase by as much as 10 rail cars per day. The changes in truck transportation have not been indicated. The EIR needs to indicate the increase associated with the proposed project in truck transportation of LPG and/or propane into and out of the refinery.

G1-A4.18

The EIR significance criteria for risk impacts is based entirely on consequence. Therefore, a change in the amount of material moved or transported through the community is not represented as an impact, or even assessed at all, thereby providing no opportunity for properly assessing the level of impact and the level of mitigation that could be required. Because the volume of a train car and/or a truck is the same as the current operations, the EIR assumes it would have the same impacts if an accident and release occurred. This is an inaccurate depiction of impacts. Impacts should be based on the risk of an accident, not just the consequence. A single truck carrying hazardous material once per year is not the same impact as 100 trucks per day traveling through a community. By only using the consequences as a significance criteria, the EIR fails to address a potentially significant impact and to provide full disclosure of potential impacts and mitigation measures to the permitting agencies.

G1-A4.19

CEQA requires the decision-making agency to balance environmental benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. The EIR needs to and fails to provide an analysis of the risks of transportation accidents and their impacts, and provide potential mitigation measures which address these impacts. Many mitigation measures, such as driver training, drug testing or hiring practices, address the frequency of a transportation accident, but these types of mitigation measures are not addressed in the EIR. The EIR fails to address risk or frequency of transportation accidents.

G1-A4.20

- 2. The current operations associated with anhydrous sulfuric acid needs to be described and incorporated into the assessment of risk**

According to discussions with Tesoro, the current sulfuric acid regeneration process involves transportation of sulfuric acid through the City of Carson by pipeline and by truck. This operation would be eliminated through the installation of the SARP process, and this operation

G1-A4.21

**mrs**

June 7, 2016

Ms. Jillian Wong  
SCAQMD  
Tesoro Refinery Draft EIR Review  
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needs to be described in the EIR. The abandonment of the current processes, including the sulfuric acid pipeline that is routed into the City of Carson near the City Hall, should be addressed and included as the Project Description and mitigation measures need to be added to ensure that the pipeline does not produce potential impacts to the community, such as abandonment procedures, etc.

G1-A4.21  
cont'd.

The operation of the SARP also is calculated to present significant risk levels. A portion of this risk would be due to the truck transportation of anhydrous sulfuric acid from the SARP to the Carson Refinery. As pipelines are being installed as part of the proposed project, the installation of a sulfuric acid pipeline would eliminate the use of sulfuric acid trucks passing through industrial areas of the City of Carson and should be included as a mitigation measure.

G1-A4.22

**3. The Draft EIR does not contain a discussion of potential impacts or mitigation measures related to earthquakes and potential subsequent releases or oil spills.**

The project area is located in a geologically complex and seismically active region that is subject to earthquakes and potentially strong ground shaking. Major active or potentially active faults in the region include the Newport Inglewood and Palos Verdes faults. The DEIR needs to discuss the highest peak ground accelerations at the project area and pipeline routes. Facilities would be susceptible to damage as a result of an earthquake on these or other regional faults.

G1-A4.23

Similarly, mitigation measures should be added to require the cease of operations and inspection of all pipelines, storage tanks, and other infrastructure following any seismic event that exceeds a ground acceleration at the project area of 13 percent of gravity (0.13 g). Operations shall not be reinstated at the project area and associated pipelines until it can be determined that all refinery infrastructure is structurally sound.

G1-A4.24

**Water Quality**

**1. Surface Water runoff is not discussed in the impact evaluation.**

Although surface water runoff was characterized in the environmental setting in Chapter 3, there was no corresponding impact evaluation in Chapter 4. Construction and operational impacts to surface water quality needs to be evaluated in Chapter 4.

G1-A4.25

**2. Requirement for NPDES permits needs to be included as mitigation**

Grading and construction in excess of one acre, such as for construction of the six new 500,000 barrel crude oil storage tanks, would require completion of an NPDES mandated SWPPP to

G1-A4.26

mrs

June 7, 2016

Ms. Jillian Wong  
SCAQMD  
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protect surface water quality. Mitigation measures should be included indicating that a) a SWPPP shall be completed by a California registered, Qualified Storm Water Pollution Prevention Plan Developer and that b) a California registered, Qualified Storm Water Pollution Prevention Plan Practitioner shall oversee and monitor construction Best Management Practices and stormwater management, in accordance with the State General Construction Permit and the Los Angeles Regional Water Quality Control Board.

G1-A4.26  
cont'd.

**3. Incidental spills of oil and other petroleum products could occur during operations and need to be evaluated.**

Project demolition, grading, and construction could result in incidental spills of petroleum products from demolition equipment, excavation and grading equipment, concrete washout, construction chemicals, cleaning solvents and construction debris. Similarly incidental spills of oil and other petroleum products could occur during operations. Any of these contaminants would potentially impair local surface water runoff. These impacts need to be evaluated in Chapter 4.

G1-A4.27

**4. The EIR needs to include mitigation mandating that the existing Spill Prevention, Control and Countermeasure (SPCC) be amended**

Similarly, Chapter 4 needs to include mitigation mandating that the existing SPCC be amended to reflect the new infrastructure, as was briefly discussed in Chapter 3. Mitigation should be provided requiring that the plan outline steps that would be taken in the event of a spill, including identification and elimination of the spill, containment of the spill, notification of the designated emergency response coordinators, and initiation of clean-up measures. The plan shall specify which public agencies would be notified in the event of a spill and that the plan shall be updated prior to operation of the new facilities.

G1-A4.28

**5. The EIR needs to clarify whether there is any off-site surface water discharge to the Dominguez Channel.**

Sections 3.4.2.2.3 and 3.4.2.3.3, Surface Water Runoff, indicate that runoff is collected, treated, and discharged under the existing NPDES permit or the Industrial Wastewater Discharge Permit into the sanitary sewer. Please clarify whether there is any off-site surface water discharge to the Dominguez Channel. Also clarify whether all demolition and construction related surface water contaminants would be contained and discharged into the sanitary sewer. In the event runoff occurs to the Dominguez Channel, mitigation associated with potentially contaminated runoff is required.

G1-A4.29

June 7, 2016

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**6. The EIR needs to evaluate potential impacts to surface water and groundwater quality as a result of a rupture or leak from proposed new infrastructure.**

Chapter 4 needs to evaluate potential impacts to surface water and groundwater quality as a result of a rupture or leak from proposed new infrastructure, including the large oil storage tanks. Although the potential for oil spills currently exists at the Refinery, the proposed project increases the potential for and scope of leaks or spills, and associated water quality impacts, primarily due to construction of the six new 500,000 barrel tanks, upgrades of two 80,000 barrel tanks to 300,000 barrel tanks, and construction of associated pipelines. This increased risk and scope of spills and associated impacts to water quality should be addressed in the EIR, including an evaluation as to whether spill storage tank containment berms would contain a worst-case spill and if not, what waterways would be impacted. Worst case spills from pipelines should also be addressed. Chapter 4 should discuss what existing safety policies and procedures are in place to help prevent and reduce spill related impacts, including equipment and operating procedures. Finally, mitigation measures need to be added to lessen or avoid such impacts.

G1-A4.30

Chapter 4 needs to evaluate whether there would be an increase in the amount of stormwater runoff in areas of new construction, such as the six new 500,000 barrel tanks. If such an increase would occur, mitigation needs to be provided indicating how off-site flows would be reduced to levels equal to or less than existing off-site runoff in order to reduce the potential for downstream flooding.

G1-A4.31

**7. The EIR needs to include a 100-year flood plain of Dominguez Channel with respect to proposed new facilities**

Provide a map illustrating the 100-year flood plain of Dominguez Channel with respect to proposed new facilities. In the event facilities are located within the flood plain, provide mitigation that would ensure such facilities would not be damaged by flooding.

G1-A4.32

**8. Include the significance criteria used to determine water demand impacts.**

With respect to water demand, it is unclear how the significance criteria were determined. Please clarify how the maximum potable water demand of 262,820 gallons per day and maximum increased water demand of 5,000,000 gallons per day were calculated to be established as thresholds for this Project.

G1-A4.33

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**Other Issue Areas**

**Noise**

**1. The EIR needs to use the appropriate thresholds for the City of Carson**

The EIR failed to use thresholds based or approved by the jurisdiction where the potential impacts could occur. The DEIR uses a 3 dBA threshold that is not consistent with the thresholds used for noise by the City of Carson. The City of Carson uses the Los Angeles County code and the code requires the threshold to be the ambient IF the ambient is above the threshold, thereby essentially allowing minimal if any increase in noise levels. The Los Angeles County Code also utilizes an hourly average, not a CNEL basis. The analysis of impacts, and thus level of significance, along with required mitigation is unknown without using the appropriate thresholds.

G1-A4.34

Sincerely,



Luis F. Perez  
Senior Project Manager

mrs

## Response to Comment Letter No. G1-A4

### City of Carson

#### Comment G1-A4.1

The City of Carson is a responsible agency for the refinery consolidation project, and therefore has a special interest in ensuring that all the significant impacts are articulated, identified and mitigated. As stated in the attached comment letter, the City recognizes that the project may bring with it potential regional benefits – however, the City has several concerns regarding the Draft Environmental Impact Report (DEIR). We believe that the project in its most understandable terms shutters a major stationary pollution source historically located in the City of Los Angeles and consolidates that major stationary pollution source into the City of Carson and closer to the residents of both Carson and the City of Long Beach.

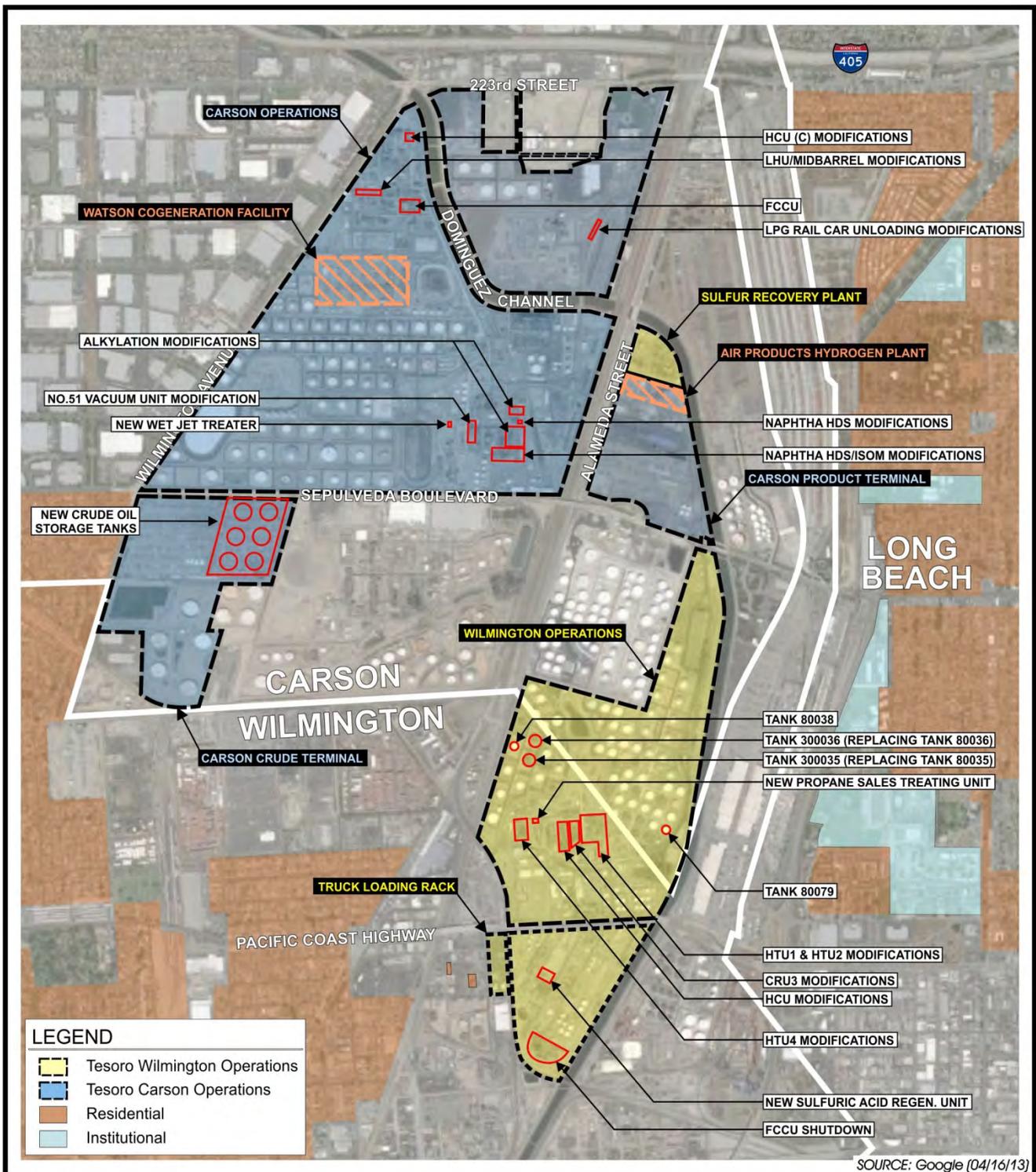
The City and its residents deserve a full and complete environmental analysis that includes all the impacts from the proposed project and the feasible mitigation measures available to lessen or avoid the impacts prior to any action taken on the proposed project. The attached letter prepared by Marine Research Specialists (MRS), City’s consultant on this matter, outlines the DEIR’s deficiencies that need to be addressed before the South Coast Air Quality District makes a decision on this project.

G1-A4.1

#### Response G1-A4.1

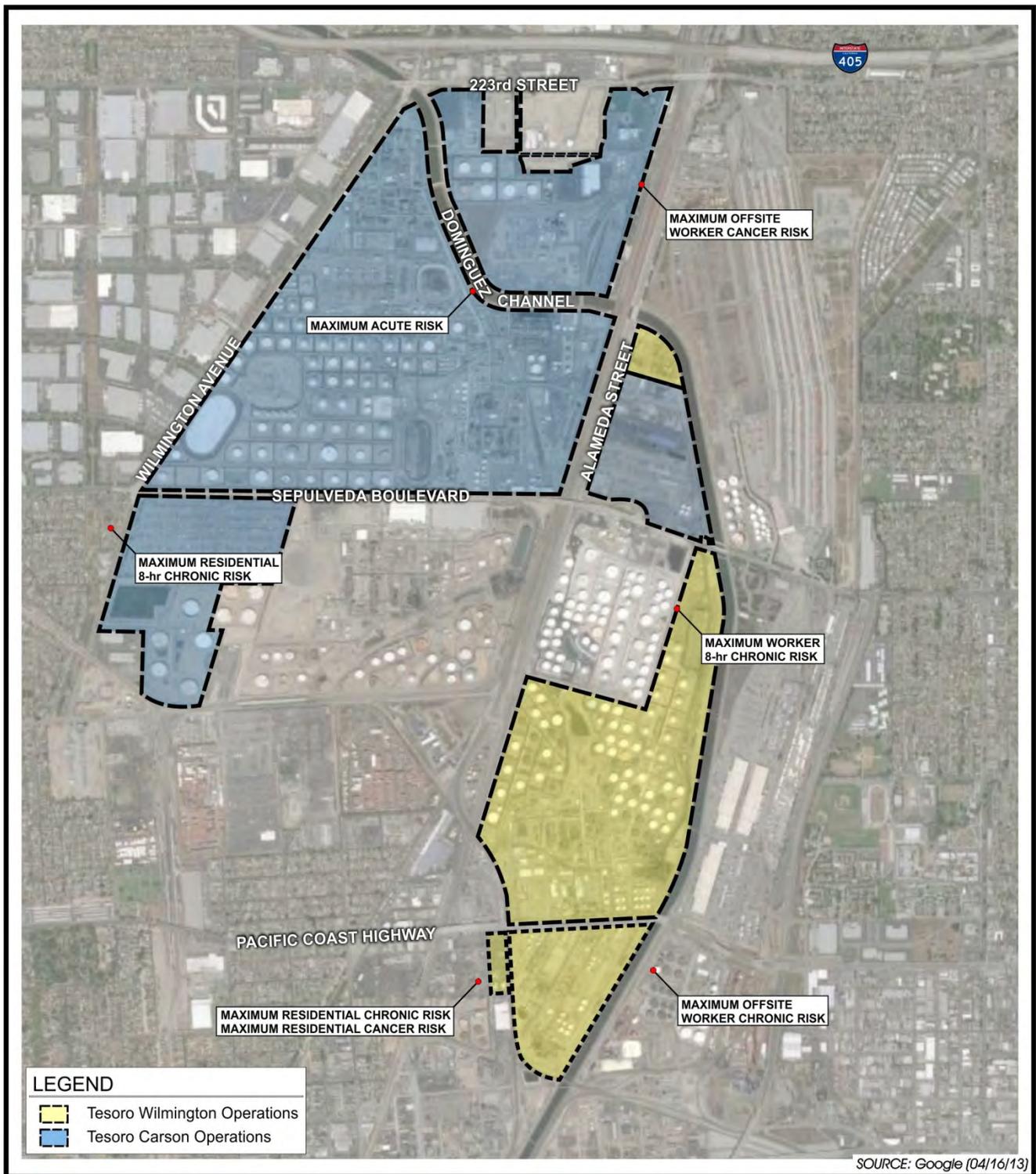
Thank you for your comment. This comment summarizes the comments of the City of Carson, a responsible agency for the proposed project. The concerns raised in this comment are provided in more detail in subsequent comments and responded to in detail in subsequent responses. While the proposed project, called the Los Angeles Refinery Integration and Compliance Project, will allow Tesoro to shut down the Wilmington Operations FCCU in Wilmington, the proposed project will not consolidate emissions in Carson and Long Beach, as claimed in the comment. The proposed project will allow Tesoro to shut down the Wilmington Operations FCCU by modifying a number of other units (including the Wilmington Operations HCU and HTU-4, and Carson Operations No. 51 Vacuum Unit, HCU, and Alkylation Unit) so that the Refinery will operate more efficiently. The Wilmington Operations FCCU is located approximately 1,270 feet from the closest resident; whereas the Carson Operations FCCU is located about 2,000 feet from the closest resident. Of the processing units affected by the shutdown of the Wilmington Operations FCCU, the Carson and Wilmington Operations FCCUs are the closest to residents. Therefore, the proposed project will not consolidate sources closer to residential areas (see Figure A4.1-1). The only sources associated with the proposed project that will be closer to residential areas than they currently are, are the proposed new storage tanks at the Carson Crude Terminal, which will be up to approximately 70 feet closer to the residential neighborhood to the west than the existing storage tanks at the Carson Crude Terminal, but still remain over 1,300 feet from residences. The impacts of these storage tanks, along with all other components of the proposed project, have been evaluated in the DEIR. The DEIR Table 4.2-4 presented the changes in emissions from the proposed project by unit categorized by direct and indirect and by location. Increases in emissions occur at both the Carson and Wilmington Operations with reductions occurring at the Wilmington Operations, which redistributes the emissions but does not consolidate the emissions in Carson as the comment claims. However, health risk analyses show that the health risks, and related air quality emissions impacts, are not concentrated in any one portion of the community (see Figure A4.1-2). The proposed project’s increase in health

APPENDIX G1: RESPONSE TO COMMENTS



**EA** Environmental Audit, Inc.

FIGURE A4.1-1  
PROJECT COMPONENT LOCATIONS MAP  
TESORO LOS ANGELES REFINERY



**EA** Environmental Audit, Inc.

FIGURE A4.1-2  
 MAXIMUM CALCULATED COMBINED  
 CONSTRUCTION AND OPERATIONS HEALTH RISK LOCATIONS  
 TESORO LOS ANGELES REFINERY

risks were determined to be less than the SCAQMD significance thresholds at all receptor locations.

The DEIR provided a complete environmental analysis of all environmental impacts from the proposed project.

**Comment G1-A4.2**

In addition to the technical comments prepared by MRS, I note that the DEIR does not address or even acknowledge issues of environmental justice. Cities, counties, and other local governmental entities have an important role to play in ensuring environmental justice for all of California's residents. "[E]nvironmental justice" means the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies." Gov't Code § 65040.12(e). Fair treatment in this context means that the benefits of a healthy environment should be available to everyone, and the burdens of pollution should not be focused on sensitive populations or on communities that already are experiencing its adverse effects.

G1-A4.2

As the California Attorney General has stated,

Many local governments recognize the advantages of environmental justice; these include healthier children, fewer school days lost to illness and asthma, a more productive workforce, and a cleaner and more sustainable environment. Environmental justice cannot be achieved, however, simply by adopting generalized policies and goals. Instead, environmental justice requires an ongoing commitment to identifying existing and potential problems, and to finding and applying solutions, *both in approving specific projects and planning for future development.*

*Environmental Justice at the Local and Regional Level. Legal Background, California Department of Justice. (Italics added.)*

G1-A4.2  
cont'd.

Addressing environmental justice is of utmost importance as "a number of studies have reported increased sensitivity to pollution, for communities with low income levels, low education levels, and other biological and social factors. This combination of multiple pollutants and increased sensitivity in these communities can result in a higher cumulative pollution impact." Office of Environmental Health Hazard Assessment, Cumulative Impacts: Building a Scientific Foundation (Dec. 2010), Exec. Summary, p. ix (found here: <http://oehha.ca.gov/ej/cipa123110.html>). The DEIR utterly fails to address the potentially higher cumulative pollution impacts on low income communities, and therefore also fails to provide adequate mitigation measures to reduce or eliminate such impacts.

**Response G1-A4.2**

The SCAQMD notes the environmental justice concern raised in the comment, and while environmental justice is not an environmental factor that is required to be analyzed under CEQA, the SCAQMD has many programs that reduce the impacts on environmental justice communities. For a complete response to the environmental justice issues raised by this comment, see Master Response 14.

The OEHHA document referenced in the comment was, in part, prepared to identify disadvantaged communities for a state law that requires 25 percent of the proceeds from cap-and-trade auctions be invested in projects that benefit these communities and not for the purposes of CEQA compliance. The document provides a screening methodology for evaluating cumulative impacts. The document provides a Disclaimer on page iii that states that:

"This report presents the first step in developing a screening methodology to evaluate the cumulative impacts of multiple sources of pollution in specific communities or

geographic areas. The scientific screening methodology is intended for eventual use by the boards, departments and office of the California Environmental Protection Agency (Cal/EPA). Cal/EPA intends shortly to initiate the development of guidelines to accompany this methodology. Until these guidelines are completed, the scientific screening methodology discussed in this report is not to be used for regulatory purposes, including the permitting of facilities or compliance with the California Environmental Quality Act. Whether and how the scientific screening methodology should be used in permitting or other regulatory processes is a topic that needs more discussion within Cal/EPA and more input from the Cumulative Impacts and Precautionary Approaches (CIPA) Work Group and other stake-holders.” (OEHHA, Cumulative Impacts: Building a Scientific Foundation, December 2010, Disclaimer on page iii, with similar language on page 34)

For further information regarding cumulative impacts, see Master Response 16.

**Comment G1-A4.3**

Additionally, the DEIR is highly technical. Section 15140 of the Guidelines emphasizes that EIRs should readily be understandable by the layperson. However, the chapters are very technical and difficult to understand in a meaningful way by someone who does not have a chemical engineering background. To a lesser degree, this is also true of Chapter I, Introduction and Executive Summary. This is not unusual for the technical studies, but the DEIR itself needs to be simpler to follow and understand, especially the summary. The complexity of the document impairs meaningful public participation and requires substantive revisions.

G1-A4.3

**Response G1-A4.3**

The proposed project is complicated, so a substantial amount of time and effort was exerted to create a document written in plain language and using appropriate graphics and tables so the general public could quickly understand the information. Detailed calculations and analyses were prepared and included in the appendices and the detailed information was summarized and then included in the DEIR, which is consistent with CEQA Guidelines § 15147. Generally, incorporating information in tables provides a quick way to review. The text can then focus on explaining the information in the tables to assist the public with understanding the information. This was the approach taken in the DEIR for the proposed project.

In response to this comment and others similar to it, the SCAQMD has endeavored to simplify explanations of the environmental analyses contained in the DEIR through the use of “Master Responses” in the FEIR and has clarified some portions of the DEIR in the FEIR. However, the proposed project involves modifications to existing refining processes, which are technical in nature. Consistent with CEQA Guidelines §§ 15146 and 15147, the FEIR balances the need to provide simplified language for the lay person, but also sufficient technical information for the lead agency and other agencies relying on the FEIR, as well as members of the public.

**Comment G1-A4.4**

Only after a full and complete environmental analysis of all the substantial impacts from the proposed project and an identification of the feasible mitigation measures available are provided in an understandable format can the City and its citizens form an opinion on the merits of the proposed project. We request that the South Coast Air Quality Management District responsibly and properly respond to each and every one of the City's comments prior to any action taken on the proposed project.

Thank you in advance for your consideration of the above comments, as well as the comments in the attached letter from MRS. Please feel free to contact my office at (310) 952-1729 if you have any questions regarding our comments. We look forward to meeting with the District and Tesoro to work through the many project impacts and to discuss potential mitigation measures.

G1-A4.4

**Response G1-A4.4**

The SCAQMD has provided a full and complete environmental analysis of the proposed project. The SCAQMD has responded to all of the City's comments provided on the NOP/IS (see Appendix A of the DEIR, pages A-117 through A-128) and all of the City's comments provided on the DEIR in the Responses G1-A4.1 through G1-A4.38, Responses G1-A9.1 and G1-A9.2, and G1-A10.1 through G1-A10.4. All of those comments will be transmitted to and reviewed by the SCAQMD's Executive Officer prior to making any decisions regarding the proposed project. Consistent with CEQA Guidelines § 15088 (b), the SCAQMD will provide these responses to the City at least ten days prior to certification of the FEIR. See Response G1-A4.3 regarding presentation of technical information in simplified explanations.

**Comment G1-A4.5**

On behalf of City of Carson, I would like to thank you for the opportunity to review and comment on the Draft EIR for the Tesoro Integration and Compliance Project. The City of Carson is a responsible agency under CEQA and will use this EIR to consider issuing discretionary permits for the portions of the Project within the City's jurisdiction. While the City understands that there are a number of potential benefits associated with the project, including potential reduction of some air quality pollutants, the City remains concerned that the existing substantial impacts to the citizens of Carson from ongoing operations are not being adequately presented in the DEIR. Similarly, those impacts are not targeted for potential mitigation or improvements that could reduce the effects endured by the community as a result of the Refinery operation.

The Tesoro Refining & Marketing Company LLC is proposing to integrate the operations of West Coast Products LLC Carson Refinery with the Tesoro Los Angeles Refinery – Wilmington Operations to form the Tesoro Los Angeles Refinery. The proposed project is designed to comply with the federally mandated Tier 3 gasoline specifications and with State and local regulations mandating emission reductions. Tesoro is also proposing to construct six new 500,000 barrel tanks at the Carson Crude Terminal and replacing two existing 80,000 barrel crude oil tanks at the Wilmington Operations with two 300,000 barrel tanks. Piping within the Carson Crude Terminal will be installed to connect the six new 500,000 barrel tanks to existing pipelines to the Carson Operations and Marine Terminal 1. The two new 300,000 barrel tanks will be connected to existing pipelines from the Wilmington Long Beach Terminal.

G1-A4.5

**Response G1-A4.5**

This comment provides background information about the proposed project and states a general concern that the existing impacts to the citizens of Carson from ongoing operations are not

adequately presented or targeted for mitigation in the DEIR. In accordance with CEQA, the DEIR analyzes impacts from the proposed project. Existing operations and activities are the subject of extensive permitting and regulations to minimize impacts, and are considered the “baseline” condition against which impacts are measured. See Master Response 12 regarding the appropriate baseline and Responses G1-A4.6 through G1-A4.38, Responses G1-A9.1 and G1-A9.2, and G1-A10.1 through G1-A10.4 regarding more specific comments on the DEIR.

**Comment G1-A4.6**

**Project Description**

1. The EIR failed to include the actual existing capacity for both refineries and the description of all products. Actual existing capacity is necessary to establish the existing baseline and the potential impacts generated by the proposed project. Similarly, the EIR failed to include actual volumes and description of products with the proposed project. The description of all proposed products under the Refinery Integration Project must include a breakdown of the expected volumes of those products and the method of transportation and destination for those products. The EIR also failed to include an analysis of the transportation of the additional volumes of product out of the refinery under the proposed project and potential impacts that could occur beyond baseline

G1-A4.6

G1-A4.6  
cont'd.

**Response G1-A4.6**

The actual existing capacity of the Refinery, based on recent physical conditions, was described on page 2-17 of the Project Description found in the DEIR and further, in Master Response 5. The products produced by the Refinery were also described in detail on page 2-8 of the DEIR. The proposed project does not increase the Refinery’s finished fuel production capability as further described below. Therefore, a breakdown of expected volumes of products after the proposed project is implemented is not required, since there is no change in total fuel production.

It is important to understand that the proposed project is centered on the goal of making process unit modifications that will enable the Refinery to continue making the same overall amount of finished motor fuels more efficiently, and to shut down the Wilmington Operations FCCU, a major fuel production unit in the Refinery. Many proposed project elements will be implemented to recover and upgrade distillate range material from FCCU gas oil feeds at both Carson and Wilmington Operations, thereby reducing the volume of gas oil remaining to be processed in the Carson Operations FCCU. As a result, total fuel production will not increase.

4

In simple terms, this project focuses on distillate, essentially the middle portion of a barrel of crude oil, not on increased production. As explained in the DEIR Section 4.1.2.3, transferring the gas oil feed stream from Wilmington to Carson will allow the Refinery to discontinue or reduce the purchase of gas oil from third parties.<sup>59</sup> Modifications to various units at the Carson

<sup>59</sup> The DEIR states at 4.1.2.3, "Once the proposed project becomes operational, the Carson Operations FCCU is expected to operate more consistently at its recent demonstrated capacity of 102,500 bbl/day. This is the unit’s baseline peak daily operating rate, which has been achieved frequently in the past. The design rate of 105,000 bbl/day has been achieved in the past, though less frequently. Two major factors that will support consistently operating the Carson Operations FCCU at its demonstrated capacity are: 1) consistently providing gas oil feed from Wilmington Operations and 2) recovering distillate from gas oil streams so that the Los Angeles Refinery

and Wilmington Operations 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. This will enable the remaining heavier gas oil feed from the Wilmington Operations FCCU to be diverted to the Carson Operations FCCU, while maintaining the same overall level of transportation fuels production. Note that other project elements, such as the import of LPG feed for the Wilmington Operations Alkylation Unit, are designed to enable the Refinery to “make-up” finished fuel production capacity that is lost with the shutdown of the Wilmington Operations FCCU (see Master Response 10). The 6,000 bbl/day additional feed to the Wilmington Operations DCU will not result in any additional finished fuel production beyond the peak baseline day because the additional feed will partially “make up” lost transportation fuels production capability associated with shutdown of the Wilmington Operations FCCU, similar to other project elements (see Master Response 6). The proposed project is designed to maintain the overall production volume of transportation fuels (see first bullet page 2-3 of the DEIR), but allows the flexibility to swing production to either more gasoline or more distillates, depending on market demand. If more distillate is produced, less gasoline will be produced. In other words, the total production of gasoline, jet, and diesel fuel will be essentially the same before and after the proposed project modifications. Gasoline and diesel are and will continue to be distributed to marketing facilities by truck. Therefore, there are no other potential impacts associated with transportation of additional volumes of products from the Refinery.

**Comment G1-A4.7**

2. Part of the project includes construction of large tanks to facilitate and expedite the unloading of oil tankers from the marine terminal at the Port of Long Beach. However, no information is provided on the existing pipeline system that would transport the crude at much higher volumes and rates than what is currently being transported. The EIR failed to include a description of the existing pipelines from the Port of Long Beach to both Wilmington and Carson refineries. The capacity, age, and maintenance and repairs issues need to be included. Please describe how it will handle the added volumes that will be able to be transported with the added tankage proposed under the project. There is no description of the need for any modifications to that existing pipeline system. Please include information on the previous environmental review and permitting conducted for those pipeline systems. The EIR failed to also include an analysis of potential increase of spill risk as a result of the added volumes and the increased intensity of use associated with the pipeline facilities.

G1-A4.7

**Response G1-A4.7**

The proposed project will not modify the existing pipeline system between the Refinery and the Port of Long Beach. As discussed on pages 2-39 and 2-40 of the DEIR, the only modifications to pipelines associated with the transport of crude between the Refinery and Port of Long Beach is the replacement of 5,000 feet of 12-inch diameter piping with 24-inch diameter piping within the confines of the Wilmington Operations to allow the replacement storage tank loading rate to

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balances the available gas oil with the production requirement for gas oil (i.e., to be in balance). The first factor will enable the Los Angeles Refinery to discontinue or reduce purchasing gas oil from external third-party sources in order to keep the FCCUs operating near capacity. The second factor is important so that there is not an excess of gas oil that cannot be processed into finished fuels."

increase from 5,000 bbl/hr to 15,000 bbl/hr. The existing pipeline between the Wilmington Operations and the Port of Long Beach is already 24-inches and no modifications are required to the existing pipeline. It should be noted that other existing floating roof tanks at the Wilmington Operations have already achieved the higher unloading rates of 15,000 bbl/hr, so that these rates through the pipeline from the Port of Long Beach to the Wilmington Operations are part of the baseline. The increased annual transfer of crude oil associated with the 6,000 bbl/day Refinery crude oil capacity increase is negligible compared to the total annual transfer rate. Therefore, the hazard impacts associated with the existing pipelines would be the same after implementation of the proposed project as the existing potential hazard impacts. The detailed information requested on the existing pipeline system within the City of Los Angeles and Port of Long Beach jurisdictions as part of this comment (e.g., age, maintenance and repairs) are outside the scope of the current DEIR and were not included in the DEIR, nor should they be, since the proposed project does not make modifications to these pipelines.

The hazards associated with potential spills from the new pipelines are included in the DEIR (see pages 4-51 through 4-57, and Appendix C). The hazards associated with the modifications to replace 5,000 feet of 12-inch diameter piping with 24-inch diameter piping would remain within the confines of the existing Refinery and was therefore found to be less than significant (see FEIR Table 4.3-2 and Figure 4.3-3). Historical operating data (e.g., existing capacity, age, or maintenance and repairs) are not factors in selecting the scenarios for evaluation to determine the worst-case consequence of a release. Rather, as described in Appendix C of the DEIR, composition, characteristics of the commodity, operating temperature and pressures, and design of pipeline among others are used in selecting the scenarios to analyze the worst-case hazards impacts.

**Comment G1-A4.8**

3. The EIR failed to include a list and description of all previous environmental reviews conducted for the refineries and all appurtenances and associated facilities, such as pipelines.

} G1-A4.8

**Response G1-A4.8**

CEQA requires that an EIR contain a project description (Guidelines §15124) and a description of the environmental setting (CEQA Guidelines § 15125). The DEIR, in Chapters 2 and 3, fully complies with these requirements. While the Refinery has been subject in the past to various permitting and CEQA evaluations, the Refinery is a complex operation and none of the previous documents are related to the proposed project nor were they relied on in the preparation of the DEIR. The comment does not provide any basis for the conclusion that the DEIR should include the history of all environmental reviews undertaken at or around the Refinery.

**Comment G1-A4.9**

4. The EIR failed to include a description of the transportation of the additional volumes of product out of the refinery under the proposed project (which is described in the document as potentially being up to 6,000 barrels per day; however, no specific information is provided as to what type of product it would be) and potential impacts that could occur beyond baseline in all applicable issue areas.

} G1-A4.9

### Response G1-A4.9

See Response G1-A4.6 that explains the potential impacts of the proposed project have been fully analyzed in the DEIR.

### Comment G1-A4.10

5. The EIR failed to include an explanation of the proposed Sulfuric Acid Regeneration Plant (SARP) operations, including the storage volumes and processing activities, and current use/transport of sulfuric acid. Include an explanation of the new impact zones from the SARP.

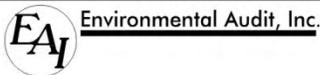
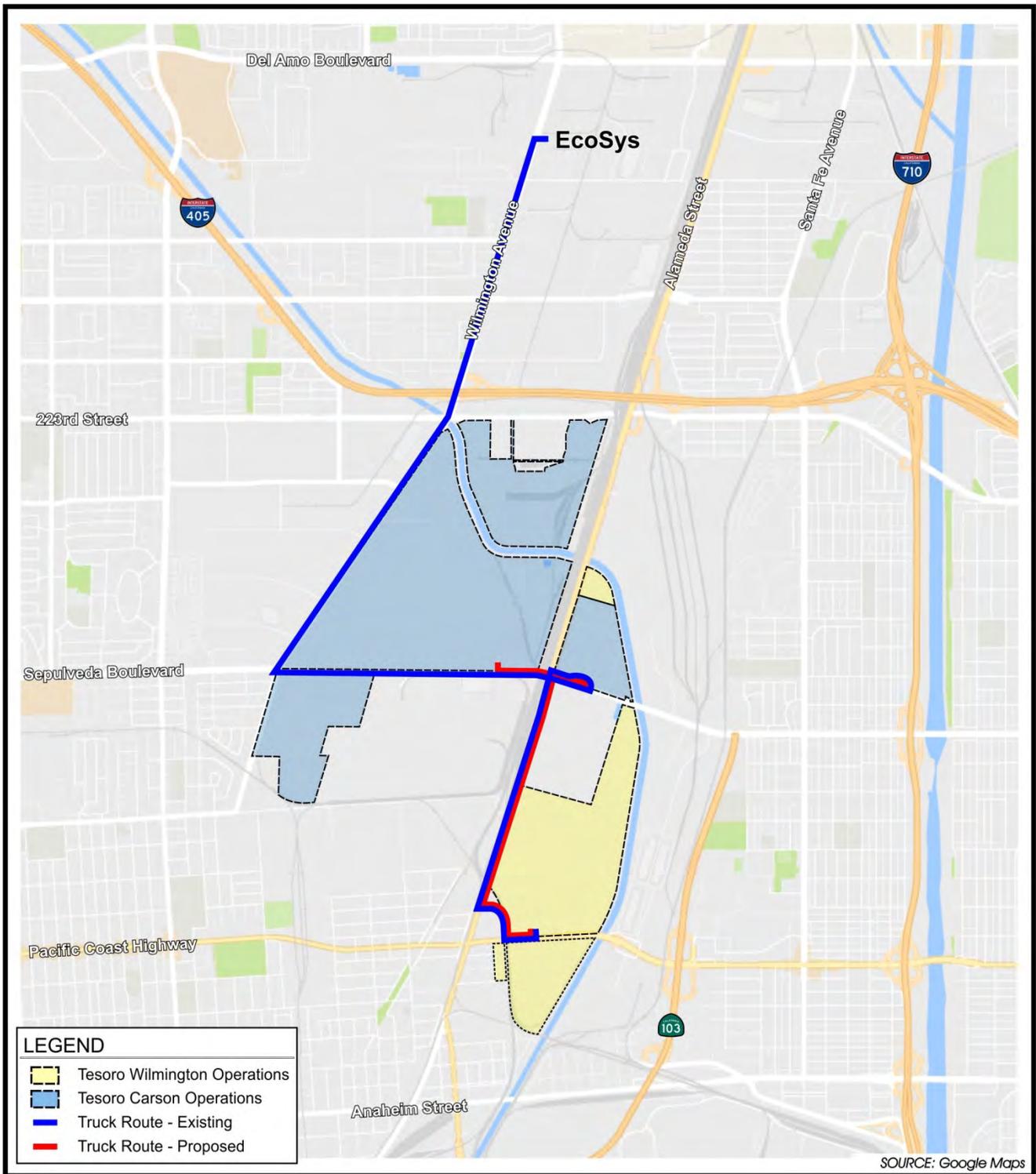
G1-A4.10

### Response G1-A4.10

The DEIR described the proposed Sulfuric Acid Regeneration Plant (SARP) in Chapter 2. It explained that the new plant will remove impurities from and recycle the Wilmington Operations and Carson Operations' spent sulfuric acid to produce fresh sulfuric acid, rather than sending the spent sulfuric acid offsite for treatment (see DEIR, page 2-38). As explained in the DEIR (see pages 2-38 and 4-58 through 4-60), currently, spent sulfuric acid is being transported offsite by truck (from the Wilmington Operations) and pipeline (from the Carson Operations) for recycling at the ECO Services Dominguez Carson Sulfuric Acid Plant located at 20720 S. Wilmington Avenue in Carson. Installing the SARP will eliminate over 6,000 acid truck miles per year from public roadways compared to current operations. Instead, trucks will only be routed to and from the Carson Operations and Wilmington Operations, a much shorter trip (see Figure A4.10-1).

As discussed in the DEIR (see pages 2-38 and 2-39), the SARP is sized for an approximate throughput of 400 tons/day of sulfuric acid production and regeneration and will include the following: three tanks, up to eight electrically driven pumps, a natural gas fired 42 mmBtu/hr Decomposition furnace, a natural gas fired 20 mmBtu/hr Process Air Heater, a waste heat steam generator, up to four blowers, up to eight heat exchangers, four towers, one reactor, one stripper, three scrubbers, one electrically driven compressor, three drums, and associated piping (perhaps with new pressure relief valves to vent flares) and instrumentation. Sulfuric acid is used as a catalyst in the Alkylation Unit to produce alkylate and loses its effectiveness over time, so the spent sulfuric acid will be transported to the new SARP, recycled, and the fresh sulfuric acid will be sent back to the Alkylation Units for reuse.

The "new impact zones" associated with the new SARP were described in the DEIR (see pages 4-45 through 4-52) and were shown in Figure 4.3-2 (see DEIR page 4-50). The impacts associated with the SARP were analyzed in detail in the Worst-Case Consequence Analysis hazards report contained in Appendix C of the DEIR. As discussed in the DEIR (see page 4-52), the SARP hazards are considered to be significant and unavoidable as the hazard zone for sulfur dioxide would exceed the three ppm significance threshold within residential areas in Wilmington west of the Wilmington Operations (see Figure 4.3-2). All feasible mitigation has been identified in Section 4.3.3 of the DEIR and will be imposed.



**FIGURE A4.10-1  
ACID TRUCKING MAP  
TESORO LOS ANGELES REFINERY**



## Comment G1-A4.11

### Issue Areas

#### Air Quality and Health Risk

1. The EIR failed to provide information on the existing health risk of the combined refineries and ensure that the operations of the refineries with the proposed project does not increase the already unacceptable levels of risk to the community.

The HRA baseline from the combined Refineries is not presented in the EIR. Historical AB2588 analysis from 2013 and 2000 for the Wilmington and Carson Refineries show some potentially significant health risk levels for nearby receptors, particularly if the facilities are combined. In addition, based on the most recent toxic emission inventory posted on the SCAQMD website for the refineries, substantial increases in diesel particulate matter emissions are associated with both refineries in recent years. As diesel particulate matter produces at least 40% of the health risk, health risk levels would be higher than these previous AB2588 analysis. In addition, due to the release of the Hotspots Analysis and Reporting Program Version 2 (HARP2) model in 2015 by the Office of Environmental Health Hazard Assessment (OEHHA), health risk levels would increase even further. In short, the refineries are currently producing risk levels to the community which exceed the acceptability criteria of 10 in a million.

G1-A4.11

## Response G1-A4.11

The DEIR used the SCAQMD Mates IV study to identify the existing conditions for air toxics (see DEIR Section 3.2.4.5). As explained in Section 3.2.4.5 of the DEIR, the MATES IV study used the updated OEHHA guidance. The AB2588 Air Toxics Hot Spots HRAs that are cited in the comment are based on older emissions estimates, an outdated methodology, and most importantly, are prepared for a different purpose. They further do not include mobile emission sources. In contrast, the MATES IV study includes recent data, the current OEHHA methodology, and takes mobile source diesel emissions into account. Because the MATES IV study relies on ambient air quality data, it reflects all emission sources in the background.

The DEIR contained a detailed Health Risk Assessment (HRA) in Appendix B-4 and summarized the results in the DEIR (see pages 4-30 through 4-36). The purpose of the HRA was to evaluate the health risks associated with changes in emissions resulting from the proposed project, and the HRA calculated this change only after establishing baseline emissions (see DEIR page B-3-56 through B-3-96, B-3-99, B-3-100, B-3-103 through B-3-109, B-3-117, and B-3-118). Because the HRA reports the various health risks in terms of “increases” due to the proposed project, readers of the DEIR are fully informed as to how the approval of the proposed project will impact health risks in the project vicinity. The HRA was performed using the latest OEHHA HARP2 model and the results were evaluated using the SCAQMD’s CEQA significance thresholds including the incremental increase in cancer risk of ten in one million.

**Comment G1-A4.12**

As per California Air Pollution Control Officers Association (CAPCOA) Guidelines (Health Risk Assessments for Proposed Land Use Projects, CAPCOA, 2009), significance thresholds for Type A projects (Tier A for Health Risk Assessments: Type A projects introduce risk to an area as opposed to Type B projects, which introduce receptors to an area already exposed to risks) are set at 10 in a million and that:

*"For air district permitting, the thresholds apply only to individual permit units. For the Hot Spots program, the thresholds apply to the entire facility excluding vehicle emissions. Neither the permitting programs nor the Hot Spots program apply to vehicle emissions. For CEQA, the thresholds apply to all facilities including vehicle emissions, and road related emissions." (page 11, section 7.1)*

The impacts of refinery vehicles on the health risk should also be included, as per the CAPCOA guidelines. CEQA analysis should examine all sources of toxic pollutants, including vehicles, mobile/portable sources and fixed emissions sources. The EIR examined the health risk impacts from the mobile source locomotives, but the impacts of other, mobile sources, both baseline and proposed project, must also be included.

In order to appropriately assess the health risk impacts on the community, the existing chronic, acute and cancer risk currently being presented by the refineries should be quantified, and the proposed project increases need to be ensured, through mitigation measures, to not exceed the CAPCOA thresholds. Cancer impacts are most likely currently above the thresholds for the existing refineries combined, particularly if mobile sources are included. The inclusion of the proposed project would exacerbate an already unacceptable situation.

G1-A4.12

G1-A4.12  
cont'd.

**Response G1-A4.12**

The DEIR included an HRA (see Appendix B-4) that fully analyzed the impacts of the proposed project. The comment identified that onsite mobile sources were not included in the HRA. The HRA in the FEIR has been updated to include onsite mobile sources (see FEIR Appendix B-4). The CAPCOA Guidelines cited in this comment are optional guidelines prepared by CAPCOA for use by air permitting agencies in the state in particular for agencies that do not have established guidelines. The SCAQMD has adopted its own CEQA significance thresholds, as well as its own guidance for the preparation of HRAs for permitting purposes, and compliance with CEQA Guidelines, which are consistent with the CAPCOA Guidelines for use in preparation of the proposed project DEIR and HRA.

The HRA, summarized in the DEIR (pages 4-30 through 4-36) and contained in Appendix B-4 followed SCAQMD's HRA guidelines, including recent revisions from OEHHA. The DEIR used the SCAQMD MATES IV study to identify the existing conditions for air toxics (see DEIR Section 3.2.4.5). As explained in Section 3.2.4.5 of the DEIR, the MATES IV study used the updated OEHHA guidance. The MATES IV Study discussed in Section 3.2.4.5 of the DEIR, while focused on carcinogenic health impacts, also assessed non-carcinogenic (i.e., non-cancer) TAC health impacts and determined the TAC concentrations were below the established chronic reference exposure levels (RELs). Therefore, the existing ambient air quality has less than significant chronic non-cancer health impacts.

Table 3.2-5 of the DEIR presents the ambient concentrations of TAC at the West Long Beach monitoring station. Table A4.12-1 presents the acute hazard indices associated with the West Long Beach station's ambient TAC concentrations. The individual TAC measured

APPENDIX G1: RESPONSE TO COMMENTS

concentrations were below the established acute RELs. The total acute hazard index for the monitored TAC in ambient air is 0.242. Table 3.2-5 of the FEIR has been updated to present the acute hazard information presented in Table A4.12-1.

**TABLE A4.12-1 (same as FEIR Table 3.2-5)**  
**Ambient Air Quality**  
**Toxic Air Contaminants – West Long Beach**  
**Peak 24-Hour Concentration 2012-2013**

Pollutant	Peak 24-hour Concentration	Acute REL	Acute HI	Pollutant	Peak 24-hour Concentration	Acute REL	Acute HI
<b>VOCs</b>	<b>ppbv (<math>\mu\text{g}/\text{m}^3</math>)</b>	<b>(<math>\mu\text{g}/\text{m}^3</math>)</b>			<b>ppbv (<math>\mu\text{g}/\text{m}^3</math>)</b>	<b>(<math>\mu\text{g}/\text{m}^3</math>)</b>	
Acetaldehyde	2.79 (5.03)	470	0.011	Formaldehyde	4.06 (4.99)	550	0.009
Acetone	9.93 (23.59)	--	--	MEK	0.47 (1.39)	13000	0.000
Benzene	1.17 (3.74)	27	0.138	Methylene Chloride	13.59 (47.21)	14000	0.003
1,3-Butadiene	0.32 (0.71)	660	0.001	Perchloroethylene	0.07 (0.47)	20000	0.000
Carbon Tetrachloride	0.11 (0.69)	1900	0.000	Styrene	0.32 (1.36)	21000	0.000
Chloroform	0.06 (0.29)	150	0.002	Toluene	3.58 (13.49)	37000	0.000
1,4-Dichlorobenzene	0.02 (0.12)	--	--	Trichloroethylene	0.07 (0.38)	--	--
1,2-Dichloroethane	0.05 (0.20)	--	--	Meta/para-Xylene	2.53 (10.99)	22000	0.000
Ethyl Benzene	0.73 (3.17)	--	--	ortho-Xylene	0.86 (3.73)	22000	0.000
<b>Inorganic compounds</b>	<b>ng/m<sup>3</sup> (<math>\mu\text{g}/\text{m}^3</math>)</b>				<b>ng/m<sup>3</sup> (<math>\mu\text{g}/\text{m}^3</math>)</b>		
Antimony	11.40 (0.01)	--	--	Manganese	61.70 (0.06)	--	--
Arsenic	1.46 (0.00)	0.2	0.007	Molybdenum	7.35 (0.01)	--	--
Barium	159.00 (0.16)	--	--	Nickel	13.00 (0.01)	0.2	0.065
Beryllium	0.09 (0.00)	--	--	Potassium	1,920 (1.92)	--	--
Cadmium	0.42 (0.00)	--	--	Rubidium	4.48 (0.00)	--	--
Calcium	4,640 (464)	--	--	Selenium	5.19 (0.01)	--	--
Cesium	0.23 (0.00)	--	--	Strontium	56.00 (0.06)	--	--
Chromium	8.83 (0.01)	--	--	Tin	8.63 (0.01)	--	--
Cobalt	3.70 (0.00)	--	--	Titanium	324.00 (0.32)	--	--
Copper	251.00 (0.25)	100	0.003	Uranium	0.29 (0.00)	--	--
Hexavalent Chromium	3.70 (0.00)	--	--	Vanadium	18.00 (0.02)	30	0.001
Iron	5,730 (5.73)	--	--	Zinc	225.00 (0.23)	--	--
Lead	43.30 (0.04)	--	--	<b>Total Acute HI</b>			0.242

Source: SCAQMD, 2015a. MATES-IV Final Report, May 2015

Notes: ppbv = parts per billion by volume; ng/m<sup>3</sup> = nanograms per cubic meter, MEK = methyl ethyl ketone  
 -- = no acute reference exposure level (REL) established, Acute HI = Acute Hazard Index

The AB2588 Air Toxics Hot Spots HRAs that the City cites in Comment G1-A4.11 are based on older emissions estimates, an outdated methodology, and most importantly, are prepared for a different purpose. They further do not include mobile emission sources. In contrast, the MATES IV study includes recent data, the current OEHHA methodology, and takes mobile source diesel emissions into account. Because the MATES IV study relies on ambient air quality data, it reflects all emission sources in the background. Therefore, the MATES IV study provides a much more accurate depiction of existing background ("baseline") conditions than the

AB2588 Air Toxics Hot Spots HRAs. The HRA in the DEIR estimated the increase in chronic, acute, and cancer risks that will be caused by the proposed project (both mobile and stationary sources). The purpose of the HRA was to evaluate the risk associated with changes in emissions resulting from the proposed project, and the HRA provided this information.

Further, increases in transportation emissions for on-site locomotive activity were included in the HRA in the DEIR, as well as all stationary sources associated with the proposed project. Changes to the HRA were made in the FEIR to more accurately reflect the proposed project, which resulted in minor changes to the reported results in the DEIR. Of note, diesel particulate emissions from onsite truck activity at Carson and Wilmington Operations were added, adjustments to sulfuric acid mist emissions from heaters were updated to reflect methodologies published in the Oil & Gas Journal, sulfur acid mist emissions were reduced for the SARP based on updated information from a SARP and emissions control equipment vendor, hydrogen cyanide emissions at the Carson Operations FCCU were added, operating parameters were revised for three combustion sources, four residential receptors were added, and the report format was modified to include additional tables. Therefore, the HRA in Appendix B-4 of the FEIR has been revised, which caused the maximum incremental cancer risk for the residential and worker receptors increase by 0.1 in one million to 3.7 and 9.3 in one million, respectively, and the maximum chronic hazard index for a resident to decrease from 0.049 to 0.030. The decrease in the maximum chronic hazard index is due to a change in the emissions profile of the SARP because of improved emission guarantees from the equipment manufacturer. The health risk impacts remain less than significant and do not change the conclusions in the DEIR. Table 4.2-13, Section 4.2.2.5, and Appendix B-4 have been revised in the FEIR to reflect these changes.

As detailed in the DEIR (see Table 4.3-3), the proposed project is expected to result in an overall decrease in acid truck miles. However, an additional ten trucks per day primarily for deliveries and shipments of caustic and acid on the peak day may be added to onsite Refinery activities including idling and onsite transiting. Additionally, the annual number of trucks delivering coke from the Wilmington Operations to the Port of Long Beach may increase by 1,460, but would not increase the peak day number of coke trucks because the peak coke production and transport occurred during the baseline period.

In accordance with CEQA, the DEIR analyzes impacts from the proposed project. Existing operations and activities are the subject of extensive permitting and regulations to minimize impacts, and are considered the “baseline” condition against which impacts are measured. As explained in the DEIR, the MATES IV study quantifies the background ("baseline") health risk from toxic air emissions. The DEIR also describes the applicable significance threshold and its application the proposed project’s impacts (see DEIR Table 4.2-1). See Master Response 12 regarding the appropriate baseline used.

The SCAQMD’s significance threshold for cancer risk, ten in one million, is used to determine whether the projects contribution is cumulatively considerable. This approach has been upheld

in two court decisions.<sup>60</sup> The HRA in the DEIR analyzed the health risk impacts from the proposed project and found that impacts were less than significant. Therefore, CEQA requires no further cumulative impacts analysis for air toxics.

The HRA is conservative in that no reduction in health risk from the shutdown of the Wilmington Operations FCCU was included. CEQA only requires the imposition of mitigation measures if the proposed project's contribution to an environmental impact is significant or cumulatively significant. Since there were no significant health risk impacts, no mitigation is required. These analyses were conducted for air quality impacts and mitigation measures were considered and imposed as required and feasible in the DEIR's Chapter 4.2 on Environmental Impacts and Mitigation Measures for Air Quality. No additional feasible mitigation measures for construction impacts were identified in Chapter 5.2.1. For further description of the cumulative analysis, please see Master Response 16.

**Comment G1-A4.13**

Mitigation measures need to be included in the analysis that will potentially reduce the health risk of the entire facility to below the levels considered unacceptable, even with the proposed project. As diesel particulate matter is a strong factor in the cancer health risk, measures are readily available to reduce diesel particulate matter, such as California Air Resources Board (CARB) level III particulate filters, by a substantial amount (85% reductions), thereby substantially decreasing the cancer risk of the refineries to the community, and thereby providing a potential net benefit to the community.

G1-A4.13

**Response G1-A4.13**

An EIR is required to describe mitigation measures for a proposed project's environmental effects that are found to be significant (see CEQA Guidelines §15126.4(a)(3)). The comment provided no evidence that the proposed project's impacts are potentially significant and mitigation measures need to be included. The comment suggests mitigation of the existing setting and is not focused on the proposed project.

The DEIR determined that construction emissions from the proposed project were significant for VOC and NOx emissions. Construction emissions of CO, SOx, PM10, and PM2.5 were less than significant. Mitigation measures were imposed for construction equipment that included the requirement that equipment meets Tier 4 off-road emissions standards and that emissions control devices achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel engine. The use of Tier 4 engines would provide better control of all emissions including NOx, which is one of the pollutants for which mitigation is required and is the preferred mitigation approach. Particulate filters are not effective control for VOC and NOx, but instead are used for particulate matter greater than 10 microns. VOC emissions are from equipment and paint. The equipment has been mitigated for NOx, which will decrease VOC emissions concurrently and the paint will comply with SCAQMD Rule 1113. No other feasible mitigation

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<sup>60</sup> *Citizens for Responsible Equitable Environmental Development v City of Chula Vista* (2011) 197 Cal. App. 4th 327, 334 and *Rialto Citizens for Responsible Growth v. City of Rialto* (2012) 208 Cal.App.4th 899, 928.

was identified. Because construction emissions of PM10 and PM2.5 are considered less than significant, no mitigation is required for particulate matter.

The DEIR's air quality analysis concluded that increases in emissions of PM10 and PM2.5 due to the operation of proposed project will be less than significant during operation and no mitigation is required under CEQA (see DEIR pages 4-14 through 4-18). Further, specific to health impacts from TAC emissions including diesel particulate, the DEIR explains that operational PM emissions from the proposed project are not changing and indirect PM emissions (from increased truck trips and rail cars) do not produce a significant localized increase in PM or a significant health risk, so no significant air quality and corresponding health impacts are expected due to the proposed project (see DEIR pages 4-30 through 4-36).

**Comment G1-A4.14**

Chronic and acute impacts from the current refinery operations are also not quantified. If chronic and/or acute impacts are currently above the threshold of a 1.0 hazard index, the inclusion of the proposed project would exacerbate an already unacceptable impact. This analysis needs to be included in the EIR to demonstrate that chronic and acute impacts remain below those levels which would exceed public health criteria and cause impacts to the community. Although the EIR preparers indicate that the cancer analysis is based on an "incremental" approach only, this approach is not defensible for chronic and acute impacts as exposure to entire facility plus proposed project toxic material levels above the reference exposure levels most certainly constitute a significant impact, regardless of the contribution of the incremental portion.

G1-A4.14

**Response G1-A4.14**

Chronic and acute impacts from current Refinery operations and all other existing sources in the area were quantified and disclosed in the DEIR. The MATES IV study discussed in the DEIR is designed to quantify the background health risk from toxic air emissions from all existing sources including the existing Refinery. The study found that annual average concentrations of TAC were below the chronic RELs and ambient concentrations of TAC were below the acute RELs (see Table A4.12-1, which is revised Table 3.2-5 in the FEIR).

In accordance with CEQA, the FEIR also fully analyzed chronic and acute impacts from the proposed project (see pages 4-30 through 4-35 and Appendix B-4). The chronic and acute hazard indices were both below 0.11 (0.106 and 0.052 for the maximum impacted chronic and acute hazard, respectively) which are well below the significance criteria of 1.0. Therefore, the FEIR concluded that the chronic and acute health hazards associated with the proposed project would be less than significant. It should be noted that the HRA did not analyze or take credit for any of the estimated emission decreases associated with the shutdown of the Wilmington Operations FCCU, providing a conservative analysis of health risks.

For an extended explanation of the DEIR's cumulative impacts analysis, see Master Response 16. The analysis in the HRA of the increases in health risks due to the proposed project informs the public of the potential increase in health risks that will be associated with the proposed project, while the MATES IV study quantifies the background health risk. Thus, the public is fully informed of the consequences of the proposed project as required by CEQA.

Additionally, on January 24, 2017, Tesoro entered the SCAQMD's Voluntary Risk Reduction Program. The Voluntary Risk Reduction Program is an alternative to complying with the traditional AB 2588 and SCAQMD Rule 1402 approach that provides qualifying facilities an opportunity to reduce health risks below the Notification Risk Level (i.e., ten in one million). Tesoro will submit a Plan to reduce cancer risks below 10 in one million and chronic and acute hazard indices below 1.0 within 2.5 years at the Refinery and contiguous logistics facilities following Plan approval. SCAQMD Rule 1402 allows for a possible 2.5 year period to achieve these goals.

**Comment G1-A4.15**

2. The Health Risk Assessment (HRA) conducted for the DEIR may not accurately depict the emissions associated with LPG deliveries and it may eschew the results of the overall HRA.

The EIR evaluated potential health impacts associated with increase rail movements associated with expanded LPG deliveries. It was stated that the health risk assessment included locomotive DPM emissions associated with increased railcar movement of LPG, in-transit and idling on site and just outside the facility fence line. The HRA modeling limited emissions of locomotive DPM emissions to the hours of 0700-1400, or essentially only during daytime hours. This limitation is unrealistic, especially for mainline rail transit and engines idling outside of the facility gate. The refinery does not have any control on the timing of LPG rail deliveries, and it is likely that rail deliveries will occur at night. The HRA modeling should be revised to reflect a realistic diurnal distribution of locomotive DPM emissions associated with increased LPG deliveries. This is significant in that the maximum risk associated with this scenario is 9.2 in a million, and the inclusion of mainline rail and locomotive idling emissions at the gate during nighttime hours will likely increase the risk to over 10 in a million, exceeding the established threshold.

G1-A4.15

G1-A4.15  
cont'd.

**Response G1-A4.15**

This comment states that the HRA's analysis of impacts associated with increased rail activity due to expanded LPG deliveries is flawed because the modeling limited locomotive emissions to daytime hours. The comment asserts this modeling assumption is unrealistic because the Refinery does not have any control on the timing of LPG rail deliveries and it is likely that rail deliveries will occur at night. While it is true that UP (the railroad) controls timing of the rail deliveries, not the Refinery, UP only delivers on the north rail spur to the Refinery during daylight hours, from 6 a.m. to 2 p.m.<sup>61</sup> The proposed project does not increase the number of trains, merely the number of cars delivered at one time. No change to delivery hours is expected. Therefore, the HRA in the DEIR modeled the rail emissions appropriately and the comment does not provide evidence to substantiate the claim regarding nighttime deliveries.

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<sup>61</sup> See Attachment F, UP Declaration of Aaron Meyerle.

**Comment G1-A4.16**

3. The EIR failed to address the localized impacts associated with the current refineries operations in combination with the proposed project.

Similar to the acute and chronic discussion above, exceedance of localized impacts, and therefore public health thresholds, should not be allowed for any portion of a project. If a facility emissions currently, as a part of the baseline operations, produce exceedances of localized impacts, then any additional or incremental emissions would exacerbate an already unacceptable situation. The current refineries combined localized impacts from emissions need to be calculated to ensure that localized impacts of the proposed project combined with the current operations do not exceed the applicable public health thresholds. And if so, then mitigation measures are required.

G1-A4.16

**Response G1-A4.16**

Chapter 3 of the DEIR presents the Environmental Setting and the SCAQMD’s methodologies for monitoring localized TAC concentrations and the results of the latest MATES-IV study for the area. The DEIR reports the results of that 2012-2013 monitoring study in Table 3.2-5 describing “Ambient Air Quality” of TACs in West Long Beach (see DEIR pages 3-10 and 3-11). Observed ambient criteria pollutant concentrations were reported in Table 3.2-3 for the years 2009 to 2014. Using these baseline ambient air quality observed concentration data, the DEIR evaluated localized emissions caused by the proposed project by adding the observed concentrations to the proposed project’s predicted concentrations to determine if the proposed project will have a significant impact on localized air quality or cause an exceedance of any applicable air quality standard (see DEIR pages 4-13, 4-14, and 4-30). As explained in Master Response 16, the significance thresholds utilized have been upheld by the courts and the air quality analysis methodologies utilized by SCAQMD are cumulative and reveal whether the proposed project will have significant impacts on air quality when combined with surrounding emissions. As shown in Table 4.2-12 of the FEIR, operation of the proposed project does not cause a significant ambient air quality impact.

The DEIR included an HRA (see Appendix B-4) that fully analyzed the impacts of the proposed project. The HRA assesses the potential health impacts from TAC emissions associated with the proposed project on the surrounding local community. The results of the HRA were determined to be less than significant (see Section 4.2.2.5 of the FEIR).

**Comment G1-A4.17**

4. The EIR failed to address the potential for odors from the proposed project and describe the historical odor associated with the refineries.

The EIR does not address odors. Carson residents and schools have raised concerns about odors and reported historical odor complaints. Odors are an issue of concern related to the refinery operations and the residences located near the refineries. The City has received complaints from Del Amo Elementary School related to an April 4, 2016 odor issue that was characterized as "horrible air quality" and required sheltering in place. A description of the odor complaint history of the refineries would ensure that the facility has not historically been a problem for the community, where any additional facility modifications might add to an existing problematic odor history. The EIR needs to provide a description of this odor history, the impacts that the project might have on odor management and future odor complaints, and mitigation measures to lessen or avoid the impacts.

We have requested the odor complaint history of the refineries from the SCAQMD and the health risk assessments, but have not received anything at this time (public information request submitted April 7, 2016).

G1-A4.17

**Response G1-A4.17**

The NOP/IS evaluated odors and determined no noticeable increases in odors are expected from the new equipment that is part of the proposed project (see Appendix A page A-52). For additional information on odors, see Master Response 11. Responses G1-1.1 through G1-1.5 address the odor issues raised by the Del Amo School.

The comment also notes that the City of Carson requested the odor complaint history of the Refinery from the SCAQMD and the health risk assessments on April 7, 2016, but it has not received any information yet. The information was provided on July 21, 2016 for the Wilmington Operations, and September 29, 2016 for the Carson Operations.

**Comment G1-A4.18**

**Industrial Hazards**

1. The EIR needs to base the assessment of hazardous material impacts on risk levels, not just on consequences, in order to provide full disclosure of the potential impacts of increased hazardous materials transportation and use.

The EIR indicates that LPG transportation, both by rail and by truck into and out of the refinery, would increase under the proposed project. Rail transport could increase by as much as 10 rail cars per day. The changes in truck transportation have not been indicated. The EIR needs to indicate the increase associated with the proposed project in truck transportation of LPG and/or propane into and out of the refinery.

G1-A4.18

**Response G1-A4.18**

The DEIR on page 2-16 includes a description of the current system to transport LPG. "The Refinery uses rail transport to export and import LPG using an SCAQMD-permitted LPG loading/unloading rack. The Refinery uses truck transport to export gasoline, diesel, petroleum coke, sulfur, and LPG using SCAQMD-permitted truck racks." However, the proposed project

would not impact any of the truck transportation of finished LPG including propane or other product it is not shipped by truck. As described in Section 2.7.3.3, the proposed project would upgrade the LPG Rail unloading facilities to allow for increased deliveries of LPG to replace a portion of the LPG that will be lost by the shutdown of the Wilmington Operations FCCU. This could result in an increase of up to ten railcars per day added to existing train deliveries, as analyzed in the DEIR.

The DEIR included an extensive Worst-Case Consequence Analysis for the proposed project, which is included in Appendix C of the FEIR and summarized in Section 3.3 (see DEIR pages 3-18 through 3-36) and Section 4.3 (see FEIR pages 4-45 through 4-69). The analysis for all hazards looked at the potential impacts, not the frequency or likelihood of the hazard. Therefore, if a hazard's impacts alone were considered significant, it was addressed as significant in the DEIR regardless of the actual frequency or likelihood of that hazard occurring. As such, the potential worst-case hazards were properly evaluated. The delivery of LPG by railcar is an existing activity and would continue with or without the proposed project. The proposed project adds ten railcars to existing trains delivering LPG to the Refinery. Therefore, the consequence of a railcar release is the same as the existing conditions (see Table 4.3-2 and Figure 4.3-1) so no change in the hazard impact is expected and, therefore, no additional analysis is required. See Master Response 9 for additional description of the DEIR's hazards impact review.

The absence of frequency in the significance determination provides a conservative approach to evaluating the proposed project's impacts. An analogy is the lottery. The likelihood of winning is very low, so a significance determination based on the chance of winning would be that winning is not significant. However, if the lottery is won, the winner most definitely has a significant life changing event. In the case of hazards, worst-case impacts are analyzed in the DEIR regardless of the likelihood of occurrence.

**Comment G1-A4.19**

The EIR significance criteria for risk impacts is based entirely on consequence. Therefore, a change in the amount of material moved or transported through the community is not represented as an impact, or even assessed at all, thereby providing no opportunity for properly assessing the level of impact and the level of mitigation that could be required. Because the volume of a train car and/or a truck is the same as the current operations, the EIR assumes it would have the same impacts if an accident and release occurred. This is an inaccurate depiction of impacts. Impacts should be based on the risk of an accident, not just the consequence. A single truck carrying hazardous material once per year is not the same impact as 100 trucks per day traveling through a community. By only using the consequences as a significance criteria, the EIR fails to address a potentially significant impact and to provide full disclosure of potential impacts and mitigation measures to the permitting agencies.

G1-A4.19

**Response G1-A4.19**

The FEIR addresses both the frequency of a release and the consequence of a release in its hazards analysis for truck and rail transport (see FEIR Section 4.3.2.5). While the information on accident frequency was discussed, the significance threshold is based on consequence. As described in Response G1-A4.18, the absence of frequency in the significance determination provides a conservative approach to impacts since it does not matter if one railcar of crude oil,

ten railcars of crude oil, or 100 railcars of crude oil pass a particular point on the railroad tracks, the consequence associated with a release from a railcar at that point is the same. In the case of hazards, worst-case impacts were analyzed in the DEIR regardless of the frequency of occurrence (see Response G1-A4.20).

**Comment G1-A4.20**

CEQA requires the decision-making agency to balance environmental benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. The EIR needs to and fails to provide an analysis of the risks of transportation accidents and their impacts, and provide potential mitigation measures which address these impacts. Many mitigation measures, such as driver training, drug testing or hiring practices, address the frequency of a transportation accident, but these types of mitigation measures are not addressed in the EIR. The EIR fails to address risk or frequency of transportation accidents.

G1-A4.20

**Response G1-A4.20**

The SCAQMD's significance threshold for hazard impacts are based on the consequence of an upset event or accident using endpoint conditions (see Table 4.3-1) that would allow potential receptors to evacuate without long-term impacts. The worst-case consequence analysis evaluated impacts of a single release. This analysis does not involve a frequency component to determine significance. The absence of frequency in the significance determination provides a conservative approach to impacts. An analogy is the lottery, the frequency of an individual winning is very low, so a significance determination based on the chance of winning would be that winning is not significant. However, if the lottery is won, the winner most definitely has a significant life changing event. In the case of hazards, worst-case impacts were analyzed in the DEIR regardless of the frequency of occurrence.

To provide context for transportation accidents, the DEIR presented an accident rate for truck and rail transport carrying hazardous materials that is based on accidents per million miles traveled (see DEIR Section 3.3.3 pages 3-20 through 3-23 and FEIR Section 4.3.2.5 pages 4-58 through 4-62). The proposed project is expected to increase the shipment of caustic by truck and, using the maximum estimated daily travel miles, the DEIR calculates the accident risk at once in every 555,556 years (see DEIR pages 4-60 through 4-61). The proposed project is also expected to increase shipment of caustic and LPG by rail and, using maximum estimated travel miles, the DEIR calculated the accident risk at one accident every 11,760 years and 6,081 years respectively (see DEIR page 4-58). However, these low likelihoods were not used to find an impact to be insignificant. The significance threshold for an LPG railcar is the exposure to radiant heat in excess of 1,600 Btu/(hr-ft<sup>2</sup>) on any occasion regardless how infrequent. The distance of the vulnerability zone is the same for an existing railcar as a railcar from the proposed project (see Table 4.3-2 of the FEIR). As discussed previously, an EIR is only required to describe mitigation measures for a proposed project's environmental effects that are found to be significant (CEQA Guidelines § 15126.4(a)(3)). The DEIR concluded that the proposed project would not result in significant transportation-related hazard impacts based on consequence, if an accident were to occur; accordingly, mitigation of transport-related hazard impacts is not required. The absence of frequency in the significance determination provides a conservative approach to evaluating the proposed project's impacts. An analogy is the lottery.

The likelihood of winning is very low, so a significance determination based on the chance of winning would be that winning is not significant. However, if the lottery is won, the winner most definitely has a significant life changing event. In the case of hazards, worst-case impacts are analyzed in the DEIR regardless of the likelihood of occurrence.

**Comment G1-A4.21**

2. The current operations associated with anhydrous sulfuric acid needs to be described and incorporated into the assessment of risk

According to discussions with Tesoro, the current sulfuric acid regeneration process involves transportation of sulfuric acid through the City of Carson by pipeline and by truck. This operation would be eliminated through the installation of the SARP process, and this operation needs to be described in the EIR. The abandonment of the current processes, including the sulfuric acid pipeline that is routed into the City of Carson near the City Hall, should be addressed and included as the Project Description and mitigation measures need to be added to ensure that the pipeline does not produce potential impacts to the community, such as abandonment procedures, etc.

G1-A4.21

G1-A4.21  
cont'd.

**Response G1-A4.21**

The Refinery does not use anhydrous sulfuric acid (i.e., pure sulfuric acid) as the comment suggests. Sulfuric acid used at the Refinery is concentrated sulfuric acid (i.e., 98 percent sulfuric and two percent water). The concentration of sulfuric acid used at the Refinery is not affected by the proposed project. As discussed in Response G1-A4.10, the DEIR explains that under the proposed project, an onsite SARP will be built to remove impurities from and recycle spent sulfuric acid generated by the Wilmington Operations and Carson Operations' Alkylation Units (see DEIR page 2-38). The new SARP is not replacing an old plant, rather, spent sulfuric acid is currently being transported via truck offsite to the ECO Services Dominguez Carson Sulfuric Acid Plant in Carson for recycling. Thus, installing the SARP will eliminate approximately 6,000 acid transport truck miles per year from public roadways compared to current operations. The existing pipeline from the Carson Operations is expected to remain in place as the alternate to onsite regeneration (e.g., when the SARP is down for maintenance). Use of the existing pipeline as the alternate is preferred over the use of truck transport. The process being replaced is just this offsite transfer process, and it will not entail "abandonment procedures" beyond eliminating those truck trips. Thus the pipeline will continue to be maintained

**Comment G1-A4.22**

The operation of the SARP also is calculated to present significant risk levels. A portion of this risk would be due to the truck transportation of anhydrous sulfuric acid from the SARP to the Carson Refinery. As pipelines are being installed as part of the proposed project, the installation of a sulfuric acid pipeline would eliminate the use of sulfuric acid trucks passing through industrial areas of the City of Carson and should be included as a mitigation measure.

G1-A4.22

**Response G1-A4.22**

As noted above, an EIR is only required to describe mitigation measures for a proposed project's environmental effects that are found to be significant (CEQA Guidelines § 15126.4(a)(3)). No

mitigation measures are required for the potential hazards associated with transporting sulfuric acid by truck resulting from the proposed project because these hazards are less than significant. The Refinery currently transports sulfuric acid via truck from the Refinery to ECO Services Dominguez Carson Sulfuric Acid Plant (see Figure A4.10-1). Once the SARP is operational, there will be a reduction in the truck miles needed to transport the sulfuric acid. Since the trucks which will be used will be the same size as those currently used and will not be travelling along different roadways, there will be no increase in hazards from the transport of sulfuric acid from the operation of the SARP (see DEIR pages 4-58 to 4-61). As explained in Response G1-A4.10 above, the proposed project will eliminate approximately 6,000 acid transport truck miles per year from public roadways because spent sulfuric acid will be processed onsite at the new SARP instead of offsite at the ECO Services Dominguez Carson Sulfuric Acid Plant located at 20720 S. Wilmington Avenue in Carson (1 mile from Carson Operations and 5.5 miles from Wilmington Operations). The hazard impact presented in Table 4.3-2 of the DEIR is located in Wilmington near the proposed location for the SARP and is from a process upset, not from truck transport. The installation of a sulfuric acid pipeline suggested in the comment would not mitigate the potential hazards associated with a SARP process upset.

**Comment G1-A4.23**

3. The Draft EIR does not contain a discussion of potential impacts or mitigation measures related to earthquakes and potential subsequent releases or oil spills.

The project area is located in a geologically complex and seismically active region that is subject to earthquakes and potentially strong ground shaking. Major active or potentially active faults in the region include the Newport Inglewood and Palos Verdes faults. The DEIR needs to discuss the highest peak ground accelerations at the project area and pipeline routes. Facilities would be susceptible to damage as a result of an earthquake on these or other regional faults.

G1-A4.23

**Response G1-A4.23**

The potential impacts associated with earthquakes do not require a separate hazards analysis. The hazards analysis conducted for the proposed project looked at the worst-case consequence that could result regardless of what causes the incident. As discussed in the DEIR on page 4-52, "the consequence of a hazardous materials release would be the same irrespective of the cause of the release (e.g., human error, equipment failure, sabotage, terrorism, natural disaster, or civil uprising)." The consequence analysis looked at a worst-case release. See also DEIR Section 4.10.6 and Appendix A pages A-63 through A-71 for potential impacts associated with earthquakes, including the maximum acceleration expected from neighboring faults. See Master Response 9 for additional information on hazards.

**Comment G1-A4.24**

Similarly, mitigation measures should be added to require the cease of operations and inspection of all pipelines, storage tanks, and other infrastructure following any seismic event that exceeds a ground acceleration at the project area of 13 percent of gravity (0.13 g). Operations shall not be reinstated at the project area and associated pipelines until it can be determined that all refinery infrastructure is structurally sound.

G1-A4.24

**Response G1-A4.24**

The comment does not provide any evidence of any project-related significant impact related to earthquakes. The analysis in the DEIR found that "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." (see DEIR page 4-106 through 4-107). Therefore, no mitigation measures are required. An EIR is required to describe mitigation measures for a proposed project's environmental effects that are found to be significant (see CEQA Guidelines § 15126.4(a)(3)).

Section 3.3.6 of the DEIR describes existing Refinery safety systems at the Tesoro Refinery. As explained in Section 4.3 and Appendix C of the FEIR and Master Response 9, the proposed project has been fully analyzed for hazard impacts based on a worst-case consequence analysis. This includes proposed project equipment, including pipelines and storage tanks, and process units regardless of the cause of release (e.g., human error, equipment failure, sabotage, terrorism, natural disaster, or civil uprising). The DEIR found that hazards associated with the Naphtha Isomerization Unit, new crude oil storage tanks, the SARP, and interconnecting pipelines are potentially significant based on worst-case release scenarios. The hazards analyses regarding the potential impact of earthquakes and other natural disasters have been fully analyzed as explained in Master Response 9. Routine inspections are performed during every shift to identify any issues. The suggested mitigation in the comment is not distinguishable from existing practices. Therefore, the suggested mitigation does not minimize significant adverse effects as required by CEQA Guidelines § 15126.4 (a)(1).

The hazard analysis takes a worst-case approach by assuming that the entire contents of a tank or other equipment would rapidly be released, and that no safety measures are implemented that could reduce the severity of an accidental release. It is expected that hazard impacts would be less than analyzed because the Refinery has safety measures in place and specified employees are trained regarding safety measures. Further, the DEIR imposes measures to mitigate hazard impacts (see Section 4.3.3 of the DEIR). Finally, as described in Section 3.3.7 of the DEIR, the Refinery is subject to many laws and regulations that address safety and emergency responses in the event of an accident. Nonetheless, the DEIR conservatively concluded that hazard impacts would remain significant.

It should be noted that the Interconnecting Pipelines already incorporate leak detection as described in Section 2.7.3.1 of the DEIR. The new and replacement storage tanks will incorporate leak detection into the storage tank design. Refinery process units include process variable instrumentation for monitoring and control that address potential loss of containment issues. Therefore, the suggested mitigation does not minimize significant adverse effects as required by CEQA Guidelines § 15126.4 (a)(1).

**Comment G1-A4.25**

Water Quality

1. Surface Water runoff is not discussed in the impact evaluation.

Although surface water runoff was characterized in the environmental setting in Chapter 3, there was no corresponding impact evaluation in Chapter 4. Construction and operational impacts to surface water quality needs to be evaluated in Chapter 4.

G1-A4.25

**Response G1-A4.25**

The DEIR explained that the NOP/IS concluded that the proposed project would have less than significant impacts to water quality from both operations and construction (see DEIR page 4-69). The NOP/IS was available in full as Appendix A to the DEIR. Regarding surface water impacts, the DEIR on page A-78 (in the NOP/IS) concluded the following:

- c) The proposed project will have no impact on altering the existing drainage pattern of the site or area, through alteration of the course of a stream or river, or substantially increasing the rate or amount of surface runoff in a manner that would result in substantial erosion or siltation or flooding; and
- d) The proposed project will have no impact on the creation or contribution of runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.

The NOP/IS explained that the Refinery does not routinely discharge into the Dominguez Channel and the proposed project is not expected to increase impermeable surfaces at the Refinery (see DEIR page A-81). New units and modifications to existing units—including the proposed new crude oil storage tanks and the modified storage tanks—would occur within existing paved areas. Accordingly, the proposed project is not expected to result in an increase in impermeable surfaces that would increase storm water runoff from the Refinery (see DEIR page A-81).

Further, at both the Wilmington Operations and the Carson Operations, storm water runoff within process unit areas is handled by the existing wastewater system and sent to an onsite wastewater treatment system prior to discharge to the Los Angeles County Sanitation District system (see DEIR page A-82). Storm water runoff from outside the process unit areas is collected, treated as necessary, and discharged pursuant to the existing National Pollutant Discharge Elimination System (NPDES) permits. The proposed project would not require any changes or modifications to the existing NPDES permits. Also, the collection and treatment of storm water runoff is not expected to be modified as part of the proposed project.

Because the NOP/IS determined that the proposed project is not expected to result in an increase in storm water runoff, it stated that the topic would not be evaluated in the EIR (see DEIR page A-82). The CEQA Guidelines § 15143 provide that “[e]ffects dismissed in an Initial Study as clearly insignificant and unlikely to occur need not be discussed further in the EIR unless the Lead Agency subsequently receives information inconsistent with the finding in the Initial Study.” No such additional information has been provided, so omitting further analysis of surface water runoff from the EIR is appropriate under CEQA.

Elsewhere in the DEIR, the fact that no surface water runoff occurs from the Refinery site is reiterated (see DEIR at page 4-57). The comment does not provide information that a significant impact due to surface water runoff would occur as a result of the proposed project.

**Comment G1-A4.26**

**2. Requirement for NPDES permits needs to be included as mitigation**

Grading and construction in excess of one acre, such as for construction of the six new 500,000 barrel crude oil storage tanks, would require completion of an NPDES mandated SWPPP to protect surface water quality. Mitigation measures should be included indicating that a) a SWPPP shall be completed by a California registered, Qualified Storm Water Pollution Prevention Plan Developer and that b) a California registered, Qualified Storm Water Pollution Prevention Plan Practitioner shall oversee and monitor construction Best Management Practices and stormwater management, in accordance with the State General Construction Permit and the Los Angeles Regional Water Quality Control Board.

G1-A4.26

G1-A4.26  
cont'd.

**Response G1-A4.26**

The proposed project is required to comply with the construction Stormwater Pollution Prevention Plan (SWPPP) requirements. An EIR is only required to describe mitigation measures for a proposed project's environmental effects that are found to be significant (CEQA Guidelines § 15126.4(a)(3)). The NOP/IS for the proposed project concluded that the proposed project would have less than significant impacts to water quality (see DEIR page 4-69; see also DEIR page A-82 (“[T]he proposed project is not expected to create significant adverse wastewater or water quality impacts . . . As a result, th[is] topic will not be further analyzed in the EIR.”)).

Nonetheless, a discussion of wastewater impacts was provided in the DEIR in order to provide context for understanding the water demand impact analysis (see DEIR page 4-69). However, no evidence contrary to the conclusion in the NOP/IS that the proposed project's effect on water quality will be less than significant has been provided. Accordingly, analysis of mitigation measures is not required. Nonetheless, the project proponent will comply with all applicable laws, rules, regulations and requirements that will apply to the proposed project including the requirement for a site-specific construction stormwater permit from the Los Angeles Regional Water Quality Control Board (RWQCB) and the preparation of a SWPPP for construction prepared by a Qualified Stormwater Practitioner. Compliance with regulations is an element of the proposed project, and CEQA assumes compliance with the law<sup>62</sup>.

**Comment G1-A4.27**

**3. Incidental spills of oil and other petroleum products could occur during operations and need to be evaluated.**

Project demolition, grading, and construction could result in incidental spills of petroleum products from demolition equipment, excavation and grading equipment, concrete washout, construction chemicals, cleaning solvents and construction debris. Similarly incidental spills of oil and other petroleum products could occur during operations. Any of these contaminants would potentially impair local surface water runoff. These impacts need to be evaluated in Chapter 4.

G1-A4.27

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<sup>62</sup> See *Environmental Council of Sacramento v. City of Sacramento (Alleghany Properties, Inc.)* (2006) 142 CA 4th 1018.

**Response G1-A4.27**

As discussed in the Response G1-A.25, the NOP/IS evaluated the proposed project’s impact on surface water runoff and concluded that the proposed project will have no impact on surface water runoff because the Refinery manages surface water runoff (i.e., stormwater) onsite from process areas and the proposed project occurs in process areas. Consistent with CEQA Guidelines § 15143, because no additional information challenging that determination has been presented, it is appropriate to omit further analysis of surface water runoff from the EIR.

**Comment G1-A4.28**

4. The EIR needs to include mitigation mandating that the existing Spill Prevention, Control and Countermeasure (SPCC) be amended

Similarly, Chapter 4 needs to include mitigation mandating that the existing SPCC be amended to reflect the new infrastructure, as was briefly discussed in Chapter 3. Mitigation should be provided requiring that the plan outline steps that would be taken in the event of a spill, including identification and elimination of the spill, containment of the spill, notification of the designated emergency response coordinators, and initiation of clean-up measures. The plan shall specify which public agencies would be notified in the event of a spill and that the plan shall be updated prior to operation of the new facilities.

G1-A4.28

**Response G1-A4.28**

The NOP/IS found that there will be no significant impacts to water quality as a result of the proposed project. Additionally, Section 4.3.2.4 of the DEIR discusses the handling of potential releases and the containment of those releases onsite, and concluded the potential water quality impacts are less than significant. Therefore, pursuant to CEQA Guidelines § 15126.4(a)(3), no mitigation measures are required for water quality impacts. See also Response G1-A4.26. Compliance with the requirements of the Spill Prevention Control and Countermeasure (SPCC) regulations for plan updates are considered part of the proposed project and will occur as part of the proposed project. Since the potential impact of spills were determined to be less than significant, no mitigation measures are necessary.

**Comment G1-A4.29**

5. The EIR needs to clarify whether there is any off-site surface water discharge to the Dominguez Channel.

Sections 3.4.2.2.3 and 3.4.2.3.3, Surface Water Runoff, indicate that runoff is collected, treated, and discharged under the existing NPDES permit or the Industrial Wastewater Discharge Permit into the sanitary sewer. Please clarify whether there is any off-site surface water discharge to the Dominguez Channel. Also clarify whether all demolition and construction related surface water contaminants would be contained and discharged into the sanitary sewer. In the event runoff occurs to the Dominguez Channel, mitigation associated with potentially contaminated runoff is required.

G1-A4.29

**Response G1-A4.29**

See Responses G1-A4.25 and G1-A4.26.

**Comment G1-A4.30**

6. The EIR needs to evaluate potential impacts to surface water and groundwater quality as a result of a rupture or leak from proposed new infrastructure.

Chapter 4 needs to evaluate potential impacts to surface water and groundwater quality as a result of a rupture or leak from proposed new infrastructure, including the large oil storage tanks. Although the potential for oil spills currently exists at the Refinery, the proposed project increases the potential for and scope of leaks or spills, and associated water quality impacts, primarily due to construction of the six new 500,000 barrel tanks, upgrades of two 80,000 barrel tanks to 300,000 barrel tanks, and construction of associated pipelines. This increased risk and scope of spills and associated impacts to water quality should be addressed in the EIR, including an evaluation as to whether spill storage tank containment berms would contain a worst-case spill and if not, what waterways would be impacted. Worst case spills from pipelines should also be addressed. Chapter 4 should discuss what existing safety policies and procedures are in place to help prevent and reduce spill related impacts, including equipment and operating procedures. Finally, mitigation measures need to be added to lessen or avoid such impacts.

G1-A4.30

**Response G1-A4.30**

The DEIR's analysis of hazards and hazardous materials impacts associated with the proposed project included evaluation of the potential impacts to surface water and groundwater quality as a result of ruptures or leaks associated with the expansion of existing and addition of new tanks and the construction of associated pipelines. (See generally, DEIR Chapter 4.3.) The DEIR describes how hazards associated with pipelines could include accidental releases of the material that they transport to the environment, and potential impacts of an undetected leak would be contamination of local soils and, depending on the geology of the accident site, potential contamination of local ground water (see DEIR page 4-55). However, because comprehensive corrosion protection and leak detection measures required by the Department of Transportation would be required and are included as part of the proposed project, the potential for a leak to go undetected and lead to significant impacts is not expected (see DEIR page 4-55).

The DEIR analyzed impacts on water quality in the event of these rare hazardous leaks and spills more specifically in Section 4.3.2.4 pages 4-56 and 4-57. It explains that spills at the Refinery would generally be collected within containment facilities for storage tanks and other equipment. The Refinery has emergency spill containment equipment and would implement spill control measures in the event of an accidental release of hazardous materials caused by any trigger. Storage tanks also have secondary containment capable of containing 110 percent of the contents of the tanks, so rupture of a tank would be collected within the containment system and pumped to an appropriate storage tank as soon as possible. Further, no surface water runoff occurs from the Refinery; therefore, any large spills outside of the containment areas are expected to be captured by the Refinery's grading and drainage system, where it would be controlled. Spilled material would be collected and pumped to an appropriate tank, or sent offsite if the materials cannot be used onsite. Due to the containment and drainage systems, spills from sources with the Refinery are not expected to migrate from the Refinery offsite or into any water systems;

therefore, potential adverse water quality hazard impacts are considered to be less than significant.

**Comment G1-A4.31**

Chapter 4 needs to evaluate whether there would be an increase in the amount of stormwater runoff in areas of new construction, such as the six new 500,000 barrel tanks. If such an increase would occur, mitigation needs to be provided indicating how off-site flows would be reduced to levels equal to or less than existing off-site runoff in order to reduce the potential for downstream flooding.

G1-A4.31

**Response G1-A4.31**

See Responses G1-A4.25 and G1-A4.26.

**Comment G1-A4.32**

7. The EIR needs to include a 100-year flood plain of Dominguez Channel with respect to proposed new facilities

Provide a map illustrating the 100-year flood plain of Dominguez Channel with respect to proposed new facilities. In the event facilities are located within the flood plain, provide mitigation that would ensure such facilities would not be damaged by flooding.

G1-A4.32

**Response G1-A4.32**

The DEIR on pages A-78 and A-79 (the NOP/IS) concluded the following regarding flood risks associated with the proposed project:

- e) The proposed project will have no impact on placing 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; and
- f) The proposed project will have no impact on exposing people or structures to a significant risk of loss, injury or death involving flooding.

The NOP/IS included in the DEIR explained that 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 (see DEIR page A-82). The 100-year flood maps are available from the Federal Emergency Management Administration (FEMA).<sup>63</sup> The NOP/IS concluded that no significant adverse impacts associated with flooding are expected from the proposed project and no evidence to the contrary has been provided; accordingly, mitigation measures related to flood risks are not required.

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<sup>63</sup> <https://msc.fema.gov/portal>, maps 06037C1965F and 06037C1955F.

**Comment G1-A4.33**

8. Include the significance criteria used to determine water demand impacts.

With respect to water demand, it is unclear how the significance criteria were determined. Please clarify how the maximum potable water demand of 262,820 gallons per day and maximum increased water demand of 5,000,000 gallons per day were calculated to be established as thresholds for this Project.

G1-A4.33

**Response G1-A4.33**

The SCAQMD considers a screening threshold of 5,000,000 gallons per day of increased total water demand as potentially significant. This number is based on a conclusion of significance for increased water demand of approximately 4,000 acre-feet per year (1990 State Implementation Plan for PM10 in the Coachella Valley, SCH. No. 90020391; SCAQMD, 1991). As shown below, 4,000 acre-feet per year is equivalent to 5,000,000 gallons per day. If further evaluation indicates that the local water purveyor can accommodate water demand from a project that exceeds the 5,000,000 gallons per day screening threshold, a CEQA analysis may not be necessary.

$$\frac{(4,000 \text{ acre-feet})}{\text{year}} \times \frac{(326,000 \text{ gallons})}{1 \text{ acre-foot}} \times \frac{(1 \text{ year})}{260 \text{ days}} = 5,000,000 \text{ gallons per day}$$

However, a second significance threshold has been established based on industrial sources. The significance threshold of 262,820 gallons per day is based on the CEQA Guidelines §15155 (a)(1)(C) definition of a water-demand project, which is defined as: “A commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.” To estimate what this means in terms of water demand per person relative to the square footage (sf) of the floor area of the plant, commercial water usage rates<sup>64</sup> and average employment levels<sup>65</sup> (i.e. the number of employees per square foot) can be applied as follows:”

$$\frac{(123 \text{ gal water})}{(\text{year}) (\text{sf of building})} \times \frac{(1,000 \text{ sf of building})}{(1.8 \text{ employees})} \times \frac{(1 \text{ year})}{(260 \text{ days})} \times (1,000 \text{ employees}) = 262,820 \text{ gal/day}$$

This water demand estimate can then be applied to industrial sources because CEQA Guidelines §15155 (a)(1)(E) uses the same 1,000 employee level to defines a water-demand project as: “An industrial, manufacturing, or processing plant or industrial park planned to house more than 1,000 persons, occupying more than 40 acre of land, or having more than 650,000 square feet of floor area.”

<sup>64</sup> California Commercial End-Use Survey, Consultant Report, Table 8-1, p 150. Prepared For: California Energy Commission, Prepared by: Itron, Inc. March 2006. <http://www.energy.ca.gov/2006publications/CEC-400-2006-005/CEC-400-2006-005.pdf>

<sup>65</sup> Urban Land Use Institute Data, Wausau West Industrial Park Expansion, Development Impact Analysis, Average Employment Levels, p.4, Prepared by Vierbicher Associates, January 5, 2001.

### Comment G1-A4.34

#### Other Issue Areas

##### Noise

##### 1. The EIR needs to use the appropriate thresholds for the City of Carson

The EIR failed to use thresholds based or approved by the jurisdiction where the potential impacts could occur. The DEIR uses a 3 dBA threshold that is not consistent with the thresholds used for noise by the City of Carson. The City of Carson uses the Los Angeles County code and the code requires the threshold to be the ambient IF the ambient is above the threshold, thereby essentially allowing minimal if any increase in noise levels. The Los Angeles County Code also utilizes an hourly average, not a CNEL basis. The analysis of impacts, and thus level of significance, along with required mitigation is unknown without using the appropriate thresholds.

G1-A4.34

### Response G1-A4.34

The DEIR utilized an appropriate significance threshold for noise. As explained in the DEIR page 4-76, the project encompasses three jurisdictions, the Wilmington District of the City of Los Angeles, the City of Carson, and the City of Long Beach. The significance thresholds used for the noise analysis rely on the Los Angeles CEQA Thresholds Guide (City of Los Angeles 2006) and the vibration significance criterion corresponds to Federal Transit Administration (FTA) Vibration Impact Criteria for General Assessment, which sets acceptability limits for vibration in buildings (including residential structures). In order to provide a conservative analysis of noise impacts, noise impacts were considered significant if there was an increase of 3.0 dBA or more during construction and operational activities as the use of the noise ordinances could allow increases greater than 3.0 dBA.

Sensitive noise receptors in the vicinity of the proposed project fall into a number of jurisdictions including the cities of Los Angeles, Long Beach, and Carson, and the County of Los Angeles. In order to provide a conservative analysis of the noise impacts, the significance thresholds within each jurisdiction were reviewed. The significance thresholds used in the DEIR (a noise increase in 3 decibels (dBA)) are those that are the most conservative (i.e., most stringent in terms of the community noise impact) among the thresholds of the various jurisdictions, and they were applied to the sensitive receptors within all jurisdictions. The significance thresholds evaluated included the *Los Angeles CEQA Thresholds Guide* (City of Los Angeles 2006), the CEQA Guidelines Appendix G Environmental Checklist, the City of Long Beach Noise Ordinance, and the City of Carson Noise Ordinance. It should be noted that a 3 dBA increase is generally considered to be the threshold at which an increase in noise is noticeable. The construction noise impacts associated with the proposed project were determined to be less than 1 dBA and therefore, less than significant. The operational noise impacts associated with the proposed project were determined to be less than 0.1 dBA and, therefore, less than significant.

Of note, only the City of Los Angeles has adopted CEQA significance thresholds, including thresholds for noise. Long Beach and Carson have not adopted CEQA significance thresholds or applicable guidance.

The Los Angeles County noise ordinance (Los Angeles County, Chapter 12.08 – Noise Control), which the City of Carson has adopted (City of Carson Noise Control Ordinance, 5500),

establishes exterior noise levels and then allows that the noise levels can be changed if the ambient noise levels exceed the ordinance. For example, the allowable exterior noise level in industrial areas is 70 dBA (L50). However, if the ambient noise level is exceeded, then the noise limit is increased to the ambient L50 noise level (Carson Noise Control Ordinance Section 5502 (b)). The noise ordinance may be appropriate as a regulation, but it allows a noise level increase (and presumably any CEQA threshold that relies on them) if the noise level is exceeded. Therefore, using the Carson noise ordinance as a CEQA significance threshold would allow for much higher noise levels than using the CEQA thresholds adopted by the City of Los Angeles.

Additionally, CEQA thresholds used by the City of Carson in some of its CEQA documents are higher than used in the DEIR. In a draft EIR for the OXY Oil Drilling project, it was reported that the City of Los Angeles CEQA Thresholds were also used as the City of Carson and Los Angeles County had not developed CEQA noise thresholds. In that EIR, a temporary noise increase due to construction-related noise was considered to be significant with an increase of 5-10 dBA. A substantial permanent noise increase would occur if the noise level increase from the proposed project was 3 dBA CNEL or greater, where the future overall noise level would be within the “normally unacceptable” or “clearly unacceptable” category or 5 dBA CNEL or greater otherwise.

In the City of Carson General Plan EIR, a substantial permanent noise increase would occur if the noise level increase from the proposed project was 5 dBA in CNEL within the “normally acceptable” or “conditionally acceptable” category, or by 3 dBA in CNEL to or within the “normally unacceptable” or “clearly unacceptable” category. Therefore, as explained on page 4-76 of the DEIR, using 3 dBA as the significance threshold for noise increases provides a conservative analysis of noise impacts, as the use of the noise ordinances could allow increases greater than 3 dBA.

It should also be noted that the use of CNEL also provides a conservative estimate of noise impacts. The CNEL metric includes the average noise levels with a 5 dBA penalty added between 7 p.m. and 10 p.m. and a 10 dBA penalty added between 10 p.m. and 7 a.m. to account for noise during the more sensitive evening and nighttime hours. Appendix D of the DEIR provides the hourly average noise levels measured at the sensitive receptor locations (see Appendix D, Table 4-1, page 16). In addition to the hourly average noise levels, the CNEL is calculated for each sensitive receptor location. As shown in Table 4-1, the hourly average noise levels for all time periods are less than the calculated CNEL. For example, the highest monitored noise level for receptor 1 (NMT-1) was 70.4 between about 3-4 p.m., while the calculated CNEL was 72.8. Therefore, using the CNEL as the metric provides a more conservative analysis of the potential noise impacts associated with the proposed project.

The proposed project is located within two different municipalities. The SCAQMD is not required to use the City of Carson’s noise ordinance or to measure noise according to Los Angeles County standards, as opposed to relying on the City of Los Angeles thresholds and metrics. Portions of the project are within the City of Los Angeles and the City of Los Angeles has adopted CEQA thresholds for use in evaluating noise impacts. In fact, CEQA would have allowed the SCAQMD to create its own project-specific threshold independent of existing

**APPENDIX G1: RESPONSE TO COMMENTS**

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standards, so long as it was supported by substantial evidence. (See, e.g., *Clover Valley Foundation v. City of Rocklin* (2011) 197 Cal.App.4th 200, 243.)

Additional Submittal Received September 22, 2016

**Table of Carson Concerns**

<b>Issue Area</b>	<b>EIR Handling</b>	<b>City of Carson Concerns</b>	<b>SCAQMD Responses</b>
<p>Need to include in the DEIR a discussion of SB 535 and the disadvantaged communities program in California</p>	<p>There is no mention of disadvantaged communities in the DEIR</p>	<p>The City wants to see the DEIR discuss CalEnviroScreen, as developed by OEHHA at the request of CalEPA, to identify the State's most pollution-burdened and vulnerable communities. The most recent version is CalEnviroScreen 2.0 (with a version 3.0 in draft form), which was adopted in August of 2014. It relies on several environmental "stressors" like Ozone, PM 2.5, Diesel PM, Toxic Releases, Hazardous Waste and other pollutants faced by residents. Relying on federal and state data, the results were divided into exposure and environmental effects. The "pollution burden" with ranges from 0 to 100. All census tracts in California were examined and ranked relative to the others. Nineteen of Carson's 21 Census Tracts are heavily impacted, scoring more than 50 points on OEHHA's ranking chart.</p> <p>Eight of Carson's Census Tracts scored 86 and above in pollution burden. There are several Census Tracts immediately adjacent to Tesoro that scored a pollution burden of 90 or more. The DEIR should discuss SB 535 and OEHHA's findings in Carson, especially for Census Tracts 543903, 543905, 543306, 544001 and 544002. This is extremely relevant information</p>	<p>See G1-A4.35 following this table.</p>

APPENDIX G1: RESPONSE TO COMMENTS

Issue Area	EIR Handling	City of Carson Concerns	SCAQMD Responses
<p>Air Quality and Health Risk: baseline conditions disclosure (Carson Comment Letter Air Quality and Health Risk Item #1)</p>	<p>Baseline health risks are presented on a regional basis only and local information and analysis, including updated health risk assessments for the entire existing refineries and vehicle health risks, was not presented.</p>	<p>to inform the Planning Commission and the City Council in their land use deliberations and discussions of possible mitigation measures. There is an interactive map on the Cal/EPA website that has all of the data and scores for the Census Tracts. The DEIR should include this information and the scores for the Census Tracts surrounding the refinery.</p> <p>The City would also like to see some discussion of Carson's Stroke Center. The City is currently treating over 106 patients. There is substantial of stroke cases clustering around the refinery. This map should be included in the DEIR, with a discussion of the stroke center. The City can provide information to the DEIR consultant on the stroke center as needed. The City would also like to see some asthma specific data to Carson as well.</p>	<p>See Response G1-A4.11, G1-A4.12, G1-A4.14, and G1-A4.16. See also Response G1-A.36 following this table.</p>

APPENDIX G1: RESPONSE TO COMMENTS

Issue Area	EIR Handling	City of Carson Concerns	SCAQMD Responses
<p>Air Quality and Health Risk: locomotive impacts (Carson Comment Letter Air Quality and Health Risk Item #2)</p>	<p>The health risk assessment examined the impacts of locomotive health risk by assuming the hours of operation and deliveries only during daytime hours.</p>	<p>The Health Risk Assessment (HRA) conducted for the DEIR may not accurately depict the emissions associated with LPG deliveries and it may eschew the results of the overall HRA. The EIR health risk assessment included locomotive DPM emissions associated with increased railcar movement of LPG, in-transit and idling on site and just outside the facility fence line. The HRA modeling limited emissions of locomotive DPM emissions to the hours of 0700-1400. The refinery has no control over the delivery timing of rail movements as the rail company could deliver the rail cars at any time of the day or night.</p>	<p>See Responses G1-A4.11, G1-A4.12, G1-A4.13, and G1-A4.15.</p>
<p>Air Quality and Health Risk: localized impacts (Carson Comment Letter Air Quality and Health Risk Item #3)</p>	<p>Localized impacts are addressed as only those associated with construction emissions.</p>	<p>The EIR failed to address the localized impacts associated with the current refineries operations in combination with the proposed project construction. An exceedance of localized impacts, and therefore public health thresholds, would be a significant impact requiring mitigation measures and, potentially, a statement of overriding considerations.</p>	<p>See Response G1-A4.16.</p>
<p>Air Quality and Health Risk: odor impacts (Carson Comment Letter Air Quality and Health Risk Item #4)</p>	<p>The EIR does not address odor impacts or the discuss baseline issues related to odors.</p>	<p>The EIR failed to address the potential for odors from the proposed project and describe the historical odor associated with the refineries baseline operations. Odor history indicated between 300-400 odor complaints over a 10 year period and this information should be fully disclosed in the EIR. Carson residents and schools have raised concerns about odors and reported historical odor complaints. Odors are an issue of concern related to the refinery operations and the residences located near the</p>	<p>See Response G1-A4.17 and Master Response 11.</p>

**APPENDIX G1: RESPONSE TO COMMENTS**

<b>Issue Area</b>	<b>EIR Handling</b>	<b>City of Carson Concerns</b>	<b>SCAQMD Responses</b>
<p>Industrial Hazards: LPG transportation risk (Carson Comment Letter Industrial Hazards Item #1)</p>	<p>The EIR only assesses the significant of hazardous materials in terms of the consequences of an accident.</p>	<p>refineries. The City has received complaints about incidents from schools that required sheltering in place.  The EIR needs to base the assessment of hazardous material impacts on risk levels, not just on consequences, in order to provide full disclosure of the potential impacts of increased hazardous materials transportation and use. The EIR indicates that LPG transportation, both by rail and by truck into and out of the refinery, would increase under the proposed project. Rail transport could increase by as much as 10 rail cars per day. The changes in truck transportation were not indicated in the EIR. The EIR needs to indicate the increase associated with the proposed project in truck transportation of LPG and/or propane into and out of the refinery and assess the risk levels. A single truck carrying hazardous materials once per year is not the same impact as 100 trucks per day traveling through a community. By only using consequences as a significance criteria and not frequency as well, the EIR fails to address a potentially significant impact and to provide full disclosure of potential impacts and mitigation measures to the permitting agencies.</p>	<p>See Responses G1-A4.18, G1-A4.19, G1-A4.20, and G1-A4.23.</p>
<p>Industrial Hazards: Sulfuric Acid System (Carson Comment Letter Industrial Hazards Item #2)</p>	<p>The EIR does not discuss the baseline operations related to sulfuric acid.</p>	<p>The current operations associated with anhydrous sulfuric acid needs to be described and incorporated into the assessment of risk. According to discussions with Tesoro, the current sulfuric acid regeneration process involves transportation of sulfuric acid through the City of Carson by pipeline and by truck. The</p>	<p>See Responses G1-A4.20 through G1-A4.22.</p>

APPENDIX G1: RESPONSE TO COMMENTS

Issue Area	EIR Handling	City of Carson Concerns	SCAQMD Responses
		<p>abandonment of this current process, including the sulfuric acid pipeline that is routed into the City of Carson near the City Hall, should be addressed and included as the Project Description and mitigation measures need to be added to ensure that the pipeline does not produce potential impacts to the community, such as abandonment procedures, etc.</p>	
Project Description Issues	<p>The EIR did not provide information on refinery capacities, and movement of product volumes and description of products with the baseline and the proposed project. The EIR did not provide information on the movement of crude oil through pipeline from the port and how these movements might change with the proposed project.</p>	<p>Baseline information and project description information regarding existing production and capacity and description of products is needed in order to assess the potential impacts, and possible mitigation measures, that could be associated with the project. Information on age of the pipelines, maintenance record, leak detection systems is needed to determine risk of spills. For example, increased movement of crude (pumping rates) from the port could increase the maximum spill sizes if a pipeline were to rupture. This analysis needs to be included.</p>	See Response G1-A4.6 and A4.7.
Environmental Justice	<p>The EIR does not acknowledge issues of environmental justice.</p>	<p>The City of Carson is considered a disadvantaged community and studies have reported increased sensitive to pollution for communities with low income levels and other social factors.</p>	See Response G1-A4.2.
Transportation	<p>The EIR failed to include an analysis of the transportation of the additional volumes of product out of the</p>	<p>The EIR needs to include a discussion of the potential traffic impacts during the operations of the combined Refinery. It should include information on the affected intersections, level of service, and potential mitigation. The EIR</p>	See Response G1-A4.37 following this table.

**APPENDIX G1: RESPONSE TO COMMENTS**

<b>Issue Area</b>	<b>EIR Handling</b>	<b>City of Carson Concerns</b>	<b>SCAQMD Responses</b>
	<p>refinery under the proposed project and potential impacts that could occur beyond baseline during operations.</p>	<p>should also include a discussion of the cumulative traffic impacts that may occur as a result of the Project and other projects in the future. The cumulative impacts of additional trucks has adversely impacted the condition of the City's streets. Also, the project avoided discussing the non-permitted truck yard that Tesoro is operating adjacent to their refinery.</p>	
<p>Other Issues</p>	<p>Surface Water Quality is not discussed in the impact section. NPDES permit requirements are not discussed. Amendments to the existing SPCC are not discussed. Noise impacts do not use the City of Carson thresholds</p>	<p>Potential impacts to water quality and noise should be included in the EIR and the requirements of plans and procedures should be included.                      The EIR should include historic surface water monitoring data in the Dominguez Channel above and below the refinery. and also a discussion of the City's 2012 NPDES Permit requirements. The discussion should include the City's membership in the Dominguez Channel Enhanced Watershed Management Plan.                       The City of Carson is also required to participate in sediment sampling in the Dominguez Channel. Runoff from the refinery likely entered the channel – creating legacy pollutants.                       Air pollutants from the plant (both historic and current) are falling on Carson, washing off of properties and into the Channel – contributing to water quality exceedances. Regional atmospheric deposition studies including by the Southern California Ocean Research Project looking into atmospheric deposition have shown a relationship between air pollutants and water</p>	<p>See Responses G1-A4.25, G1-A4.28, G1-A4.30, and G1-A4.34. Also see Response G1-A4.38 following this table.</p>

**APPENDIX G1: RESPONSE TO COMMENTS**

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Issue Area	EIR Handling	City of Carson Concerns	SCAQMD Responses
		<p>City of Carson Concerns                      quality. With the Wilmington processing closing and the processing shifting to Carson, there will be more atmospheric deposition in Carson affecting water quality and the EIR should include this information.</p>	

**Response G1-A4.35**

The DEIR contained a full analysis of all environmental impacts as required by CEQA. OEHHA has indicated that the CalEnviroScreen tool was not developed to address CEQA analyses or impacts.<sup>66</sup> CalEnviroScreen is not directly applicable to analysis of impacts in accordance with CEQA because it compares the relative burdens on communities but does not provide an absolute measure of those burdens. For this same reason, the tool is not a substitute for a formal health risk assessment determining health impacts. While the DEIR is not required to analyze environmental justice impacts specifically, the DEIR analysis of localized air quality impacts addresses the environmental justice concerns raised by the comment. See Master Response 14 for additional information regarding environmental justice.

SB 535, legislation governing where to direct cap-and-trade proceeds from the state Greenhouse Gas Reduction Fund, is not relevant to the DEIR's impact analysis.

The Carson Stroke Center is located at the Carson Center at 801 E Carson St, Carson, CA. While not specifically identified in the list of sensitive receptors, the Carson Center was included in the modeling grid (see Figure A4.36-1). Two sensitive receptors were modeled in the vicinity of the Carson Center – Carson Montessori Academy and Andrew Carnegie Middle School, which are located on Carson Street immediately south and southeast of the Carson Center, respectively (see Figure A4.36-1). The Carson Center and the two identified sensitive receptors are located outside the one in one million incremental cancer risk isopleth shown of Figure 6 on page B-4-36 of the DEIR (see Figure A4.36-2). These sensitive receptor locations were not identified as the maximum impacted sensitive receptor locations, so it was not necessary further identify potential sensitive receptors in that area.

Additionally, no evidence was provided to substantiate the claim of clustering of stroke cases or a nexus between strokes and Refinery operations. While no patient addresses were provided, addresses are confidential information under the Health Insurance Portability and Protection Act. Therefore, a map cannot be prepared. Similarly, the locations asthma data would be considered confidential information. The SCAQMD does not have this information nor would it be eligible to obtain it.

**Response G1-A4.36**

Pursuant to CEQA Guidelines § 15126.4, feasible mitigation measures which could minimize significant adverse impacts should be implemented. As explained in the DEIR, the proposed project results in significant air quality impacts for construction. Appropriate mitigation measures for these impacts have been required (see Section 4.2.3 of the FEIR). The installation of a monitoring station would not minimize significant impacts, as required by CEQA Guidelines § 15126.4(a)(1), but would merely serve to monitor emissions that occur. Therefore, the installation of a monitoring station is not necessary under CEQA.

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<sup>66</sup> <http://oehha.ca.gov/calenviroscreen/how-use>

APPENDIX G1: RESPONSE TO COMMENTS

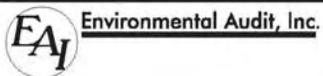
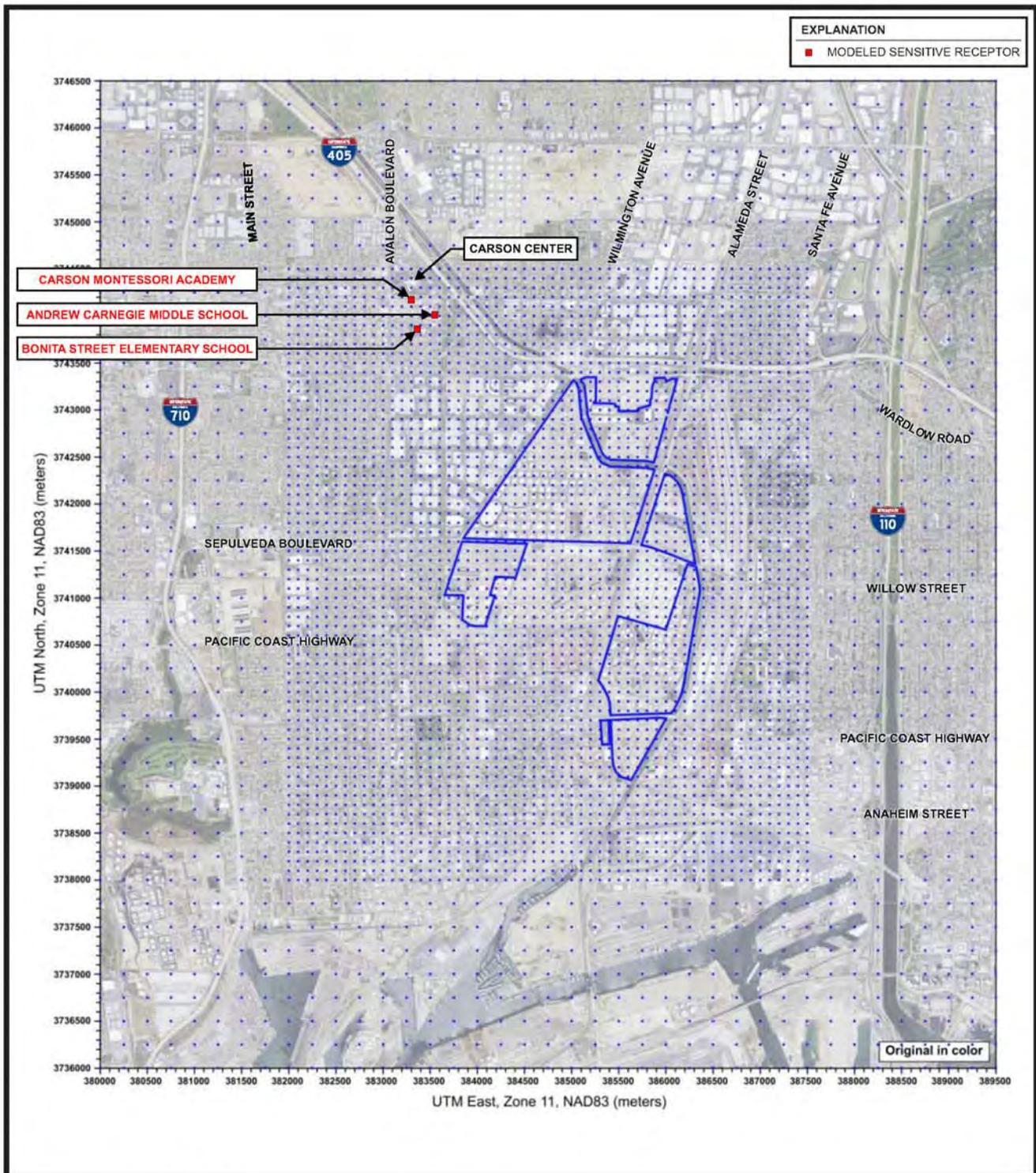


FIGURE A4.36-1  
 TESORO LOS ANGELES REFINERY  
 MODELING GRID AND SENSITIVE RECEPTORS



APPENDIX G1: RESPONSE TO COMMENTS

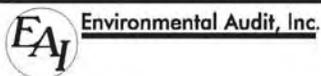
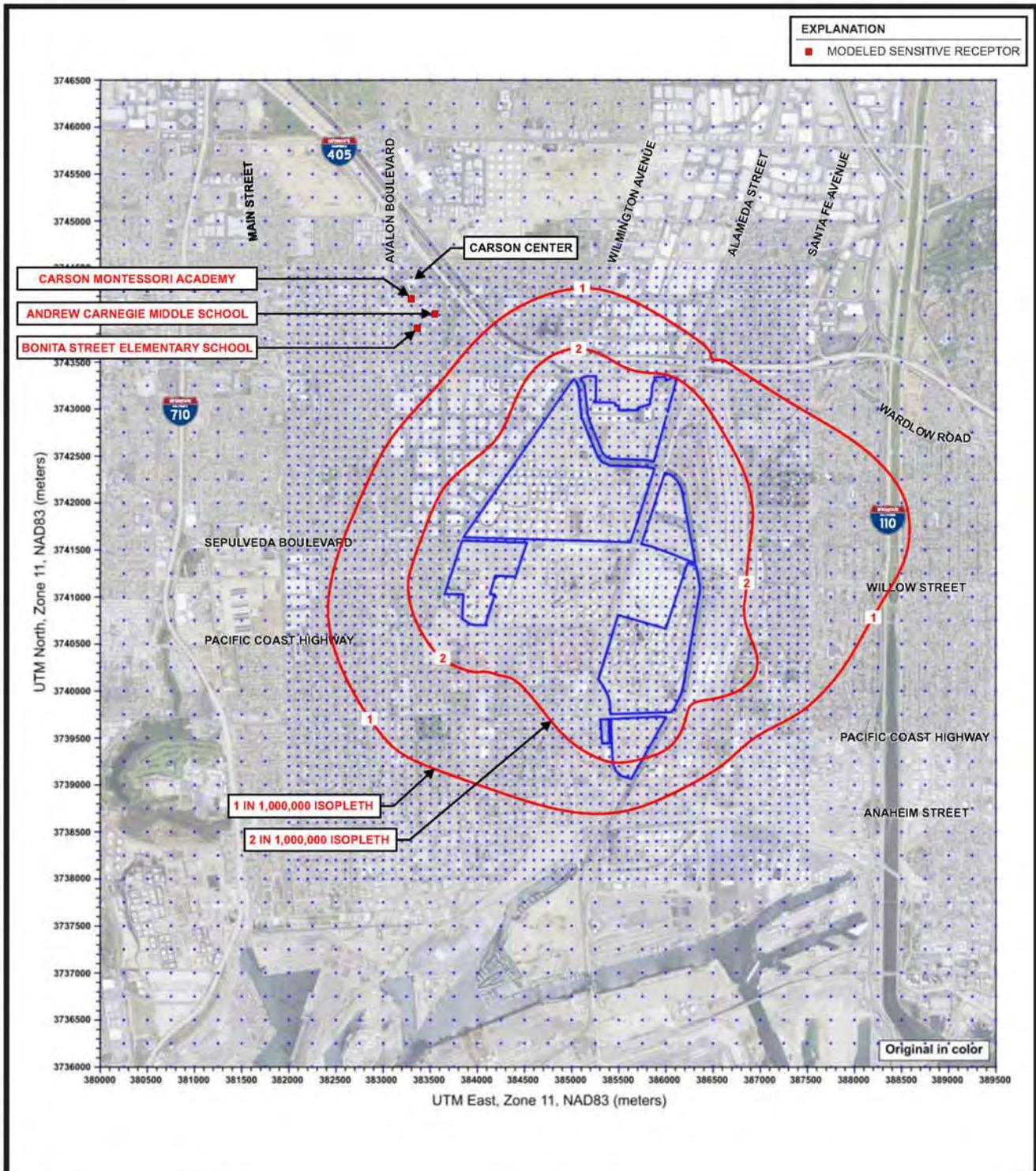


FIGURE A4.36-2  
 TESORO LOS ANGELES REFINERY  
 MODELING GRID, SENSITIVE RECEPTORS, AND RISK ISOPLETH CONTOURS



**Response G1-A4.37**

The comment states that DEIR should include a discussion of the traffic impacts during operation of the proposed project. As evaluated in the NOP/IS (see DEIR 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 on the peak day (see DEIR 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 comment has not provided any information that refutes 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.

The comment mentions a “non-permitted truck yard” that may be a reference to the Shippers Transport yard. Tesoro has a lessee (Shippers Transport) that operates a container storage yard located adjacent to the Refinery at the Carson Crude Terminal. This yard operates under a permit issued in 1999. Shippers Transport is independent of and not related to the proposed project. Therefore, no analysis is necessary in the DEIR under CEQA.

**Response G1-A4.38**

The comment raises concerns regarding sediment sampling of the Dominguez Channel. The past operation of the Refinery and any prior effects on the sediment in the Dominguez Channel are considered as the existing setting. The requirement for the City to participate in sediment sampling is independent of the proposed project.

The comment additionally raises concern regarding the effects of air pollutant deposition on the Dominguez Channel. While the Southern California Ocean Research Project was mentioned, no specific study was presented that provided a causal link to the Refinery or the proposed project. The Southern California Coastal Water Research Project has published two regional studies related to 1) atmospheric concentrations of polycyclic aromatic hydrocarbons (PAH), pesticides, and other semi-volatile organic compounds in the Los Angeles coastal regions<sup>67</sup> and 2) Exchange of Polycyclic Aromatic Hydrocarbons among the Atmosphere, Water, and Sediment in Coastal Embayments of Southern California, USA<sup>68</sup>. The first study shows that the air concentrations of PAHs at the LA1 site (the site closest to and in the prevailing downwind direction from the Refinery) has a lower mean concentration than the DC site (Dominguez Channel site located north of and upwind from the prevailing wind direction). This study also concludes that the

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<sup>67</sup> Sabin, L., et al. "Atmospheric concentrations of PAH, pesticides and other semivolatile organic compounds in the Los Angeles coastal region." Southern California Coastal Water Research Project Annual Report 4 (2003): 61-72. [http://ftp.sccwrp.org/pub/download/DOCUMENTS/AnnualReports/2003\\_04AnnualReport/ar06-sabin\\_pg61-72.pdf](http://ftp.sccwrp.org/pub/download/DOCUMENTS/AnnualReports/2003_04AnnualReport/ar06-sabin_pg61-72.pdf)

<sup>68</sup> Sabin, Lisa D., et al. "Exchange of polycyclic aromatic hydrocarbons among the atmosphere, water, and sediment in coastal embayments of southern California, USA." Environmental Toxicology and Chemistry 29.2 (2010): 265-274. [http://ftp.sccwrp.org/pub/download/DOCUMENTS/JournalArticles/608\\_MultiMedi PAH \\_Exchange.pdf](http://ftp.sccwrp.org/pub/download/DOCUMENTS/JournalArticles/608_MultiMedi PAH _Exchange.pdf)

majority of PAH emissions are from gasoline and diesel combustion sources, which are not a substantial source of emissions from the Refinery or the proposed project. The second study concluded that the largest source of PAH concentrations in impaired water bodies is from sediment. In fact, PAHs in the impaired water bodies studied were contributing to PAH emissions in the air. That is to say, more PAH is evaporating from the water into the air, than depositing from the air into the water. Additionally, the Los Angeles RWQCB and the State Water Resources Control Board have no guidance for the evaluation of air pollution on water bodies. The Los Angeles RWQCB regulates water discharges (i.e., stormwater and wastewater) and imposes limits on volume, water quality, and contaminant concentrations.<sup>69</sup> Therefore, no evidence was presented, nor could any be located, that suggests an analysis of air contaminant deposition into water is warranted or that the proposed project would cause a significant impact to the Dominguez Channel from air contaminant deposition.

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<sup>69</sup> Further, as discussed by the United States Court of Appeals for the Tenth Circuit in *Chemical Weapons Working Group, Inc. (CWWG) v. U.S. Dept. of the Army*, the pollution effects of atmospheric deposition are not considered to be discharges into navigable waters regulated by the Clean Water Act. Instead, in *CWWG*, the court expressly declined to apply the Clean Water Act to these discharges as such action would conflict with the Clean Air Act, under which they are already “expressly considered and regulated.” *Chemical Weapons Working Group, Inc. (CWWG) v. U.S. Dept. of the Army*, 111 F.3d 1485, 1489-91 (10th Cir. 1997).

Comment Letter No. G1-A5

JANICE HAHN  
44TH DISTRICT, CALIFORNIA

COMMITTEE ON  
TRANSPORTATION AND INFRASTRUCTURE

COMMITTEE ON  
SMALL BUSINESS

PORTS CAUCUS  
FOUNDER AND CO-CHAIR

CROATIAN CAUCUS  
CO-CHAIR



Congress of the United States  
House of Representatives  
Washington, DC 20515-0544

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COMPTON, CA 90220  
(310) 605-5520

CARSON OFFICE:  
701 E. CARSON ST.  
CARSON, CA 90745  
(310) 830-7600 EXT. 1038

SAN PEDRO OFFICE:  
140 W. 6TH ST.  
SAN PEDRO, CA 90731  
(310) 831-1799

SOUTH GATE OFFICE:  
8650 CALIFORNIA AVE.  
SOUTH GATE, CA 90280  
(323) 563-9562

WILMINGTON OFFICE:  
544 AVALON BLVD., STE. 307  
WILMINGTON, CA 90744  
(310) 549-8282

June 10, 2016

Dr. William A. Burke, Chairman  
AQMD Governing Board  
South Coast Air Quality Management District  
21865 Copley Dr.  
Diamond Bar, CA 91765-4178

RE: DEIR – Project Title: Tesoro Refining & Marketing Company LLC Los Angeles Refinery Integration and Compliance Project Applicant: Tesoro Refining & Marketing LLC Los Angeles Refinery, 2350 E. 223rd St., Carson, CA 90740 & 2101 E. Pacific Coast Hwy., Wilmington, CA 90744

Dear AQMD Governing Board:

I am writing this letter concerning the potential integration of the two Tesoro facilities. As a condition to the approval of Tesoro's integration, this might be the opportune time to require Tesoro to store its butane/propane on its site versus Rancho LPG site.

Currently, Tesoro stores its butane at the Rancho LPG facility (owned and operated by Plains All American Pipeline), which borders communities that I represent. These tanks are located in residential areas – so families live near them and children go to school and play sports near this hazard. There is great concern that these tanks could explode, which is unacceptable to me and my constituents. I have been working on this issue with them for over a decade to move the storage of these dangerous gases from this site.

In addition, Tesoro is better equipped to store the butane at its site because it has emergency response personnel on site so they would be able to respond more quickly than the local fire department.

AQMD's concern is the air quality of our region. If an explosion were to occur at the Rancho LPG site, the aftermath of the explosion and the subsequent fires would severely hurt the air quality.

**For approval of the integration of Tesoro's facilities, they should be required to expand its on-site store for butane and propane at their facility and no longer store its dangerous gases at the Rancho LPG site, which puts families at great risk.** Thank you for your consideration.

Sincerely,

Janice Hahn  
Member of Congress

G1-A5.1

## Response to Comment Letter No. G1-A5

Janice Hahn

### Comment G1-A5.1

I am writing this letter concerning the potential integration of the two Tesoro facilities. As a condition to the approval of Tesoro's integration, this might be the opportune time to require Tesoro to store its butane/propane on its site versus Rancho LPG site.

Currently, Tesoro stores its butane at the Rancho LPG facility (owned and operated by Plains All American Pipeline), which borders communities that I represent. These tanks are located in residential areas – so families live near them and children go to school and play sports near this hazard. There is great concern that these tanks could explode, which is unacceptable to me and my constituents. I have been working on this issue with them for over a decade to move the storage of these dangerous gases from this site.

In addition, Tesoro is better equipped to store the butane at its site because it has emergency response personnel on site so they would be able to respond more quickly than the local fire department.

AQMD's concern is the air quality of our region. If an explosion were to occur at the Rancho LPG site, the aftermath of the explosion and the subsequent fires would severely hurt the air quality.

**For approval of the integration of Tesoro's facilities, they should be required to expand its on-site store for butane and propane at their facility and no longer store its dangerous gases at the Rancho LPG site, which puts families at great risk.** Thank you for your consideration.

G1-A5.1

### Response G1-A5.1

Thank you for your comment. Tesoro does not store butane, propane, or any LPG at the Rancho LPG facility and would not store any LPG at Rancho LPG as a result of the proposed project. As explained in Master Response 10, the Rancho LPG facility is an existing facility that is not owned or operated by Tesoro in any way. Additionally, Tesoro does not lease tankage at Rancho LPG. Tesoro regularly sells LPG on the open market and Rancho LPG is a customer. However, none of the LPG stored at the Rancho LPG facility in San Pedro is owned by Tesoro. It should be noted that the proposed project will enable the Refinery to maintain a more level LPG balance, reducing the excess LPG available for third-party sales (see Master Response 10).

Further, the Rancho LPG facility operates independently of, and is not part of, the proposed project. Thus, comments regarding risks related to the Rancho Facility do not raise issues relating to the DEIR or the proposed project and no response is necessary under CEQA.

The potential hazard impacts of the proposed project have been fully analyzed, including risks related to explosive materials (see FEIR Section 4.3 pages 4-45 through 4-69 and Master Response 9). The Worst-Case Consequence Analysis for the proposed project carefully evaluated the proposed modifications to existing equipment and proposed new units (see FEIR Appendix C.)

Comment Letter No. G1-A6

**Los Angeles Unified School District**  
**Office of Environmental Health and Safety**

MICHELLE KING  
*Superintendent of Schools*

THELMA MELÉNDEZ, PH.D.  
*Chief Executive Officer, Office of Educational Services*

ROBERT LAUGHTON  
*Director, Environmental Health and Safety*

CARLOS A. TORRES  
*Deputy Director, Environmental Health and Safety*

June 10, 2016

Jillian Wong  
Program Supervisor  
**South Coast Air Quality Management District**  
**SCAQMD**  
21865 Copley Drive  
Diamond Bar, CA 91765

*Submitted via electronic mail*

**SUBJECT: LAUSD Comments Relating to the Tesoro Refining & Marketing Company LLC Los Angeles Refinery Integration and Compliance Project**

Dear Ms. Wong:

This letter is submitted on behalf of the Los Angeles Unified School District (the District) regarding Tesoro Refining & Marketing Company LLC's proposed Los Angeles Refinery Integration and Compliance Project (proposed project). LAUSD reviewed the Draft Environmental Impact Report (EIR; dated March 2016) and its assessment of environmental impacts associated with the proposed project. There are several LAUSD campuses located within the proposed project's area of impact. These campuses include but may not be limited to: George de la Torre Jr Elementary, Hawaiian Avenue Elementary, Wilmington Early Education Center, Wilmington Park Elementary, Fries Avenue Elementary, Phineas Banning Senior High, Broad Avenue Elementary, Avalon High School, Catskill Avenue Elementary, Harry Bridges Span School, Eagle Tree Continuation High, Gulf Avenue Elementary, Dolores Street Elementary, Carson High School, Bonita Street Elementary, Andrew Carnegie Middle School, Rancho Dominguez Preparatory School. However, LAUSD found that mitigation measures were adequately provided in the Draft EIR to avoid and reduce potentially significant environmental impacts.

G1-A6.1

LAUSD appreciates Tesoro Refining & Marketing Company LLC's (Tesoro's) early coordination with LAUSD's school administrators and requests that on-going coordination with the school administrators continue throughout construction of the proposed project. Coordination should enable the school administrators or representatives to notify Tesoro when measures to limit or augment construction activities are warranted, in order to minimize potential impacts (e.g. construction related air quality, noise, or traffic impacts) on the campuses, especially during student pickup and drop-off activities and when testing is being conducted.

G1-A6.2

LAUSD's charge is to protect the health and safety of its students and staff, and the integrity of the learning environment. If additional issues are identified by the District as the project progresses, we will bring them to the attention of the SCAQMD.

G1-A6.3

333 South Baudry Avenue, 21<sup>st</sup> Floor, Los Angeles, CA 90017 • Telephone (213) 241-3199 • Fax (213) 241-6816

*Ensuring a safe and healthy environment for students to learn, teachers to teach, and employees to work.*

**APPENDIX G1: RESPONSE TO COMMENTS**

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Comments: PROJECT TITLE: Tesoro Refining & Marketing Company LLC Los Angeles Refinery Integration and Compliance Project  
CLEARINGHOUSE NUMBER: 2014091020

Thank you for your attention to this matter. Please include LAUSD and the schools listed in this letter on all future notices related to the proposed project. If you need additional information regarding our campuses, you may contact me at (213) 241-3199 or Pat.Schanen@lausd.net.

G1-A6.3  
cont'd.

Sincerely,



Patrick Schanen  
Environmental Health Manager  
LAUSD, Office of Environmental Health & Safety

c: Robert Laughton, Director, LAUSD, Office of Environmental Health & Safety  
Ian MacMillan, Planning and Rules Manager, SCAQMD, Planning, Rule Development & Area Sources

Project file:

**Response to Comment Letter No. G1-A6**

**Los Angeles Unified School District**

**Comment G1-A6.1**

This letter is submitted on behalf of the Los Angeles Unified School District (the District) regarding Tesoro Refining & Marketing Company LLC's proposed Los Angeles Refinery Integration and Compliance Project (proposed project). LAUSD reviewed the Draft Environmental Impact Report (EIR; dated March 2016) and its assessment of environmental impacts associated with the proposed project. There are several LAUSD campuses located within the proposed project's area of impact. These campuses include but may not be limited to: George de la Torre Jr Elementary, Hawaiian Avenue Elementary, Wilmington Early Education Center, Wilmington Park Elementary, Fries Avenue Elementary, Phineas Banning Senior High, Broad Avenue Elementary, Avalon High School, Catskill Avenue Elementary, Harry Bridges Span School, Eagle Tree Continuation High, Gulf Avenue Elementary, Dolores Street Elementary, Carson High School, Bonita Street Elementary, Andrew Carnegie Middle School, Rancho Dominguez Preparatory School. However, LAUSD found that mitigation measures were adequately provided in the Draft EIR to avoid and reduce potentially significant environmental impacts.

G1-A6.1

**Response G1-A6.1**

Thank you for your comment. The SCAQMD acknowledges the LAUSD found that the DEIR assessed the proposed project, and that the mitigation measures were adequate to avoid and reduce potentially significant environmental impacts. The comment does not raise any issues with the proposed project or the DEIR. Therefore, no further response is required under CEQA.

**Comment G1-A6.2**

LAUSD appreciates Tesoro Refining & Marketing Company LLC's (Tesoro's) early coordination with LAUSD's school administrators and requests that on-going coordination with the school administrators continue throughout construction of the proposed project. Coordination should enable the school administrators or representatives to notify Tesoro when measures to limit or augment construction activities are warranted, in order to minimize potential impacts (e.g. construction related air quality, noise, or traffic impacts) on the campuses, especially during student pickup and drop-off activities and when testing is being conducted.

G1-A6.2

**Response G1-A6.2**

The SCAQMD acknowledges the cooperation between LAUSD and Tesoro regarding to construction activities related to the proposed project. Tesoro reports that it will continue to coordinate with the LAUSD via Tesoro's Community Advisory Panel that meets on a bi-monthly basis, and to which the Los Angeles Unified School District Board Members are invited. Tesoro also communicates with the Los Angeles Unified School District as needed, on an ad hoc basis. Tesoro also reports that it will respond to calls or request for appointments from the LAUSD.

**APPENDIX G1: RESPONSE TO COMMENTS**

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**Comment G1-A6.3**

LAUSD's charge is to protect the health and safety of its students and staff, and the integrity of the learning environment. If additional issues are identified by the District as the project progresses, we will bring them to the attention of the SCAQMD.

G1-A6.3

Thank you for your attention to this matter. Please include LAUSD and the schools listed in this letter on all future notices related to the proposed project. If you need additional information regarding our campuses, you may contact me at (213) 241-3199 or Pat.Schanen@lausd.net.

G1-A6.3  
cont'd.

**Response G1-A6.3**

The SCAQMD acknowledges the request to include the LAUSD in all future notices related to the proposed project.

Comment Letter No. G1-A7



EDMUND G. BROWN JR.  
GOVERNOR

June 13, 2016

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE of PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX  
DIRECTOR

Jillian Wong  
South Coast Air Quality Management District  
21865 E. Copley Drive  
Diamond Bar, CA 91765

Subject: Tesoro Los Angeles Refinery Intergration Project  
SCH#: 2014091020

Dear Jillian Wong:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on June 10, 2016, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

  
Scott Morgan  
Director, State Clearinghouse

G1-A7.1

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** :2014091020  
**Project Title** Tesoro Los Angeles Refinery Intergration Project  
**Lead Agency** South Coast Air Quality Management District

**Type** :EIR Draft EIR  
**Description** Note: Extended Per Lead

The Tesoro Refining and Marketing Company LLC is proposing the Los Angeles Refinery Integration and Compliance Project. In June 2013, Tesoro purchased the adjacent BP West Coast Products LLC Carson Refinery which, as part of the proposed project, will be more fully integrated with the Tesoro Los Angeles Refinery - Wilmington Operation 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.

**Lead Agency Contact**

**Name** Jillian Wong  
**Agency** South Coast Air Quality Management District  
**Phone** 909-396-3176 **Fax**  
**email**  
**Address** 21865 E. Copley Drive  
**City** Diamond Bar **State** CA **Zip** 91765

**Project Location**

**County** Los Angeles  
**City** Carson  
**Region**  
**Lat / Long**  
**Cross Streets** 223rd Street / Alameda  
**Parcel No.**  

Township	Range	Section	Base

**Proximity to:**

**Highways** Hwy 1, 47, 103, & 405, 710  
**Airports**  
**Railways** BNSF / UPRR  
**Waterways** Dominguez Channel  
**Schools**  
**Land Use** The Tesoro Los Angeles Refinery is designated heavy industrial by the City of Los Angeles (M3-1) and industrial (MW) by the City of Carson

**Project Issues** Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Wildlife; Landuse; Cumulative Effects

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

**APPENDIX G1: RESPONSE TO COMMENTS**

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**Document Details Report  
State Clearinghouse Data Base**

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**Date Received** 03/07/2016    **Start of Review** 03/07/2016    **End of Review** 06/10/2016

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Note: Blanks in data fields result from insufficient information provided by lead agency

**Response to Comment Letter No. G1-A7**

**State Clearinghouse**

**Comment G1-A7.1**

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on June 10, 2016, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

G1-A7.1

**Response G1-A7.1**

This comment acknowledges compliance with CEQA requirements.

Comment Letter No. G1-A8



ERIC GARCETTI  
MAYOR

December 15, 2016

William Arthur Burke, Governing Board Chair  
Wayne Nastri, Executive Officer  
South Coast Air Quality Management District  
21865 Copley Drive Diamond Bar CA 91765

Re: **Draft EIR Certification Postponement and Recirculation Request**

Dear Dr. Burke and Mr. Nastri,

I am writing to request the postponement of the certification of the Draft Environmental Impact Report (DEIR) for the Los Angeles Refinery Integration and Compliance Project (LARIC) proposed by the Tesoro Refining and Marketing Company LLC. The City of Los Angeles is a responsible agency with discretionary approval authority over a significant portion of the project. According to my staff, our Planning Department and the Port of Los Angeles have not participated in DEIR process.

G1-A8.1

The project seeks to link Tesoro's existing Wilmington refinery with the acquired Carson refinery, but it appears that the project will have broader environmental impacts across state and international boundaries that need to be fully addressed in the DEIR. The potential increase in air and water pollution, upstream greenhouse gases, and international safety hazards related to the use of Bakken Crude require a broader environmental analysis through your recirculation process. The City of Los Angeles has designated Wilmington as a "disadvantaged community" under our Clean Up Green Up policy and is a key environmental justice benchmark in the City's Sustainability Plan. While there was a public hearing held in the City of Carson this past May, the residents of Wilmington deserve to have a public hearing as well. We need to take seriously the community's concerns around petroleum related infrastructure as we learned the real risks that exists from accidents like that of the Aliso Canyon Storage Facility gas leak.

G1-A8.2

G1-A8.3

Additionally, I have concerns over the impact this project has on our region. The Regional Clean Air Incentives Market (RECLAIM) program has not been able to achieve the promised emissions reductions from local oil refineries. The U.S. EPA has also

G1-A8.4



Dr. Burke and Mr. Nastri  
December 15, 2016  
Page 2

designated the Los Angeles County portion of the regional basin as non-attainment for the National Ambient Air Quality Standards under the Clean Air Act. These considerations and along with new appointment of Boardmember Sheila Kuehl to the South Coast Air Quality Management District require that we give this project additional time to be evaluated.

G1-A8.4  
cont'd.

As we come to the close of the year, it is incredibly difficult for both local agencies and the public to participate in this important process with the holiday season this month. Postponing the DEIR certification until next year will allow full participation and will honor the spirit of the California Environmental Quality Act (CEQA).

G1-A8.5

Sincerely,



ERIC GARCETTI  
Mayor

CC: AQMD Governing Boardmember Joe Buscaino  
AQMD Governing Boardmember Shiela Kuehl  
Planning and Rules Manager Jillian Wong  
Senior Enforcement Manager Danny Luong

**Response to Comment Letter No. G1-A8**

**City of Los Angeles**

**Comment G1-A8.1**

I am writing to request the postponement of the certification of the Draft Environmental Impact Report (DEIR) for the Los Angeles Refinery Integration and Compliance Project (LARIC) proposed by the Tesoro Refining and Marketing Company LLC. The City of Los Angeles is a responsible agency with discretionary approval authority over a significant portion of the project. According to my staff, our Planning Department and the Port of Los Angeles have not participated in DEIR process.

G1-A8.1

**Response G1-A8.1**

Thank you for your comment. SCAQMD has received several requests for postponement of the certification of the DEIR for the proposed project until after the holiday season. In response to those requests, the SCAQMD staff agreed to postpone approval of the proposed project and certification of the FEIR to no sooner than early January.

As the lead agency, the SCAQMD has fully complied with its obligations under CEQA to engage with responsible agencies. The City of Los Angeles was engaged from the beginning of the process through the City's Planning Department. A copy of the DEIR was directly submitted to the Director of Planning for the City of Los Angeles on March 4, 2016. The notices that were published and distributed for the original public comment period, the two comment period extensions, and the Public Hearing and Meeting were also sent directly to the Director of Planning for the City of Los Angeles. Furthermore, as explained in detail in Master Response 1, the DEIR was circulated for an extended length of time. The public comment period closed on June 10, 2016, after two extensions. A 94-day public review and comment period (March 8, 2016 through June 10, 2016) was provided, which exceeds CEQA requirements. A public hearing on the Title V permit and public meeting on the DEIR was held on May 17, 2016.

The DEIR identifies that the proposed project requires discretionary approvals from several agencies, including SCAQMD, the Alameda Corridor Transit Authority, and the City of Carson. These agencies were notified and have been engaged in the CEQA review process. Table A8.1-1 below shows a list of ministerial permits required from the City of Los Angeles.

**Table A8.1-1**

**Ministerial Permits Required from the City of Los Angeles (Wilmington District)**

<b>Proposed Project Element</b>	<b>Permit Required</b>
Hydrocracker Unit (HCU)	Ministerial-Structural Plan Check
Hydrotreating Units No 1 & 2 (HTU-1/2)	Ministerial-Structural Plan Check
Hydrotreating Unit No 4 (HTU-4)	Ministerial-Structural Plan Check
Catalytic Reforming Unit No. 3 (CRU-3)/Propane Sales and Treating Unit (PSTU)	Ministerial-Structural Plan Check
Sulfuric Acid Regeneration Plant (SARP)	Ministerial-Structural Plan Check
Replacement/Modified Storage Tanks	Ministerial-Structural Plan Check
Outside Boundary Limits (OSBL) <sup>70</sup>	Ministerial-Structural Plan Check
HCU	Ministerial-Electrical Plan Check
HTU-1	Ministerial-Electrical Plan Check
HTU-4	Ministerial-Electrical Plan Check
CRU-3/PSTU	Ministerial-Electrical Plan Check
SARP	Ministerial-Electrical Plan Check
Replacement/Modified Storage Tanks	Ministerial-Electrical Plan Check

**Comment G1-A8.2**

The project seeks to link Tesoro's existing Wilmington refinery with the acquired Carson refinery, but it appears that the project will have broader environmental impacts across state and international boundaries that need to be fully addressed in the DEIR. The potential increase in air and water pollution, upstream greenhouse gases, and international safety hazards related to the use of Bakken Crude require a broader environmental analysis through your recirculation process.

G1-A8.2

**Response G1-A8.2**

The DEIR has fully analyzed the potential proposed project impacts. The comment does not include any details regarding what is meant by international links to the proposed project. There are no international links to the project.

As explained in Section 4.2.2.2 of the DEIR, upon completion, the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NOx, SOx, PM10, and PM2.5 emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project emissions were discussed in detail in Section 4.2 of the DEIR and were summarized in Table 4.2-4 (see pages 4-16 through 4-18). The proposed project will result in local overall reductions in GHG emissions, as discussed in Section 5.2.2 of the FEIR and summarized in Table 5.2-8 (see page 5-26). As explained in Section 2.9 of the NOP/IS (see Appendix A of the DEIR), the proposed project will have less than significant impacts to local water quality.

<sup>70</sup> OSBL refers to piping and other infrastructure that is outside Refinery process unit boundaries.

The comment suggests that the proposed project was designed to, and/or has the potential to, enable a change in the types of crude oil delivered to, and processed at the Refinery. It suggests that the proposed project could enable the Refinery to process Bakken crude oil causing significant environmental impacts. As described in Sections 2.5.3 and 2.5.4 and Appendix F of the DEIR, the proposed project will not cause any significant change in the types of crude oils that are delivered to, or processed at the Refinery. The Refinery is currently processing a blend of various crude oils, including Bakken and other light crude oil, and will continue to do so with or without the proposed project. The proposed project is also not designed to facilitate a change in the slate of crude oils delivered to the Refinery. Therefore, no new hazards are introduced related to Bakken crude oil in the proposed project.

As discussed in Section 2.5.4.1 of the FEIR, the Refinery currently purchases crude oil from all over the world, based on the results of complex analysis that includes the use of Linear Program Modeling to ensure the crude oils purchased are suitable for processing at the Refinery. The types of crude oil that can be processed in the Refinery are limited by the Refinery's unique configuration of process equipment.

The DEIR does not need to analyze impacts from crude oil production because the proposed project will not cause any changes to that industry. The comment suggests an analysis of the impacts from sourcing Bakken crude oil from the Midwest. However, to focus an analysis of the impacts of producing a particular crude oil (e.g., Bakken) is not necessary because the proposed project does not change the sourcing of crude oils to be blended and processed at the Refinery and, as explained above, the crude oils purchased at any given time change. Therefore, an analysis of a single crude oil would not provide useful or accurate information related to the impacts of the proposed project.

The DEIR fully analyzed the proposed project's potential impacts and the comment does not provide any new information of environmental impacts that was not analyzed or that changes the significance conclusions made in the DEIR. Therefore, no recirculation of the DEIR is necessary under CEQA.

**Comment G1-A8.3**

The City of Los Angeles has designated Wilmington as a "disadvantaged community" under our Clean Up Green Up policy and is a key environmental justice benchmark in the City's Sustainability Plan. While there was a public hearing held in the City of Carson this past May, the residents of Wilmington deserve to have a public hearing as well. We need to take seriously the community's concerns around petroleum related infrastructure as we learned the real risks that exists from accidents like that of the Aliso Canyon Storage Facility gas leak.

G1-A8.3

**Response G1-A8.3**

One of the elements of the project is to retire a major transportation fuel production unit, the Wilmington Operations FCCU, that will result in localized emissions benefits to the community surrounding the facility, including residents of Wilmington. While neither the CEQA Statutes nor Guidelines require an analysis of environmental justice impacts, the SCAQMD has a strong record of addressing environmental justice issues since the SCAQMD's Environmental Justice

program began in 1997. Since that time, the SCAQMD has instituted a number of community initiatives to help improve air quality for low income residents and residents of color in the Basin. The programs and initiatives have been continually reviewed and updated. As a result, the SCAQMD's Environmental Justice program goes beyond a single project, and encompasses a unified regional approach to reducing impacts to the Basin's most impacted communities. Master Response 14 addresses environmental justice regarding the proposed project. The SCAQMD staff chose the Carson Community Center for the public hearing on the Title V permit and public meeting on the DEIR on May 17, 2016 to provide the greatest access to members of the community in the area of the facility.

The comment also refers to the Aliso Canyon Storage Facility gas leak. There are no proposed project modifications to increase natural gas storage at the Refinery. The Aliso Canyon Storage Facility gas leak is not relevant to the DEIR analysis or the proposed project.

**Comment G1-A8.4**

Additionally, I have concerns over the impact this project has on our region. The Regional Clean Air Incentives Market (RECLAIM) program has not been able to achieve the promised emissions reductions from local oil refineries. The U.S. EPA has also	G1-A8.4
designated the Los Angeles County portion of the regional basin as non-attainment for the National Ambient Air Quality Standards under the Clean Air Act. These considerations and along with new appointment of Boardmember Sheila Kuehl to the South Coast Air Quality Management District require that we give this project additional time to be evaluated.	G1-A8.4 cont'd.

**Response G1-A8.4**

As reported in the SCAQMD Annual RECLAIM Audit Report for 2014 Compliance Year, the RECLAIM program has reduced overall NOx emissions from 1994 thru 2014 by approximately 71% and overall SOx emissions for the same period by approximately 70 percent. An amendment to SOx RECLAIM regulations adopted by the SCAQMD Governing Board in 2007 will result in additional SOx allocation reduction of approximately 48.4 percent (or 5.7 tons/day) from 2013 through 2019. In addition, an amendment to NOx RECLAIM adopted in 2015 will result in additional NOx allocation reduction of approximately 45.3 percent (or 12 tons/day) when fully implemented for compliance year 2022 and beyond.

The proposed project achieves emissions reductions that will contribute to the RECLAIM program emissions reduction goals without using the benefits achieved in the analysis in the DEIR. The comment regarding RECLAIM does not specify any issue related to the proposed project or the DEIR.

As explained Response G1-A8.2, the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NOx, SOx, PM10, and PM2.5 emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant.

**APPENDIX G1: RESPONSE TO COMMENTS**

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Further, as explained in Section 4.2.2.4 of the DEIR, the ground-level concentrations of the criteria pollutants of concern will be below SCAQMD CEQA and federal ambient air quality significance thresholds at all offsite receptor locations. Therefore, no significant adverse localized air quality impacts are anticipated to occur from the operation of the proposed project.

The SCAQMD Rules and Regulations designate the Executive Officer as the decision maker for permitting. Therefore, the Executive Officer is also the decision maker for CEQA purposes.

**Comment G1-A8.5**

As we come to the close of the year, it is incredibly difficult for both local agencies and the public to participate in this important process with the holiday season this month. Postponing the DEIR certification until next year will allow full participation and will honor the spirit of the California Environmental Quality Act (CEQA).

G1-A8.5

**Response G1-A8.5**

The comment is noted and the SCAQMD did not finalize the document during the holiday period; a decision on the EIR and project is expected in early 2017.

Comment Letter No. G1-A9



30000 SOUTHWEST AVENUE SUITE 475 CARSON, CALIFORNIA 90745

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2361 Rosecrans Ave., Suite 475  
El Segundo, CA 90245  
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AWATTORNEYS.COM

January 9, 2017

Ms. Jillian Wong  
Planning and Rules Manager  
South Coast Air Quality Management District  
21865 Copley Drive,  
Diamond Bar, CA 91765-4178

Re: Draft EIR for the Tesoro Integration and Compliance Project: New AQMD Real-Time Monitoring Study of Refinery Air Emissions

Dear Ms. Wong:

The City of Carson, of course, was very interested in a recent article that reported on the new study by the South Coast Air Quality Management District and Swedish researchers that used mobile monitors to record real-time emissions from six refineries in the South Coast. The article stated that the results were reported at the American Geophysical Union conference in San Francisco and will be made public this month. The article stated that the real-time monitoring study found that VOC emissions were actually three to twelve times greater than what refineries were officially reporting. The article states that refineries report emissions based upon engineering handbooks and formulas, not actual monitoring at or near the site.

Carson appreciates that AQMD supports this type of monitoring program and Carson should certainly be included in the program. This type of localized monitoring of actual emissions information is exactly what the City was requesting in its comments to the Draft EIR for the Tesoro Project. The City has raised significant concerns that the baseline and health risk assessment reported in the Draft EIR is incorrectly using the “engineering handbooks and formulas” approach. Real-time localized emissions information is necessary to provide accurate baseline conditions to be used for proper environmental analysis of the current health risk assessment and the impacts from the proposed Tesoro Project in order to establish feasible mitigation measures.

As we have stated before, the City of Carson is a responsible agency for this project, and therefore has a particularized interest in ensuring that all the significant impacts are articulated, identified and mitigated. According to the most recent version of CalEnviroScreen 2.0, nineteen of Carson’s twenty-one census tracts are heavily impacted by exposure to pollution. Several of those census tracts are immediately adjacent to Tesoro’s facility. Carson is a “disadvantaged impacted community” and this project has the potential of creating even greater pollution impacts on the community. The City and its residents deserve a full and complete environmental analysis that includes all the impacts from the proposed project and the feasible mitigation

G1-A9.1

Jillian Wong  
January 9, 2017  
Page 2

measures available to lessen or avoid the impacts prior to any action taken on the proposed project.

The new study provides real-time local emissions. The Draft EIR presents baseline health risks on a regional basis only. Local information and analysis, including updated health risk assessments for the entire existing refineries and vehicle health risks, was not presented. The Draft EIR failed to provide information on the existing localized health risks of the combined refineries to the City of Carson and ensure that the operations of the refineries with the proposed project does not exceed public health criteria and increase the already unacceptable levels of risk to the community. The EIR failed to address the localized impacts associated with the current refineries operations in combination with the proposed project construction. Performing real-time emission studies for the Carson refinery and Los Angeles refinery as done in this new study provides the baseline information necessary to do a full and complete environmental analysis of the current health risk assessment and the impacts from the project in order to determine effective and feasible mitigation measures.

G1-A9.1  
cont'd.

Real-time monitoring will also provide information for water quality analysis. Air pollutants can contribute to water quality impacts and localized emissions data information is necessary for the EIR to provide this impact analysis.

In light of this new study, the City would like to meet with AQMD to better understand the study, its implications for the Tesoro Project and the Draft EIR, and how AQMD will be using the study or localized monitoring. We look forward to hearing from you.

G1-A9.2

Sincerely,

ALESHIRE & WYNDER, LLP



Mark W. Steres  
Attorney for City of Carson

MWS:MFB

cc: Kenneth C. Farfsing, City Manager  
Sunny K. Soltani, City Attorney  
John Raymond, Director of Community Development  
Saied Naasch, Planning Manager

**Response to Comment Letter No. G1-A9**

**Aleshire & Wynder, LLP, Attorney for City of Carson**

**Response G1-A9.1**

The article<sup>71</sup> mentioned in the comment referred to a study commissioned by SCAQMD. The study is a continuation of efforts to improve understanding of optical remote sensing methods to quantify VOC, NO<sub>2</sub>, and SO<sub>2</sub> emissions. The study was commissioned to measure real-world emission sources to assess the accuracy and limitations of the optical remote sensing methods as well as to assess the uncertainties of different optical techniques. While the results look promising, the application of this technique has not yet been determined. At this time, SCAQMD expects to further study the issue to determine its best application.

Currently, U.S. EPA recommends in its Emission Estimation Protocol for Petroleum Refineries, Version 3, April 2015 (see <https://www3.epa.gov/ttn/chief/efpac/protocol/Protocol%20Report%202015.pdf>), "...that the emission estimation procedures detailed in Chapter 7.1 of AP-42 (U.S. EPA, 1995a) be used to calculate air pollutant emissions from organic liquid storage tanks. There are many tools available, such as TANKS v4.09D emission estimation software that can be used to perform the necessary calculations. ...Because TANKS v4.09D is widely used, Appendix C of this Refinery Emissions Protocol document provides tips and insights on using the TANKS program." In fact, use of the U.S. EPA TANKS program is one of the primary options recommended by U.S. EPA in the protocol (see Chapter 3 pages 3-1 through 3-6 of the referenced protocol). In this same protocol, U.S. EPA states: "There are other direct measurement methods that have been used to measure emissions from storage tanks even when the emissions from the tank are not vented [i.e., DIAL (Differential Absorption LIDAR) techniques]; however, these methods do not provide continuous monitoring and have additional limitations (requiring consistent wind direction, etc.). Therefore, at the present time they are not recommended as primary techniques for annual emission estimation."

For proposed storage tanks, the U.S. EPA model was used to predict future potential emissions because real-time monitoring cannot be performed on equipment that has not been built.

See Responses G1-A4.11, G1-A4.12, G1-A4.14, and G1-A4.16 regarding the use of the MATES IV for the existing setting for the proposed project and the use of project-specific health risk assessments.

The DEIR analyzed the potential worst-case impacts of the proposed project, which are expected to occur during the transitional period when the interim operations scenario project components have been implemented, the Wilmington Operations FCCU is still operational, the project components that will enable its shutdown are being brought on-line, and construction is on-going (see DEIR Table 4.2-6). As described in Response G1-A4.14, the SCAQMD's CEQA

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<sup>71</sup> 89.3KPCC Article by Emily Guertin, LA-area refineries emit up to 12 times more toxics chemicals than reported, December 29, 2016, <http://www.scpr.org/news/2016/12/29/67663/la-area-refineries-emit-up-to-12-times-more-toxic/>, accessed February 2017.

## APPENDIX G1: RESPONSE TO COMMENTS

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significance thresholds are incremental thresholds. VOC and NO<sub>x</sub> emissions were determined to be significant, which are consistent with the conclusions made for construction alone. Mitigation Measures A1 through A8 have been imposed on construction activities and Mitigation Measure A9 has been imposed on operations to lessen the proposed project impacts. No additional feasible mitigation was identified that would reduce the impacts of the proposed project to less than significant.

See Response G1-A4.38 that explains deposition impacts on water quality.

### **Response G1-A9.2**

The SCAQMD has met with the City of Carson on September 14, 2016 and January 26, 2017.

Comment Letter No. G1-A10

OFFICE OF THE MAYOR  
ALBERT ROBLES



February 3, 2017

Honorable William Burke, Chairman  
SCAQMD Governing Board  
SCAQMD Headquarters  
21865 Copley Drive  
Diamond Bar, CA 91765

**Subject: Agenda Item #13, Attachment C – Tesoro Refinery Integration Project – Request for EJ Advisory Review Board and Stationary Source Committee Project Review**

Dear Chairman Burke:

We are writing to request that you refer the Tesoro Refinery Integration Project to your Environmental Justice Review Board and Stationary Source Committee Project Review Board. The project will integrate the Carson Tesoro Refinery with the Wilmington Refinery, adding 8 new large storage tanks with a total capacity of 3.6 million barrels of petroleum and will create the largest refinery west of the Mississippi River in the entire North American continent.

G1-A10.1

The AQMD is the lead agency to review and analyze the environmental impacts from this massive refinery project. The City of Carson is a responsible agency and will rely on the EIR, prepared by the AQMD, in reviewing and acting on the Tesoro Refinery Project. The final EIR certified by the AQMD is the most important document to guide the City of Carson's review and determinations related on the Project.

G1-A10.2

The City of Carson is a responsible agency with a discretionary permitting process on the entitlements of the project and it has to rely on this EIR as part of the entitlement process. Carson is also a severely disadvantaged community and the Tesoro Refinery is a huge source of stationary emissions within the Carson community. The refinery covers over 1.3 square miles of land in our community. The City has a real concern for its residents and the environmental impacts from the Tesoro Project. It is extremely important for our community to understand the environmental baseline and impacts from the proposed project.

G1-A10.3

There is no argument that the current condition of the Tesoro Refinery operations impacts the community. Over the last ten years there have been more than 260 odor complaints, and there are acute and chronic health risks and impacts from this project (see attached list). This information is missing from the Draft EIR. Additionally no information is presented in the Draft EIR in regards to the existing baseline situation related to acute and chronic impacts. This is a very serious oversight. For the City of Carson to act responsibly in its review of the Project, the City needs a complete EIR with existing baseline conditions and an analysis of potential impacts from the Project to those baseline conditions, in order to design proper and feasible mitigation measures to protect public health.

G1-A10.3  
cont'd.

The City has made comments to the Draft EIR and AQMD staff is working on responses to those comments. The City and AQMD staffs have met twice to review the City's concerns. We are here today to request further review and a public hearing prior to the issuance of a Final EIR. We are requesting a review by your Environmental Justice Review Board and Stationary Source Committee Project Review Board.

G1-A10.4

The Integration Project will create a massive refinery in the Carson community for decades to come. The Carson community deserves a thoughtful and detailed environmental review prior to any action taken on this proposed Project.

Thank you for your consideration.

Sincerely,



Albert Robles, Mayor

cc: AQMD Governing Board  
Honorable Lula Davis-Holmes, Mayor Pro Tem  
Councilmember Cedric L.Hicks, Sr.  
Councilmember Jawane Hilton  
Councilmember Elito M. Santarina  
Mrs. Sunny Soltani, City Attorney  
Mr. Kenneth C. Farfsing, City Manager  
Mr. Kenneth Dami, Tesoro  
Ms. Brissa Sotelo-Vargas, Tesoro

Attachment: Air Quality Complaints – Tesoro Refinery – Pages 1-17

APPENDIX G1: RESPONSE TO COMMENTS

Complaints alleging and/or confirming Tesoro Carson (or predecessor) as source of air contaminants  
1-1-2005 to 4-1-2016

RECEIVED	CMPLT #	TYPE	DISPO	ALLEGED SOURCE	ADDRESS	CITY	ZIP	ACTUAL SOURCE	FAC ID	STREET NO.	STREET	CITY	ZIP	SECTOR
01/04/05	173341	SMOKE	OC	BP WEST COAST PROD. LLC, CARSON REFINERY	1801 SEPULVEDA E BLVD	CARSON	90745				UNKNOWN	LONG BEACH	90810	LA
01/13/05	173425	FLARE	OC	BP WEST COAST PROD. LLC, CARSON REFINERY	1801 SEPULVEDA E BLVD	CARSON	90745				ALAMEDA	WILMINGT N	90748	LB
02/20/05	174259	ODOR	OC	BP WEST COAST PROD. LLC, CARSON REFINERY	1801 SEPULVEDA E BLVD	CARSON	90745				UNK	CARSON	90745	LC
02/20/05	174261	ODOR	OC	BP WEST COAST PROD. LLC, CARSON REFINERY	1801 SEPULVEDA E BLVD	CARSON	90745				UNK	CARSON	90745	LC
02/20/05	174273	ODOR	OC	BP WEST COAST PROD. LLC, CARSON REFINERY	1801 SEPULVEDA E BLVD	CARSON	90745				SEPULVEDA/ FIGUEROA	CARSON	90745	LC
02/22/05	174276	ODOR	OC	BP WEST COAST PROD. LLC, CARSON REFINERY	1801 SEPULVEDA E BLVD	CARSON	90745				SEPULVEDA/ FIGUEROA	CARSON	90745	LC
04/14/05	175348	OVERSPRAY	OC	BP WEST COAST PROD. LLC, CARSON REFINERY	1801 SEPULVEDA E BLVD	CARSON	90745				UNKNOWN	WILMINGT N	90748	LB
10/06/05	179230	ODOR	INPR	BP WEST COAST PROD. LLC, CARSON REFINERY	1801 SEPULVEDA E BLVD	CARSON	90745				NEXT DOOR	LONG BEACH	90810	LA
10/06/05	179231	SMOKE	INPR	BP WEST COAST PROD. LLC, CARSON REFINERY	1801 SEPULVEDA E BLVD	CARSON	90745				DEL ANO/WILMI NGTON	CARSON	90745	LC

APPENDIX G1: RESPONSE TO COMMENTS

Complaints alleging and/or confirming Tesoro Carson (or predecessor) as source of air contaminants 1-1-2005 to 4-1-2016

RECEIVED	CMPLT #	TYPE	DISPO	ALLEGED SOURCE	ADDRESS	CITY	ZIP	ACTUAL SOURCE	FAC ID	STREET NO.	STREET	CITY	ZIP	SECTOR
10/06/05	179232	FLARE	WEAK	BP WEST COAST PROD. LLC, CARSON REFINERY	1801 SEPULVEDA E BLVD	CARSON	90745				UNK	CARSON	90745	LC
01/12/06	181434	ODOR	SUNK	ARCO REFINERY	WILMINGTON	CARSON	90745	UNK	0					
03/20/06	182693	ODOR	NV	ARCO REFINERY	WILMINGTON/223RD & SEPULVEDA	CARSON	90745	CONOCOPHLLIPS COMPANY	800362	1520	SEPULVEDA	CARSON	90745	LC
10/19/06	187440	ODOR	SUNK	CARSON REFINERY	23RD ST/SANTA FE/103 TERMINAL	LONG BEACH	90810	SOURCE UNKNOWN	0		UNKNOWN	LONG BEACH	90745	LC
11/03/06	187747	OTHER		BP	1801 SEPULVEDA	CARSON	90745		0					
01/24/07	189146	OTHER	TEL	SHELL REFINERY	223RD/ALAMEDA	CARSON	90745	EQUILON ENTERPRISE S, LLC	117247	23208	ALAMEDA	CARSON	90810	LA
02/03/07	189331	ODOR	TEL	ARCO	UNKNOWN	LONG BEACH	90745	UNK	0		UNK	CARSON	90745	LC
02/13/07	189458	ODOR	NV	REFINERY	NORTH OF WILLOW/CROSS SANTA FE	LONG BEACH	90810	BP WEST COAST PROD. LLC BP CARSON REF.	131003	1801	SEPULVEDA	CARSON	90745	LC
02/16/07	189535	ODOR	NV	REFINERY	ALAMEDA/S EPULVEDA	LONG BEACH	90810	BP WEST COAST PROD. LLC BP CARSON REF.	131003	1801	SEPULVEDA	CARSON	90745	LC
02/16/07	189534	ODOR	NV	REFINERY	ALAMEDA/S EPULVEDA	LONG BEACH	90810	BP WEST COAST PROD. LLC BP CARSON REF.	131003	1801	SEPULVEDA	CARSON	90745	LC
02/16/07	189533	ODOR	NV	REFINERY	SEPULVEDA/ALAMEDA	LONG BEACH	90810	BP WEST COAST PROD. LLC BP CARSON REF.	131003	1801	SEPULVEDA	CARSON	90745	LC

APPENDIX G1: RESPONSE TO COMMENTS

Complaints alleging and/or confirming Tesoro Carson (or predecessor) as source of air contaminants  
1-1-2005 to 4-1-2016

RECEIVED	CMPLT #	TYPE	DISPO	ALLEGED SOURCE	ADDRESS	CITY	ZIP	ACTUAL SOURCE	FAC ID	STREET NO.	STREET	CITY	ZIP	SECTOR
02/16/07	189532	ODOR	NV	REFINERY	ALAMEDA/S EPULVEDA	LONG BEACH	90810	BP WEST COAST PROD.LLC BP CARSON REF.	131003	1801	SEPULVEDA	CARSON	90745	LC
02/16/07	189531	ODOR	NV	REFINERY	SEPULVEDA/ ALAMEDA	LONG BEACH	90810	BP WEST COAST PROD.LLC BP CARSON REF.	131003	1801	SEPULVEDA	CARSON	90745	LC
02/16/07	189530	ODOR	NV	REFINERY	ALAMEDA/S EPULVEDA	LONG BEACH	90810	BP WEST COAST PROD.LLC BP CARSON REF.	131003	1801	SEPULVEDA	CARSON	90745	LC
02/16/07	189529	ODOR	NV	REFINERY	ALAMEDA/S EPULVEDA	LONG BEACH	90810	BP WEST COAST PROD.LLC BP CARSON REF.	131003	1801	SEPULVEDA	CARSON	90745	LC
02/16/07	189528	ODOR	NV	REFINERY	ALAMEDA/S EPULVEDA	LONG BEACH	90810	BP WEST COAST PROD.LLC BP CARSON REF.	131003	1801	SEPULVEDA	CARSON	90745	LC
02/16/07	189527	ODOR	NV	REFINERY	ALAMEDA/S EPULVEDA	LONG BEACH	90810	BP WEST COAST PROD.LLC BP CARSON REF.	131003	1801	SEPULVEDA	CARSON	90745	LC
02/16/07	189526	ODOR	NV	REFINERY	ALAMEDA/S EPULVEDA	LONG BEACH	90810	BP WEST COAST PROD.LLC BP CARSON REF.	131003	1801	SEPULVEDA	CARSON	90745	LC
02/16/07	189525	ODOR	NV	REFINERY	ALAMEDA/S EPULVEDA	LONG BEACH	90810	BP WEST COAST PROD.LLC BP CARSON REF.	131003	1801	SEPULVEDA	CARSON	90745	LC
02/16/07	189524	ODOR	NV	REFINERY	ALAMEDA/S EPULVEDA	LONG BEACH	90810	BP WEST COAST PROD.LLC BP CARSON REF.	131003	1801	SEPULVEDA	CARSON	90745	LC

APPENDIX G1: RESPONSE TO COMMENTS

Complaints alleging and/or confirming Tesoro Carson (or predecessor) as source of air contaminants 1-1-2005 to 4-1-2016

RECEIVED	CMPLT #	TYPE	DISPO	ALLEGED SOURCE	ADDRESS	CITY	ZIP	ACTUAL SOURCE	FAC ID	STREET NO.	STREET	CITY	ZIP	SECTOR
02/16/07	189523	ODOR	NV	REFINERY	SEPULVEDA/ ALAMEDA	LONG BEACH	90810	BP WEST COAST PROD.LLC BP CARSON BP CARSON REF.	131003	1801	SEPULVEDA	CARSON	90745	LC
02/16/07	189522	ODOR	NV	REFINERY	SEPULVEDA/ ALAMEDA	LONG BEACH	90810	BP WEST COAST PROD.LLC BP CARSON BP CARSON REF.	131003	1801	SEPULVEDA	CARSON	90745	LC
02/26/07	189624	ODOR	SUNK	BRITISH PETROLEUM REFINERY	UNK	LONG BEACH	90810		0					
03/15/07	189916	SMOKE	TEL	BP ARCO REFINERY	SEPULVEDA	CARSON	90745	BP WEST COAST PROD.LLC BP CARSON BP CARSON REF.	131003	1801	SEPULVEDA	CARSON	90745	LC
03/15/07	189914	ODOR	SUNK	BP ARCO	WILMINGTO N/	CARSON	90745		0					
03/15/07	189915	ODOR	SUNK	BP WEST COAST	SEPULVEDA	CARSON	90745		0					
04/13/07	190452	SMOKE	SUNK	BP REFINERY	405/WILMI NGTON	CARSON	90745		0					
04/13/07	190450	SMOKE	SUNK	BP REFINERY	405/WILMI NGTON	CARSON	90745		0					
04/18/07	190530	ODOR	SUNK	BP PLANT	ALAMEDA	LONG BEACH	90745		0					
04/23/07	190619	ODOR	SUNK	BP WEST COAST	UNK	CARSON	90745		0					
06/07/07	191373	ODOR	SUNK	BP ARCO	WILMINGTO N/ALAMEDA	CARSON	90745	UNK	0					
06/21/07	191667	ODOR	CHRN	BP ARCO REFINERY	WILMINGTO N ST/223RD	CARSON	90745	UNKNOWN	0		UNKNOWN	CARSON	90745	LC
06/25/07	191712	ODOR	SUNK	BP REFINERY	UNK	CARSON	90745	UNK	0			CARSON	90745	LC
06/26/07	191753	ODOR	SUNK	BT OR CONOCOPHI LUPS REFINERY	213TH/WIL MINGTON	CARSON	90745	SOURCE UNKNOWN	0		UNKNOWN	CARSON	90745	LC
06/28/07	191790	ODOR	SUNK	BP ARCO	WILMINGTO N	CARSON	90745	BP ARCO	0		WILMINGTO N	CARSON	90745	LC
07/03/07	191908	ODOR	SUNK	BP REFINERY	WILMINGTO N/223RD	CARSON	90744	UNK	0		UNK	CARSON	90745	LC

APPENDIX G1: RESPONSE TO COMMENTS

Complaints alleging and/or confirming Tesoro Carson (or predecessor) as source of air contaminants  
1-1-2005 to 4-1-2016

RECEIVED	CMPLT #	TYPE	DISPO	ALLEGED SOURCE	ADDRESS	CITY	ZIP	ACTUAL SOURCE	FAC ID	STREET NO.	STREET	CITY	ZIP	SECTOR
07/12/07	192084	DUST	SUNK	BP ARCO	UNKN	LONG BEACH	90745		0					
07/17/07	192184	ODOR	SUNK	ARCO REFINERY	SEFULVEDA	LONG BEACH	90745	UNK	0		UNK	CARSON	90745	LC
10/10/07	194033	ODOR	SUNK	BP ARCO OR CONNOCO	UNKNOWN	CARSON	90745	SUNK	0					
10/12/07	194091	SMOKE	SUNK	BP ARCO REFINERY	UNK	CARSON	90745	SOURCE UNKNOWN	0		UNKNOWN	CARSON	90745	LC
10/12/07	194086	SMOKE	SUNK	B P	SEFULVEDA / MAIN	CARSON	90745	SOURCE UNKNOWN	0		UNKNOWN	CARSON	90745	LC
10/15/07	194132	ODOR	SUNK	B P REFINERY	WILMINGTO N/405 FWY	CARSON	90745	UNK	0		UNK	CARSON	90745	LC
11/11/07	194800	ODOR		BP PETROLEUM	UNK	CARSON	90745	UNK	0		UNK	LONG BEACH	90745	LC
12/01/07	195264	ODOR	SUNK	BP OR SHELL	UNKNOWN	LONG BEACH	90745	SUNK	0					
12/21/07	195536	SMOKE	SUNK	BP REFINERY	405 FWY	CARSON	90745		0					
01/14/08	195840	ODOR	NV	ARCO REFINERY	UNKNOWN	CARSON	90745	RAINBOW TRANSPORT TANK CLEANERS	25965	21119	WILMINGTO N	CARSON	90810	LA
01/16/08	195864	ODOR	SUNK	BP OR CONECCO PHILLIPS	UNKNOWN	CARSON	90745	SOURCE UNKNOWN	0		UNKNOWN	CARSON	90745	LC
01/17/08	195901	ODOR	TEL	BP REFINERY	WILMINGTO N	CARSON	90745	UNK	0		WILMINGTO N	CARSON	90745	LC
01/27/08	196007	OTHER	OC	BP ARCO REFINERY	CARSON REFINERY	CARSON	90745	BP WEST COAST PROD.LLC BP CARSON REF.	131003	2350	223RD	CARSON	90749	LF
02/05/08	196118	ODOR	TEL	BP ARCO	1801 SEFULVEDA	CARSON	90745	BP ARCO	0	1801	SEFULVEDA	CARSON	90745	LC
02/10/08	196249	OTHER	OC	BP ARCO REFINERY	WILMINGTO N	CARSON	90745	BP WEST COAST PROD.LLC BP CARSON REF.	131003	2350	223RD	CARSON	90749	LF
03/03/08	196587	ODOR	SUNK	ARCO	UNKNOWN	CARSON	90745		0					
03/03/08	196582	ODOR	SUNK	ARCO REFINERY	UNKNOWN	CARSON	90745		0					

APPENDIX G1: RESPONSE TO COMMENTS

Complaints alleging and/or confirming Tesoro Carson (or predecessor) as source of air contaminants 1-1-2005 to 4-1-2016

RECEIVED	CMPLT #	TYPE	DISPO	ALLEGED SOURCE	ADDRESS	CITY	ZIP	ACTUAL SOURCE	FAC ID	STREET NO.	STREET	CITY	ZIP	SECTOR
03/08/08	196687	OTHER	OC	BP ARCO REFINERY	WILMINGTO N AVE. / 223RD	CARSON	90745	BP ARCO REFINERY	0		WILMINGTO N AVE. / 223RD	CARSON	90745	LC
03/17/08	196851	ODOR	SUNK	BP REFINERY	WILMINGTO N / WILLOW	LONG BEACH	90745	UNK	0		UBK	LONG BEACH	90745	LC
03/19/08	196910	OTHER		BP ARCO	223RD	WILMINGTO N	90744		0					
03/21/08	196917	ODOR	SUNK	B.P. REFINERY	PACIFIC COAST HWY	WILMINGTO N	90744	UNK	0		UNK	LONG BEACH	90745	LC
03/26/08	197027	SMOKE	OC	UNKNOWN REFINERY	WILMINGTO N AVE/405 FWY	WILMINGTO N	90744	BP WEST COAST PROD.LLC BP CARSON REF.	131003	2350	223RD	CARSON	90749	LF
03/27/08	197034	ODOR	SUNK	BP REFINERY	UNKNOWN	CARSON	90745	SOURCE UNKNOWN	0		UNKNOWN	CARSON	90745	LC
03/27/08	197035	ODOR	SUNK	BP WESTCOAST	WILMINGTO N	CARSON	90745	SOURCE UNKNOWN	0		UNKNOWN	CARSON	90745	LC
03/27/08	197031	ODOR	SUNK	BP WESTCOAST	SEPULVEDA BL/ WILMINGTO N	CARSON	90745	UNK	0		UNK	CARSON	90745	LC
03/27/08	197032	OTHER	TEL	BP REFINERY	UNKNOWN	CARSON	90745	BP WEST COAST PROD.LLC BP CARSON REF.	131003	2350	223RD	CARSON	90749	LF
04/02/08	197129	SMOKE	OC	BP ARCO	UNKNOWN	CARSON	90745	ARCO PRODUCTS CO	800012	1801	SEPULVEDA	CARSON	90745	LC
04/02/08	197132	ODOR	OC	BP ARCO	UNKNOWN	CARSON	90745	ARCO PRODUCTS CO	800012	1801	SEPULVEDA	CARSON	90745	LC
04/10/08	197265	ODOR	SUNK	BP REFINERY OR CONOCOPHILIPS	UNK	CARSON	90745	SOURCE UNKNOWN	0		UNKNOWN	CARSON	90745	LC
04/22/08	197515	ODOR	SUNK	V.P. REFINERY	405 FWY	CARSON	90745	UNKNOWN	0		UNKNOWN	CARSON	90745	LC
04/24/08	197572	ODOR	SUNK	ARCO REFINERY	SEPULVEDA / ALAMEDA BEACH	LONG BEACH	90745		0					
05/27/08	198261	ODOR	SUNK	BP ARCO	UNKNOWN	CARSON	90745		0					
06/09/08	198506	OTHER		BP REFINERY	SEPULVEDA/ ALAMEDA	LONG BEACH	90745		0					

APPENDIX G1: RESPONSE TO COMMENTS

Complaints alleging and/or confirming Tesoro Carson (or predecessor) as source of air contaminants  
1-1-2005 to 4-1-2016

RECEIVED	CMPLT #	TYPE	DISPO	ALLEGED SOURCE	ADDRESS	CITY	ZIP	ACTUAL SOURCE	FAC ID	STREET NO.	STREET	CITY	ZIP	SECTOR
07/29/08	199366	OTHER		BP ARCO	LOWITA /WILMINGTON	WILMINGTON	90744		0					
09/10/08	200132	ODOR	SUNK	BP WEST COAST	UNK	CARSON	90745	UNK	0		UNK	CARSON	90745	LC
09/13/08	200233	ODOR	SUNK	CARSON REFINERY	UNK	CARSON	90745		0					
09/16/08	200329	ODOR	SUNK	UNK	CARSON ST/VERA ST	CARSON	90745	BP REFINERY	0		WILMINGTON	CARSON	90745	LC
09/16/08	200314	ODOR	SUNK	UNK	UNK	CARSON	90745	BP REFINERY	0		WILMINGTON	CARSON	90745	LC
09/16/08	200313	ODOR	SUNK	UNK	UNK	CARSON	90745	BP REFINERY	0		WILMINGTON	CARSON	90745	LC
09/16/08	200317	ODOR	SUNK	UNK	169TH/AMBLER/BILLINGS	CARSON	90745	BP REFINERY	0		WILMINGTON	CARSON	90745	LC
09/17/08	200352	ODOR	TEL	UNK	SEPULVEDA MARBELLA	CARSON	90745	BP PIPELINE	0	300	SEPULVEDA	CARSON	90745	LC
09/25/08	200496	ODOR	SUNK	BP REFINERY	WILMINGTON N/405 FWY	CARSON	90745		0					
09/26/08	200546	ODOR		BP REFINERY / CONOCO PHILLIPS	UNK	CARSON	90745		0					
09/26/08	200545	ODOR	SUNK	ARCO REFINERY	WILMINGTON N/213TH ST	CARSON	90745	UNK	0			CARSON	90745	LC
09/29/08	200588	ODOR	SUNK	WESTCOAST OR RAINBOW TRUCKING	UNK	CARSON	90745	UNK	0			CARSON	90745	LC
10/30/08	201390	ODOR	SUNK	ARCO REFINERY	WILMINGTON N @ 223RD	CARSON	90745		0					
11/07/08	201532	ODOR	SUNK	ARCO REFINERY	WILMINGTON N AND N/218TH	CARSON	90745	UNK	0			CARSON	90745	LC
11/14/08	201650	ODOR	SUNK	BP REFINERY	WILMINGTON N & WARDLOW	CARSON	90745	UNK	0			CARSON	90745	LC
11/14/08	201659	ODOR	SUNK	ATLANTIC RICHFIELD/ARCO	CATSKILL & SEPULVEDA	CARSON	90745	UNKNOWN	0		SEPULVEDA	CARSON	90745	LC
11/20/08	201788	ODOR	SUNK	ARCO	WILMINGTON N & 220TH	CARSON	90745	SOURCE UNKNOWN	0		UNKNOWN	CARSON	90745	LC

APPENDIX G1: RESPONSE TO COMMENTS

Complaints alleging and/or confirming Tesoro Carson (or predecessor) as source of air contaminants  
1-1-2005 to 4-1-2016

RECEIVED	CMPLT #	TYPE	DISPO	ALLEGED SOURCE	ADDRESS	CITY	ZIP	ACTUAL SOURCE	FAC ID	STREET NO.	STREET	CITY	ZIP	SECTOR
12/08/08	201956	SMOKE	OC	ARCO REFINERY	WILMINGTO N BL/ 223 RD	CARSON	90745	BP ARCO	131003	2350	223 RD	CARSON	90749	LF
12/08/08	201957	SMOKE	OC	UNK REFINERY	WILMINGTO N/ 223 RD	CARSON	90745	BP ARCO	131003	2350	223RD ST	CARSON	90749	LF
12/08/08	201954	SMOKE	OC	UNK REFINERY	UNK	CARSON	90745	BP ARCO	131003	2350	223RD	CARSON	90749	LF
12/08/08	201952	SMOKE	OC	UNKNOWN REFINERY	WILMINGTO N BLD/AVAIL	CARSON	90745	BP ARCO	131003	2350	223 RD	CARSON	90749	LF
12/08/08	201949	ODOR	OC	UNK	UNK/223RD	CARSON	90745	BP ARCO	131003	2350	223 RD	CARSON	90749	LF
12/08/08	201959	ODOR	OC	UNKNOWN	CARSON ST./SEPUVEDA	CARSON	90745	BP ARCO	131003	2350	223 RD	CARSON	90749	LF
12/08/08	201966	OTHER	OC	ARCO REFINERY	SEPUVEDA/ WILMINGTO N	CARSON	90745	BP ARCO	131003	2350	223 RD	CARSON	90749	LF
12/09/08	201987	SMOKE		ARCO	WILMINGTO N/SEPUVEDA	CARSON	90745		0					
12/28/08	202132	ODOR		ARCO BP REFINERY	223RD AND WILMINGTO N	WILMINGTO N	90744		0					
01/02/09	202172	SMOKE		BP ARCO	223RD / WILMINGTO N	CARSON	90745		0					
01/27/09	202592	SMOKE		BP ARCO	WILMINGTO N	CARSON	90745		0					
01/27/09	202591	SMOKE		BP ARCO	WILMINGTO N AVE/ 223RD	CARSON	90745		0					
01/27/09	202590	ODOR		BP ARCO REFINERY	UNKOWN	CARSON	90745		0					
01/28/09	202605	ODOR	SUNK	BP REFINERY OR RHODIA	WILMINGTO N/WATER	CARSON	90745		0					
02/04/09	202728	DUST	SUNK	ARCO FACILITY	WILMINGTO N & WATSON CENTER RD	CARSON	90745	SUNK	0		WILMINGTO N	CARSON	90745	LC
02/23/09	202927	ODOR	SUNK	ARCO REFINERY	WILMINGTO N/ 223RD	CARSON	90810		0					
02/23/09	202953	ODOR	INV	REFINERY	SEPUVEDA	LONG BEACH	90806	BP ARCO	131003	2350	223RD	CARSON	90745	LC

APPENDIX G1: RESPONSE TO COMMENTS

Complaints alleging and/or confirming Tesoro Carson (or predecessor) as source of air contaminants  
1-1-2005 to 4-1-2016

RECEIVED	CMPLT #	TYPE	DISPO	ALLEGED SOURCE	ADDRESS	CITY	ZIP	ACTUAL SOURCE	FAC ID	STREET NO.	STREET	CITY	ZIP	SECTOR
02/24/09	202979	ODOR	NV	BP ARCO	2350 223RD	CARSON	90745	BP ARCO	131003	2350	223RD	CARSON	90745	LC
02/24/09	202978	ODOR	NV	BP ARCO	2350 223RD	CARSON	90745	BP ARCO	131003	2350	223RD	CARSON	90745	LC
02/24/09	202977	ODOR	NV	BP ARCO	2350 223RD	CARSON	90745	BP ARCP	131003	2350	223RD	CARSON	90745	LC
02/24/09	202976	ODOR	NV	BP ARCO	2350 223RD	CARSON	90745	BP ARCO	131003	2350	223RD	CARSON	90745	LC
02/24/09	202975	ODOR	NV	BP ARCO	2350 223RD	CARSON	90745	BP ARCO	131003	2350	223RD	CARSON	90745	LC
02/24/09	202973	ODOR	NV	BP ARCO	2350 223RD	CARSON	90745	BP ARCO	131003	2350	223RD	CARSON	90745	LC
02/24/09	202962	ODOR	SUNK	ARCO REFINERY	223RD/WILMINGTON	CARSON	90745	SUNK	0					
03/08/09	203139	ODOR	SUNK	CARSON REFINERY	UNKNOWN	CARSON	90745	SUNK	0					
03/11/09	203195	ODOR	SUNK	BP REFINERY	WILMINGTO N	CARSON	90745		0					
03/13/09	203298	OTHER	OC	BP ARCO	UNK	CARSON	90745	BP	131003	2350	223 RD	CARSON	90745	LC
03/17/09	203334	ODOR	SUNK	BP ARCO REFINERY	405	WILMINGTO N	90744	SUNK	0					
03/20/09	203389	ODOR	SUNK	BP REFINERY	405 FWY/WILMINGTON	CARSON	90745	SUNK	0					
03/21/09	203406	OTHER	OC	BP ARCO REFINERY	UNKNOWN	CARSON	90745	BP	131003		223 RD	WILMINGTO N	90744	LB
05/19/09	204376	ODOR	SUNK	ARCO REFINERY	SEPULVEDA	LONG BEACH	90810	SUNK	0					
06/03/09	204587	DUST	SUNK	BRITISH PETROLEUM	223RD ST/WILMINGTON	LONG BEACH	90810	SUNK	0					
07/21/09	205286	SMOKE	OC	ARCO REFINERY	405 FRW	CARSON	90745	BP	131003	2350	223RD	CARSON	90745	LC
07/21/09	205280	SMOKE	OC	ARCO REFINERY	223RD / WILMINGTO N	CARSON	90745	BP	131003	2350	223 RD	CARSON	90745	LC
07/21/09	205279	SMOKE	OC	ARCO REFINERY	405FWY	CARSON	90745	BP	131003	2350	223RD	CARSON	90745	LC
07/22/09	205296	SMOKE		ARCO	223	CARSON	90745		0					
09/23/09	206383	ODOR	SUNK	BP REFINERY	405 FWY/WILMINGTON	CARSON	90745	SUNK	0					
11/24/09	207854	DUST	NO	BP WEST COAST PRODUCTS	1175 CARRACK	WILMINGTO N	90748	BP WEST COAST PRODUCTS	0	1175	CARRACK	WILMINGTO N	90748	LB
12/23/09	208179	SMOKE	OC	BP ARCO REFINERY	WILMINGTO N/405	CARSON	90745	BP ARCO REFINERY	0	2350	223	CARSON	90745	LC
01/04/10	208267	SMOKE	TEL	ARCO	UNKNOWN	WILMINGTO N	90744	ARCO	0		UNKNOWN	WILMINGTO N	90744	LB

APPENDIX G1: RESPONSE TO COMMENTS

Complaints alleging and/or confirming Tesoro Carson (or predecessor) as source of air contaminants  
1-1-2005 to 4-1-2016

RECEIVED	CMPLT #	TYPE	DISPO	ALLEGED SOURCE	ADDRESS	CITY	ZIP	ACTUAL SOURCE	FAC ID	STREET NO.	STREET	CITY	ZIP	SECTOR
01/19/10	208545	SMOKE	OC	BP REFINERY	SEPULVEDA	CARSON	90745	BP	0	2350	223RD	CARSON	90745	LC
01/19/10	208535	ODOR	OC	POSSIBLE REFINERY	LINCOLN ST/ BONITA/ BANNING	CARSON	90745	BP	0	2350	223 RD	CARSON	90745	LC
01/19/10	208536	ODOR	OC	UNKNOWN	CATSKILL AVE / 236	CARSON	90745	BP	0	2350	223RD	CARSON	90745	LC
01/28/10	208656	ODOR	OC	BP	2350 223 E ST	CARSON	90745				SEPULVEDA	CARSON	90745	LC
01/28/10	208691	ODOR	OC	BP WEST COAST PROD.LLC BP CARSON REF.	2350 223RD E ST	CARSON	90749				SEPULVEDA BLVD	CARSON	90745	LC
02/08/10	208837	OTHER	SUNK	CARSON REFINERY	UNKNOWN	CARSON	90745	SUNK	0					
02/09/10	208876	OTHER	DC	BP ARCO REFINERY	ALAMEDA/ SEPULVEDA /223RD	CARSON	90745	BP ARCO REFINERY	0			CARSON	90745	LC
05/25/10	210828	FLARE/OPEN FIRE	OC	BP/ARCO	UNK	CARSON	90745	BP	131003	2350	223RD	CARSON	90745	LC
05/25/10	210804	ODOR	INPR	UNKNOWN MAY BE REFINERY	213TH/WAT ER	CARSON	90745	BP WEST COAST PROD.LLC BP CARSON REF.	131003	2350	223RD	CARSON	90749	LF
05/28/10	210883	ODOR	SUNK	BP REFINERY (ARCO)	UNKNOWN	CARSON	90745	SUNK	0					
06/05/10	210974	ODOR	INPR	BP REFINERY	UNKNOWN	WILMINGTO N	90744	PICK YOUR PART	53860	1900	BLINN	WILMINGTO N	90744	LB
08/03/10	211853	ODOR	OC	UNKNOWN	WATSON CENTER RD/WILMIN GTON	CARSON	90745	BP REFINERY	131003	2350	223RD	CARSON	90745	LC
08/05/10	211881	ODOR	SUNK	ARCO REFINERY	UNK	CARSON	90745	SUNK (POSSIBLY NEARBY RESIDENCE)	0		222ND	CARSON	90745	LC
09/02/10	212415	SMOKE	OC	BP OIL REFINERY	405 FWY / WILMINGTO N	WILMINGTO N	90744	UNKNOWN	0		UNKNOWN	CARSON	90745	LC

APPENDIX G1: RESPONSE TO COMMENTS

Complaints alleging and/or confirming Tesoro Carson (or predecessor) as source of air contaminants 1-1-2005 to 4-1-2016

RECEIVED	CMPLT #	TYPE	DISPO	ALLEGED SOURCE	ADDRESS	CITY	ZIP	ACTUAL SOURCE	FAC ID	STREET NO.	STREET	CITY	ZIP	SECTOR
09/09/10	212524	ODOR	OC	BP ARCO REFINERY	C ST / 110 FWY	SAN PEDRO	90731	CONOCOPHIL LUPS REFINERY	800363		ANAHEIM	WILMINGTO N	90744	LB
09/16/10	212628	ODOR	SUNK	ARCO REFINERY	ALAMEDA & SEPULVEDA	LONG BEACH	90745	SUNK	0					
09/21/10	212719	FLARE	OC	BP	2223RD	CARSON	90745	BP	0		223	CARSON	90745	LC
09/23/10	212781	ODOR	SUNK	BP REFINERY	WILMINGTO N & 223RD ST	CARSON	90745	SUNK	0					
09/26/10	212842	ODOR	PAST	BP REFINERY	SEPULVEDA	CARSON	90745	SUNK	0		223RD	WILMINGTO N	90744	LB
09/26/10	212828	OTHER	OC	BP ARCO	WILMINGTO N	CARSON	90745	BP	131003	2350	223RD	CARSON	90745	LC
10/12/10	213157	ODOR	INV	BP REFINERY	CARSON / VERA	CARSON	90745	CONOCOPHIL LUPS COMPANY	800362	1520	SEPULVEDA	CARSON	90745	LC
10/27/10	213328	ODOR	OC	BP REFINERY	2350 223 E ST	CARSON	90745				SEPULVEDA & WILMINGTO N	CARSON	90745	LC
11/17/10	213750	SMOKE	OC	BP ARCO	UNKNOWN	CARSON	90745	BP	131003	2350	223RD	CARSON	90745	LC
11/17/10	213764	SMOKE	OC	BP CARSON	UNK	CARSON	90745	BP	0	2350	223RD	CARSON	90745	LC
12/01/10	213916	ODOR	SUNK	BP ARCO	SEPULVEDA	LONG BEACH	90810	SUNK	0					
12/03/10	213991	OTHER		ARCO REFINERY	UNK	CARSON	90745		0					
01/03/11	214326	SMOKE	OC	BP ARCO	WILMINGTO N	CARSON	90745	AIR PRODUCTS	3417	23300	ALANEDA	CARSON	90745	LC
01/10/11	214426	ODOR	SUNK	BRITISH PETROLEUM	5905 PARAMOUNT	LONG BEACH	90745	BRITISH PETROLEUM	0	5905	PARAMOUNT	LONG BEACH	90745	LC
01/26/11	214860	ODOR	SUNK	BP REFINERY	405 FWY/WILMI NGTON	CARSON	90745	SUNK	0					
02/11/11	215384	ODOR	ANON	BP ARCO	WILMINGTO N /	CARSON	90745		0					
03/21/11	216138	ODOR	SUNK	BP ARCO	WILMINGTO N / 405 FWY	CARSON	90745	SUNK	0					
05/02/11	216951	ODOR	INPR	ARCO REFINERY	WILMINGTO N AVE / @ 405 FWY	WILMINGTO N	90744	CONOCOPHIL LUPS	800362	1520	SEPULVEDA	CARSON	90745	LC

APPENDIX G1: RESPONSE TO COMMENTS

Complaints alleging and/or confirming Tesoro Carson (or predecessor) as source of air contaminants  
1-1-2005 to 4-1-2016

RECEIVED	CMPLT #	TYPE	DISPO	ALLEGED SOURCE	ADDRESS	CITY	ZIP	ACTUAL SOURCE	FAC ID	STREET NO.	STREET	CITY	ZIP	SECTOR
05/26/11	217521	ODOR	SUNK	BP ARCO	SEPULVEDA	LONG BEACH	90810	SUNK	0					
05/27/11	217579	SMOKE	OC	BP ARCO	2350 223RD	CARSON	90749	BP	0	2350	223RD	CARSON	90745	LC
06/20/11	217914	ODOR		BP REFINERY	UNKNOWN	CARSON	90745		0					
06/27/11	218005	ODOR	SUNK	CARSON OIL REFINERY	UNKNOWN	CARSON	90745	SUNK	0					
09/07/11	219255	SMOKE	INPR	REFINERY	405 FWY @ WILMINGTO N	WILMINGTO N	90744	BP	131003	2350	223RD	CARSON	90745	LC
09/07/11	219257	SMOKE	INPR	REFINERY	710 FWY & 405 FWY	CARSON	90745	BP	131003	2350	223RD	CARSON	90745	LC
09/07/11	219256	SMOKE	INPR	REFINERY	223RD & WILMINGTO N	CARSON	90745	BP	131003	2350	223RD	CARSON	90745	LC
09/23/11	219599	ODOR	SUNK	BP REFINERY	405 & WILMINGTO N	CARSON	90745		0					
10/03/11	219798	ODOR	TEL	BP TANK FARM	5991 PARAMOUNT	LONG BEACH	90805	UNK	0		UNK	LONG BEACH	90745	LC
11/03/11	220366	OTHER	OC	BP ARCO	UNKNOWN	WILMINGTO N	90744	BP	131003	2350	223RD	CARSON	90745	LC
11/17/11	220573	SMOKE	INPR	BP REFINERY	UNK	CARSON	90745	BP REFINERY	0	2350	223RD	CARSON	90745	LC
12/03/11	220827	ODOR	SUNK	BP ARCO	UNK	CARSON	90745	UNKNOWN	0		UNKNOWN	CARSON	90745	LC
01/12/12	221583	ODOR	SUNK	BP OR CONOCO REFINERY	UNKNOWN	CARSON	90745	SUNK	0					
02/01/12	221959	ODOR	NV	ARCO REFINERY	SEPULVEDA	CARSON	90745	BP	131003	2350	223RD	CARSON	90810	LA
02/01/12	221960	ODOR	NV	BP	223	CARSON	90745				SEPULVEDA BLVD	CARSON	90745	LC
02/01/12	224776	ODOR	NV	BP REFINERY	2350 223RD E ST	CARSON	90749				2350 223RDE ST	CARSON	90749	LF
02/01/12	224777	ODOR	NV	BP REFINERY	2350 223RD E ST	CARSON	90749				2350 223RDE ST	CARSON	90749	LF
02/01/12	224778	ODOR	NV	BP REFINERY	2350 223RD E ST	CARSON	90749				2350 223RDE ST	CARSON	90749	LF
02/01/12	224779	ODOR	NV	BP REFINERY	2350 223RD E ST	CARSON	90749				2350 223RDE ST	CARSON	90749	LF
02/01/12	224780	ODOR	NV	BP REFINERY	2350 223RD E ST	CARSON	90749				2350 223RDE ST	CARSON	90749	LF
02/01/12	224781	ODOR	NV	BP REFINERY	2350 223RD E ST	CARSON	90749				2350 223RDE ST	CARSON	90749	LF

APPENDIX G1: RESPONSE TO COMMENTS

Complaints alleging and/or confirming Tesoro Carson (or predecessor) as source of air contaminants 1-1-2005 to 4-1-2016

RECEIVED	CMPLT #	TYPE	DISPO	ALLEGED SOURCE	ADDRESS	CITY	ZIP	ACTUAL SOURCE	FAC ID	STREET NO.	STREET	CITY	ZIP	SECTOR
02/01/12	224782	ODOR	NV	BP REFINERY	2350 223RD E ST	CARSON	90749				2350 223RDE ST	CARSON	90749	LF
02/07/12	222063	ODOR	OC	REFINERY	WILMINGTO N/223RD	CARSON	90745	BP	131003	2350	223RD	CARSON	90745	LC
03/18/12	222740	ODOR	OC	REFINERY	SEPUVEDA BEACH	LONG BEACH	90810	BP REFINERY	0		223	CARSON	90745	LC
04/27/12	223449	SMOKE	OC	BP REFINERY	WILMINGTO N AV @ 220TH	CARSON	90745	BP WEST COAST PROD.LLC BP CARSON REF.	131003	2350	223RD	CARSON	90749	LF
04/27/12	223448	ODOR	OC	REFINERY	213TH ST & WATER	CARSON	90745	COAST PROD.LLC BP CARSON REF.	131003	2350	223RD	CARSON	90749	LF
06/06/12	224174	SMOKE	OC	BP REFINERY	UNKNOWN	CARSON	90745	BP REFINERY	0		UNKNOWN	CARSON	90745	LC
06/09/12	224247	ODOR	PAST	BP REFINERY	SEPUVEDA & WILMINGTO N	WILMINGTO N	90744	SUNK	0		SUNK	CARSON	90745	LC
06/13/12	224290	SMOKE	OC	BP	405/ALAME DA	CARSON	90745	BP	0		405/ALAME DA	CARSON	90745	LC
06/13/12	224291	SMOKE	OC	BP OIL REFINERY	405/ALAME DA	LONG BEACH	90745	BP OIL REFINERY	0		405/ALAME DA	LONG BEACH	90745	LC
07/16/12	224974	FLARE	OC	INEOS OLEFINS & POLYMERS USA	2384 223RD E ST	CARSON	90745				WILMINGTO N/220TH	CARSON	90745	LC
07/21/12	225165	ODOR	SUNK	ARCO REFINERY	UNK	WILMINGTO N	90744	SUNK	0					
08/08/12	225530	SMOKE	OC	BP REFINERY	405 FWY	LONG BEACH	90745	BP	131003	2350	223RD	CARSON	90745	LC
08/19/12	225805	ODOR	WEAK	HYDROGEN PROD PLANT	UNK	CARSON	90745	AIR PRODUCTS	3417	23300	ALAMEDA	CARSON	90745	LC
08/19/12	225807	ODOR	WEAK	HYDROGEN PRODUCTIO N OF CARSON	UNK	CARSON	90745	AIR PRODUCTS	3417	23300	ALAMEDA	CARSON	90745	LC
08/23/12	225960	ODOR	NV	BP	2350 223RD	CARSON	90745	BP WEST COAST PRODUCTS	131003	2350	223RD	CARSON	90745	LC

APPENDIX G1: RESPONSE TO COMMENTS

Complaints alleging and/or confirming Tesoro Carson (or predecessor) as source of air contaminants  
1-1-2005 to 4-1-2016

RECEIVED	CMPLT #	TYPE	DISPO	ALLEGED SOURCE	ADDRESS	CITY	ZIP	ACTUAL SOURCE	FAC ID	STREET NO.	STREET	CITY	ZIP	SECTOR
08/23/12	225959	ODOR	NV	BP	2350 223RD	CARSON	90745	BP WEST COAST PRODUCTS	131003	2350	223RD	CARSON	90745	LC
08/23/12	225958	ODOR	NV	BP	2350 223RD	CARSON	90745	BP WEST COAST PRODUCTS	131003	2350	223RD	CARSON	90745	LC
08/23/12	225961	ODOR	NV	BP	2350 223RD	CARSON	90745	BP WEST COAST PRODUCTS	131003	2350	223RD	CARSON	90745	LC
08/23/12	225963	ODOR	NV	BP	2350 223RD	CARSON	90745	BP WEST COAST PRODUCTS	0	2350	223RD	CARSON	90745	LC
08/23/12	225962	ODOR	NV	BP	2350 223RD	CARSON	90745	BP WEST COAST PRODUCTS	131003	2350	223RD	CARSON	90745	LC
08/23/12	225922	ODOR	NV	ARCO REFINERY	SEPUVEDA	LONG BEACH	90810	BP WEST COAST PRODUCTS	131003	2350	223RD	CARSON	90745	LC
09/15/12	227004	SMOKE	TEL	ARCO REFINERY	UNKNOWN	WILMINGTO N	90744	CO/LA REFINERY WILMINGTO N PL	171107	1660	ANAHEIM	WILMINGTO N	90744	LB
09/15/12	226919	ODOR		BP CARSON HYDROGEN PRODUCTIO N PLANT	UNKNOWN 110 & PACIFIC COAST HWY	CARSON	90745		0					
09/23/12	227334	ODOR		BP CARSON HYDROGEN PLANT	UNK	CARSON	90745		0					
09/25/12	227380	ODOR		BP REFINERY OR RAINBOW TRUCKING	UNK	CARSON	90745		0					
10/01/12	227552	ODOR	SUNK	BP REFINERY OR RAINBOW TRUCKING	UNK	CARSON	90745	BP REFINERY OR RAINBOW TRUCKING	0		UNK	CARSON	90745	LC
10/21/12	228445	OTHER	SUNK	BP ARCO REFINERY	UNK	LONG BEACH	90745	SUNK	0					
11/03/12	228882	ODOR	SUNK	BP OR ARCO REFINERY	NEXT TO COMPLAINT	LONG BEACH	90810	UNKNOWN	0		UNKNOWN	CARSON	90745	LC
11/19/12	229387	ODOR	SUNK	BP ARCO REFINERY	ALAMEDA/S EPUVEDA	LONG BEACH	90810	SUNK	0					
11/25/12	229455	ODOR	TEL	BP REFINERY	223RD ST/ WILMINGTO N	CARSON	90810	SUNK	0		223RD	CARSON	90810	LA

APPENDIX G1: RESPONSE TO COMMENTS

Complaints alleging and/or confirming Tesoro Carson (or predecessor) as source of air contaminants  
1-1-2005 to 4-1-2016

RECEIVED	CMPLT #	TYPE	DISPO	ALLEGED SOURCE	ADDRESS	CITY	ZIP	ACTUAL SOURCE	FAC ID	STREET NO.	STREET	CITY	ZIP	SECTOR
11/25/12	229454	ODOR	TEL	BP REFINERY	223 ST /WILMINGT ON AVE	CARSON	90810	SUNK	0		223RD	CARSON	90810	LA
11/25/12	229453	ODOR	TEL	BP REFINERY	223RD ST & WILMINGTO N	CARSON	90810	SUNK	0		223RD	CARSON	90810	LA
11/29/12	229587	SMOKE	OC	BP REFINERY	WILMINGTO N & 223RD	CARSON	90745	BP REFINERY	0		WILMINGTO N & 223RD	CARSON	90745	LC
12/01/12	229614	SMOKE	OC	BP ARCO	UNKNOW N	CARSON	90745	BP ARCO	0		223RD	CARSON	90745	LC
12/01/12	229612	SMOKE	OC	BP ARCO	UNKNOW N	CARSON	90801	BP	0	2350	223RD	CARSON	90745	LC
12/01/12	229613	SMOKE	OC	BP ARCO REFINERY	UNKNOW N	CARSON	90745	BP	131003	2350	223RD	CARSON	90745	LC
12/02/12	229617	OTHER	OC	BP REFINERY	WILMINGTO N	CARSON	90745	BP	131003	2350	223RD	CARSON	90745	LC
12/03/12	229636	ODOR	OC	CARSON REFINERY	FROM 405 FWY	CARSON	90745	BP	0	2350	223RD	CARSON	90745	LC
01/16/13	230535	ODOR	SUNK	ARCO REFINERY	UNKNOW N	CARSON	90745	UNKNOW N	0		UNKNOW N	CARSON	90745	LC
01/20/13	230683	SMOKE	OC	REFINERY	WILMINGTO N,223RD	CARSON	90745	BP	131003	2350	223RD	CARSON	90810	LA
01/26/13	230836	ODOR	SUNK	BP REFINERY	UNKNOW N	CARSON	90745	SUNK	0					
01/26/13	230819	ODOR	SUNK	BP REFINERY	WILMINGTO N AVE	CARSON	90810	SUNK	0					
01/26/13	230830	ODOR	SUNK	BP REFINERY/S ANITATION	UNKNOW N	CARSON	90745	SUNK	0					
01/28/13	230852	ODOR	SUNK	ARCO REFINERY	SEPULVEDA /ALAMEDA	CARSON	90745	SUNK	0					
02/08/13	231167	OTHER	OC	BP REFINERY	LOMITA/ EUBANK	CARSON	90745	PHILLIPS 66	171109	1560	SEPULVEDA	CARSON	90745	LC
02/17/13	231378	OTHER	OC	TESORO REFINERY	405 FWY	WILMINGTO N	90744	BP WEST COAST PROD.LLC BP CARSON REF.	131003	2350	223RD	CARSON	90749	LF
03/05/13	231654	ODOR	OC	BP REFINERY	405 FWY @ WILMINGTO N	LONG BEACH	90745	BP REFINERY	131003	2350	CARSON	CARSON	90745	LC
03/05/13	231644	OTHER	OC	UNKNOW N REFINERY	223RD	WILMINGTO N	90744	BP	131003	2350	223	CARSON	90745	LC
04/09/13	232428	SMOKE	SUNK	ARCO	ALAMEDA	LONG BEACH	90801	UNKNOW N	0		UNKNOW N	CARSON	90745	LC

APPENDIX G1: RESPONSE TO COMMENTS

Complaints alleging and/or confirming Tesoro Carson (or predecessor) as source of air contaminants  
1-1-2005 to 4-1-2016

RECEIVED	CMPLT #	TYPE	DISPO	ALLEGED SOURCE	ADDRESS	CITY	ZIP	ACTUAL SOURCE	FAC ID	STREET NO.	STREET	CITY	ZIP	SECTOR
05/30/13	233605	OTHER	OC	UNKNOWN	WILMINGTON AND SEPULVEDA	CARSON		BP	131003	2350	223RD	CARSON	90810	LA
07/14/13	234596	SMOKE	INPR	BP ARCO LA REFINERY/SHELL REFINERY	735 CEDAR AVE. APT. 28	LONG BEACH	90813	VALERO	800026	2402	ANAHEIM	WILMINGTON	90744	LB
11/13/13	238961	SMOKE		BP ARCO	UNKNOWN	WILMINGTON	90744		0					
11/20/13	239169	SMOKE	OC	BP ARCO	UNKNOWN	CARSON	90745	TESORO CARSON	174655	2350	223RD	CARSON	90745	LC
12/06/13	239469	SMOKE	OC	TESORO CARSON	2350 223RD E ST	CARSON	90810				SEPULVEDA AND AVALON	CARSON	90745	LC
01/30/14	240620	SMOKE	OC	TESORO CARSON	2350 223RD E ST	CARSON	90745				223RD @ WILMINGTON	CARSON	90745	LC
02/03/14	240656	SMOKE	TEL	TESORO ALLEGED	2350 223RD E ST	CARSON	90745				SEPULVEDA	CARSON	90745	LC
02/03/14	240665	FLARE	OC	TESORO CARSON	2350 223RD E ST	CARSON	90745				ALAMEDA/ WILMINGTON	CARSON	90745	LC
03/08/14	241316	SMOKE	OC	TESORO CARSON REFINERY	2350 223RD E ST	CARSON	90810				23208 ALAMEDA ST	CARSON	90745	LC
03/18/14	241640	SMOKE	INPR	BP REFINERY	UNK	CARSON	90745	INEOS/TESORO FLARE #5	124808	2384	223RD	CARSON	90810	LA
03/18/14	241638	SMOKE	OC	BP REFINERY	CARSON	CARSON	90745	INEOS/TESORO FLARE #5	174655		223RD	CARSON	90810	LA
03/18/14	241641	OTHER	INPR	BP REFINERY	SEPULVEDA	WILMINGTON	90744	INEOS/TESORO FLARE #5	124808	2384	223RD	CARSON	90810	LA
03/18/14	241625	FLARE	INPR	INEOS/TESORO	223RD ST	CARSON	90810				CARSON ST	WILMINGTON	90744	LB
03/18/14	241634	FLARE	OC	INEOS/TESORO FLARE #5	2384 223RD E ST	CARSON	90810				WILMINGTON AVE	CARSON	90745	LC
05/07/14	242924	ODOR	SUNK	BP ARCO	ALAMEDA	CARSON	90745	SUNK	0					
08/28/14	245408	ODOR	TEL	BP REFINERY	WILMINGTON	CARSON	90746	UNK	0		UNK	CARSON	90745	LC

APPENDIX G1: RESPONSE TO COMMENTS

Complaints alleging and/or confirming Tesoro Carson (or predecessor) as source of air contaminants  
1-1-2005 to 4-1-2016

RECEIVED	COMPLT #	TYPE	DISPO	ALLEGED SOURCE	ADDRESS	CITY	ZIP	ACTUAL SOURCE	FAC ID	STREET NO.	STREET	CITY	ZIP	SECTOR
09/10/14	245687	SMOKE	OC	TESORO REFINING & MARKETING CO. LLC	2350 223RD E ST	CARSON	90810				SEPOLVEDA/WILLOW	LONG BEACH	90810	LA
09/16/14	245922	ODOR	SUNK	BP REFINERY	SEPLUVEDA BLVD/MAIN ST	CARSON	90745	SUNK	0					
10/06/14	246717	ODOR	SUNK	BP ARCO	ALAMEDA	CARSON	90745	SUNK	0					
02/04/15	250041	FLARE	ANON	TESORO CARSON REFINERY	2350 223RD E ST	CARSON	90745		0					
03/16/15	251092	DUST	NO	BRIDGE	223RD/WILMINGTO N	CARSON	90745	OHL USA	0		223RD/WILMINGTO N	CARSON	90745	LC
03/24/15	251383	ODOR	SUNK	BP REFINERY	WILMINGTO N	WILMINGTO N	90744	SUNK	0					
03/25/15	251411	ODOR	SUNK	TESORO REFINERY	2350 223RD E ST	CARSON	90810	SUNK	0					
01/26/16	261550	ODOR		BP REFINERY	WILMINGTO N AVE/223	CARSON	90745		0					

## Response to Comment Letter No. G1-A10

### City of Carson

The City of Carson has provided previous comments (see Comment Letters G1-A4 and G1-A9) and the SCAQMD has prepared responses to those comments separately (see Responses G1-A4.1 through G1-A4.38 and G1-A9.1 and G1-A9.2).

#### Response G1-A10.1

The comment requests that the SCAQMD Governing Board refer the proposed project to the Environmental Justice Advisory Group (EJAG) and Stationary Source Committee for review. The SCAQMD Executive Officer is the final decision maker for the purposes of issuing air district permits. (Health and Safety Code Section 42300(a); SCAQMD Rule 201) Consequently, under established CEQA law, the Executive Officer is also responsible for approving and certifying the FEIR. Consistent with these principles, the proposed project will not be referred to EJAG or Stationary Source Committee. There was a public hearing on the Title V permit and a public meeting on the DEIR held at the Carson Community Center on May 17, 2016.

The proposed project is not a merger that creates a larger refinery. Tesoro acquired the Carson Operations from BP in 2013. The Carson and Wilmington Operations have already merged. The two pre-existing refinery operations have been operating as one Refinery since the acquisition. As described in Section 2.1 of the DEIR, the proposed project is designed to better integrate the existing Carson and Wilmington Operations, which will improve processing efficiency and reduce emissions.

Although the proposed project includes adding new storage tanks, this component of the proposed project will not increase the crude oil throughput capacity at the Refinery. Instead, the new crude oil storage tanks will allow the Refinery to reduce transportation emissions and costs associated with marine vessels that deliver crude oil. As explained in the DEIR (see pages 4-26 through 4-29), the proposed project will increase the crude oil storage capacity at the Refinery, which will reduce the amount of time that marine vessels spend at the Port and the associated emissions and costs.

The volume of available crude oil storage capacity at the Refinery has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity. It would further integrate the Refinery's Carson and Wilmington Operations. Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the potential 6,000 bbl/day crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase were fully analyzed in Chapter 4 of the DEIR.

#### Response G1-A10.2

The SCAQMD acknowledges that the City of Carson is a responsible agency that will rely on the FEIR for its review and actions for the proposed project.

### **Response G1-A10.3**

Chapter 4 of the DEIR presented a full analysis of the impacts of the proposed project. The SCAQMD's CEQA significance thresholds are based on the incremental change associated with the proposed project (e.g., see Table 4.2-1 of the DEIR).

The comments regarding odor complaints require clarification. The comment presents SCAQMD's log of alleged complaints regarding the Refinery's Carson Operations from 2005 through mid-2016. The majority of the time period captured by the log includes operation under previous owners of Carson Operations. The log includes odor, noise, flaring, smoke and substance deposition complaints. Sorting the log, there are 261 entries that occur on 176 days during the span of 2005 to mid-2016 of which 113 days had alleged odor complaints. Upon receipt, each complaint is investigated by SCAQMD inspectors. In many cases, the source of the complaint was not verified in the field, or was found to be another facility. Of the 113 days with alleged odor complaints, the SCAQMD inspectors believed Carson Operations was the source of 22 complaints, none of which occurred since the time Tesoro acquired the Carson Operations. Tesoro has informed the SCAQMD that as a Tesoro facility, the Carson Operations uses established company odor identification and resolution practices to resolve potential odor issues as expeditiously as possible to reduce any odors emanating from the Refinery. As indicated by the complaint data, reported odor issues attributed to the Carson Operations have declined since Tesoro took over operation of the Refinery.

The MATES IV Study discussed in Section 3.2.4.5 of the DEIR, while focused on carcinogenic health impacts, also assessed non-carcinogenic (i.e., non-cancer) TAC health impacts and determined the TAC concentrations were below the established chronic reference exposure levels (RELs).

As detailed in Response G1-A4.12, Table 3.2-5 of the DEIR presents the ambient concentrations of TAC at the West Long Beach monitoring station. Table A4.12-1 presents the acute hazard indices associated with the West Long Beach station's ambient TAC concentrations. The individual TAC measured concentrations were below the established acute RELs. The total acute hazard index for the monitored TAC in ambient air is 0.242. Table A4.12-1, which is the same as Table 3.2-5 of the FEIR, has been updated to present the acute hazard information. The MATES IV information and the West Long Beach ambient measurements reveal the toxics impacts of the existing setting, which can be used as a baseline for comparison with proposed project impacts.

### **Response G1-A10.4**

See Response G1-A10.1 that explains the proposed project will not be referred to the Stationary Source Committee or EJAG.

As explained in Response G1-A10.3, the proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity. It would further integrate the Refinery's Carson and Wilmington Operations. A detailed environmental review has been conducted on the proposed project and was presented in the DEIR.

Comment Letter No. G1-1

Del Amo School  
 21228 Water Street  
 Carson, California 90745  
 April 21, 2016

From: Office of the Executive Officer	Date: 4/27/16
To: Mohsen	
By: Wayne	
Reference: 5/16	For your info. handling <input checked="" type="checkbox"/>
Response for: Wayne's signature, cc:	

South Coast Air Quality Management District

Dear Sirs,

As Del Amo Stakeholders, we do not approve of the modifications and plans that Tesoro intends on making, if the modifications and planned work is indication of what our school experienced on Friday April 1, 2016.

G1-1.1

During the week of March 28 – April 1, 2016, our school experienced a variety of noxious fumes and odors. There also was flaring from the refinery and the smell of burnt rubber. Many students became ill with nosebleeds, nausea, upset stomachs, headaches, sore, irritated throats and achy joints. Staff members also became ill. Some students have become asthmatic over the past months due to the poor quality of air. The Del Amo staff was not notified previously that Tesoro was going to do any operation that caused our school to shelter in place and miss our outdoor time.

G1-1.2

Our school is not sealed like homes and offices, so consequently any fumes seep into our classrooms and offices. Our school should have quality air filters just like Sony and Watson Land buildings in Carson; their employees are protected. Children should be protected just like adults. The school should have at least our doors properly weather-stripped.

G1-1.3

There also have been other days from April 4 – April 19, 2016 that AQMD had to be contacted because of toxic fumes.

G1-1.4

In conclusion, we do not agree to have Tesoro do any work that will harm or effect the outdoor atmosphere of children and staff at Del Amo School.

G1-1.5

Sincerely,

Del Amo Stakeholders

Cathy Lawson  
 Lona M. Sueda  
 Melissa M. Lopez  
 Paulo Watanabe

Karen Macias-Lub  
 Teresa Q. Bryan  
 Deborah Ross-Rolland  
 Grace Nwanna

## Response to Comment Letter No. G1-1

### Del Amo Stakeholders

#### Comment G1-1.1

As Del Amo Stakeholders, we do not approve of the modifications and plans that Tesoro intends on making, if the modifications and planned work is indication of what our school experienced on Friday April 1, 2016.

G1-1.1

#### Response G1-1.1

The comment summarizes the conclusion of the letter, with specific comments regarding an experience on April 1, 2016 made in more detail in the next paragraph. The detailed comments for April 1, 2016 are responded to below (see Response G1-1.2). The comment also questions if the proposed project would result in additional incidents similar to those experienced on April 1, 2016. The proposed project is not expected to result in additional incidents, nor increase the severity of any existing sources of periodic odors (see Master Response 11 and Appendix A of the DEIR, page A-52).

#### Comment G1-1.2

During the week of March 28 – April 1, 2016, our school experienced a variety of noxious fumes and odors. There also was flaring from the refinery and the smell of burnt rubber. Many students became ill with nosebleeds, nausea, upset stomachs, headaches, sore, irritated throats and achy joints. Staff members also became ill. Some students have become asthmatic over the past months due to the poor quality of air. The Del Amo staff was not notified previously that Tesoro was going to do any operation that caused our school to shelter in place and miss our outdoor time.

G1-1.2

#### Response G1-1.2

The comment further details odors experienced at Del Amo School and the health effects reported by certain school staff and students during the week of March 28, 2016 through April 1, 2016. On April 1, 2016, the SCAQMD received a few complaints from Del Amo School alleging the Refinery as the source. There were no other complaints received from the school staff on other days during the week of March 28 to April 1, 2016.

A response letter dated June 3, 2016 was sent from the Acting Executive Officer of SCAQMD to Del Amo School staff regarding the complaints received on April 1, 2016 and a later date (see attached letter). The letter detailed SCAQMD inspectors' responses including odor surveillance, timelines, conversations between SCAQMD and school staff, and findings. In summary, SCAQMD inspectors visited the school twice on April 1, 2016, performed odor surveillance at the school and areas surrounding the school, interviewed three teachers and the principal, and conducted a field inspection at the alleged source, the Refinery. The odors were not detectable by the inspectors at the time of the investigations. The inspectors concluded the source of odors could not be determined for the complaints on April 1, 2016.

**Comment G1-1.3**

Our school is not sealed like homes and offices, so consequently any fumes seep into our classrooms and offices. Our school should have quality air filters just like Sony and Watson Land buildings in Carson; their employees are protected. Children should be protected just like adults. The school should have at least our doors properly weather-stripped. ] G1-1.3

**Response G1-1.3**

The comment points out the school’s lack of air seal/control equipment in regards to odors. The proposed project is not expected to result in additional odor incidents, nor increase the severity of any existing sources of odors (see Master Response 11 and Appendix A of the DEIR, page A-52). CEQA only requires the imposition of mitigation measures if the proposed project’s contribution to an environmental impact is significant (see CEQA Guidelines § 15126.4(a)(3)). Because the proposed project is not expected to have significant impacts associated with odors, mitigation measures are not required.

**Comment G1-1.4**

There also have been other days from April 4 – April 19, 2016 that AQMD had to be contacted because of toxic fumes. ] G1-1.4

**Response G1-1.4**

The comment addresses the April 4, 2016 odor complaint made by the school to the SCAQMD. There were no other complaints received from the school on other days from April 4 to April 19, 2016.

A response letter dated June 3, 2016 was sent from the Acting Executive Officer of the SCAQMD to Del Amo School staff in regards to the complaint received on April 4, 2016 and the April 1, 2016 date (see attached letter). This letter detailed SCAQMD inspector’s responses including odor surveillance, timelines, conversations between SCAQMD and school staff, and findings. In summary, an SCAQMD inspector visited the school on April 4, 2016, performed odor surveillance at the school and areas surrounding the school, and interviewed the principal and an office assistant. The inspector concluded the source of odors could not be determined for the odor complaint on April 4, 2016.

**Comment G1-1.5**

In conclusion, we do not agree to have Tesoro do any work that will harm or effect the outdoor atmosphere of children and staff at Del Amo School. ] G1-1.5

**Response G1-1.5**

The comment summarizes the conclusion of the letter. The detailed comments of the letter are responded to above (see Responses G1-1.1 through G1-1.4). The proposed project is not

**APPENDIX G1: RESPONSE TO COMMENTS**

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expected to result in additional odor incidents, nor increase the severity of any existing sources of periodic odors (see Master Response 11 and Appendix A of the DEIR, page A-52).



**South Coast  
Air Quality Management District**

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

June 3, 2016

Staff Members  
Del Amo Elementary School  
2128 Water Street  
Carson CA 90745

Dear Del Amo Elementary School Staff,

Thank you for your April 21, 2016 letter (copy attached) to the South Coast Air Quality Management District (SCAQMD) expressing your concerns about odor incidents you experienced on April 1 and 4, 2016, and SCAQMD's response to the air quality complaints reported by Del Amo Elementary School staff. Also thank you to the Del Amo Elementary School teachers who attended SCAQMD's public meeting at the Carson Community Center on May 17, 2016 to further express your concerns. I would like to assure you that SCAQMD's primary objective is to clean the air and protect public health by reducing air pollution in our region. With respect to the odor incidents you have mentioned in your letter, below please see SCAQMD's response to the concerns raised in your letter.

**April 1, 2016 Incident**

SCAQMD received the following two air quality complaints from teachers at Del Amo Elementary School on the morning of Friday, April 1, 2016:

Complaint #	Time Received by SCAQMD	Description
263722	08:29 hrs	Gas/Petroleum smell – calling from Del Amo Elementary School (voicemail complaint)
263719	09:03 hrs	Calling from Del Amo Elementary School, reporting a strong petroleum and strong sulfur smell

These complaints were assigned to an SCAQMD inspector for investigation within 15 minutes of receiving the second complaint.

From 09:30 to 09:40 hrs, while en route to Del Amo Elementary School, the SCAQMD Inspector performed odor surveillance, driving westbound on Carson Street from Santa Fe Avenue to Wilmington Avenue, then north on Wilmington and west on 213<sup>th</sup> Street to

Staff Members

Del Amo Elementary School

-2-

June 3, 2016

the school. The Inspector noted that the wind was blowing primarily from the northeast at that time (the opposite direction from the location of the Tesoro Carson refinery), and did not detect any odors during surveillance.

Upon her arrival at the school, the SCAQMD Inspector spoke with Principal Nakada, who stated that the two teachers who reported complaints to SCAQMD had detected odors on their way in to the school. **The teachers were unavailable to be interviewed at that time.** The SCAQMD Inspector confirmed with Principal Nakada that no odors were detectable at the time of their conversation. Although the SCAQMD Inspector detected no odors as she walked the hallways of the classrooms, she continued walking around the playground and detected a faint petroleum or rubber like odor at the north end. No students or staff were present in the area with whom to verify this odor or discuss her observations.

At 09:55 hrs, the SCAQMD Inspector departed the school. For the next 20 minutes she conducted odor surveillance upwind of the school. She detected an odor associated with burning brakes or an electrical fire as she approached Del Amo Blvd. The odor persisted until she reached Santa Fe Avenue. She detected no visible emissions from any business in the area nor was she able to trace the odor she detected to a specific source. She concluded her surveillance at 10:55 hrs.

At 13:17 hrs, SCAQMD received Complaint 263743 from another teacher at Del Amo Elementary School, alleging a "refinery odor/chemical refinery odor" and stating that "People are feeling nauseous and two kids have had nose bleeds. Something is being put into the air." This complaint was assigned to the same SCAQMD Inspector at 13:23 hours for investigation. However, when this complaint was assigned to the SCAQMD Inspector, she and her Supervisor were en route to performing an official inspection from the Tesoro Carson refinery. Both the SCAQMD Inspector and her Supervisor were attired in Nomex fire-retardant coveralls and personal monitoring equipment – which are standard inspection attire required in order to be able to enter a refinery for inspections – when they received the complaint. In order to respond to the odor complaint in a timely manner, rather than proceeding to the refinery or going back to the office to change their attire, they began their odor investigation immediately. Therefore, proceeding directly to the school without first changing their attire, and conducting odor surveillance en route from 13:35 -13:40 hrs. Neither individual detected any odors. By this time the wind had shifted and appeared to be blowing from the southeast.

Upon their arrival at Del Amo Elementary School at 13:30 hrs they met with Principal Nakada, who stated that a teacher had reported two students with nosebleeds, but the students had not been sent to the school office.

Staff Members

Del Amo Elementary School

-3-

June 3, 2016

The SCAQMD Inspector and her Supervisor conducted odor surveillance at the school. They detected no odors in the hallways of the classrooms and only mild, indistinguishable odors in the courtyard between the office and Room 15.

They proceeded to interview the three teachers who had each reported a complaint that day:

- The teacher reporting Complaint 263722 stated she first detected the odor around 8:00 AM on the east side of the school and again during lunch, about 12:15 PM. The SCAQMD Inspector informed her that SCAQMD was not able to determine the origin of the alleged odors during the morning when the odor event had been reported by the teacher. Neither the SCAQMD Inspector nor her Supervisor were able to detect odors in or around the classroom at that time.
- The teacher reporting Complaint 263719 stated a couple of her students were sick and that she herself had vomited twice and had a nose bleed. The SCAQMD Inspector informed her that SCAQMD was not able to determine the origin of the alleged odors during the morning when the odor event was reported by the teacher. Also neither the SCAQMD Inspector or her Supervisor detected any odors in or around the classroom at that time.
- The teacher reporting Complaint 263743 stated two students in her room had nose bleeds and students in general had not been feeling well that week. As the SCAQMD Inspector and her Supervisor started to leave the classroom, the teacher stated she could detect a little odor, but the SCAQMD Inspector and her Supervisor were not able to detect any odors at that time.

The SCAQMD Inspector and her Supervisor departed the school at 14:00 hrs and proceeded to conduct a field inspection at Tesoro Carson Refinery, where they learned that the loud noise reported by Del Amo Elementary School staff had been caused by a rupture in a steam vent line at 01:00 hrs the night before. At 15:00 hrs, the SCAQMD Inspector spoke with the teacher who had reported Complaint 263719 to inform her the noise was from a steam vent and not from flaring, that the vent was being repaired, and that with the variable wind direction and no discernable odors detected at the school, the source of the odors could not be determined.

**April 4, 2016 Incident**

At 10:02 hrs on Monday, April 4, 2016, Complaint 263797 was reported to SCAQMD by a teacher at Del Amo Elementary School. The complaint was assigned at 10:14 hrs to the SCAQMD Inspector, who had once again been en route to conduct an investigation of notifications received from Tesoro Refinery regarding some flaring and other activities

Staff Members  
Del Amo Elementary School

-4-

June 3, 2016

at the facility. Driving past Tesoro Carson en route to the school, the SCAQMD Inspector detected faint sulfur odors which seemed more like faint burnt crude oil odors by the time she arrived at the school. Similar faint odors were detectable in the school office as the SCAQMD Inspector met with an office assistant employed by Del Amo Elementary school. Principal Nakada joined them and stated that when she herself had detected strong odors of a similar nature at 09:50 hrs, just as recess was scheduled to begin, she called off recess and kept the children indoors. The teacher who had reported the complaint was unavailable to meet with the SCAQMD Inspector at that time, so the SCAQMD Inspector left her business card with a teacher's aide with an invitation for the teacher to contact her for more information as she wished. By that time, the odors had dissipated so their source could not be confirmed.

As you may know, SCAQMD inspectors have consistently responded to air quality complaints reported by teachers and other staff from Del Amo Elementary School for more than a decade. We will continue to investigate complaints reported by school staff in as timely a manner as possible. Thank you again for your letter and for sharing your concerns with us.

Sincerely,



Wayne Natri  
Acting Executive Officer

WN:MN:CS

Attachment

Comment Letter No. G1-2

DANIEL L. CARDOZO  
CHRISTINA M. CARO  
THOMAS A. ENSLOW  
TANYA A. GULESSERIAN  
LAURA E. HORTON  
MARC D. JOSEPH  
RACHAEL E. KOSS  
JAMIE L. MAULDIN  
ELLEN L. WEHR

ADAMS BROADWELL JOSEPH & CARDOZO  
A PROFESSIONAL CORPORATION  
ATTORNEYS AT LAW  
881 GATEWAY BOULEVARD, SUITE 1800  
SOUTH SAN FRANCISCO, CA 94080-7037  
TEL: (650) 569-1660  
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rkoss@adamsbroadwell.com

SACRAMENTO OFFICE  
520 CAPITOL MALL, SUITE 350  
SACRAMENTO, CA 95814-4721  
TEL: (916) 444-6201  
FAX: (916) 444-6209

May 3, 2016

**VIA U.S. MAIL AND EMAIL**

Public Records Coordinator  
South Coast AQMD  
Public Records Unit  
21865 Copley Dr.  
Diamond Bar, CA 91765  
Email: [publicrecordsrequests@aqmd.gov](mailto:publicrecordsrequests@aqmd.gov)

Re: **Request for Documents – Tesoro Los Angeles Refinery  
Integration and Compliance Project**

Dear Public Records Coordinator:

We are writing on behalf of Safe Fuel and Energy Resources California (“SAFER California”) to request *immediate access* to following records related to the Draft Environmental Impact Report (“DEIR”) for the Tesoro Los Angeles Refinery Integration and Compliance Project:

- Baseline crude oil throughput for the Carson Operations;
- Baseline crude oil throughput for the Wilmington Operations;
- Project design crude oil throughput for the Carson Operations;
- Project design crude oil throughput for the Wilmington Operations;
- Baseline amount of crude delivered to the Carson Operations via pipeline;
- Baseline amount of crude delivered to the Carson Operations via ship;
- Baseline amount of crude delivered to the Wilmington Operations via pipeline;
- Baseline amount of crude delivered to the Wilmington Operations via ship;
- Live Excel spreadsheets that support the emission calculations in Appendix B-5; and

G1-2.1

3094-033rc



May 3, 2016  
Page 2

- The correct reference for DEIR Table 4.2-10 (the DEIR cites EIA, 2015, which is incorrect). In addition, please indicate whether the information in the table is for **all** marine deliveries or just those from foreign (non-U.S.) sources. If the sources are foreign only, please provide baseline crude oil delivery information for all marine deliveries, regardless of source.

We are making this request pursuant to the California Public Records Act ("Act"),<sup>1</sup> and request the above documents pursuant to section 6253(a) of the Act. This request is also made pursuant to Article I, section 3(b) of the California Constitution, which provides a constitutional right of access to information concerning the conduct of the government. Article I, section 3(b) provides that any statutory right to information shall be broadly construed to provide the greatest access to government information and further requires that any statute that limits the right of access to information be narrowly construed.

If any of the requested items are available on the Internet, we request that the Air District direct us to the appropriate site for accessing the documents. Pursuant to Government Code section 6253.9, if the requested documents are in electronic format and are 10 MB or less (or can be easily broken into chunks of 10 MB or less), please email them as attachments.

Please use the following contact information for all correspondence regarding this request:

Rachael Koss  
Adams Broadwell Joseph & Cardozo  
601 Gateway Boulevard, Ste. 1000  
South San Francisco, CA 94080  
[rkoss@adamsbroadwell.com](mailto:rkoss@adamsbroadwell.com)

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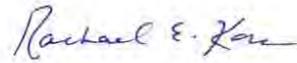
<sup>1</sup> Gov. Code, § 6250 et seq.

G1-2.1  
cont'd.

May 3, 2016  
Page 3

Thank you for your assistance with this matter.

Sincerely,



Rachael Koss

REK:ric

cc: **VIA EMAIL ONLY:**  
Kurt Wiese [kwiese@aqmd.gov](mailto:kwiese@aqmd.gov)  
Michael Krause [mkrause@aqmd.gov](mailto:mkrause@aqmd.gov)  
Danny Luong [dluong@aqmd.gov](mailto:dluong@aqmd.gov)  
Jillian Wong [jwong@aqmd.gov](mailto:jwong@aqmd.gov)

3094-083rc

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## Response to Comment Letter No. G1-2

### Adams Broadwell Joseph & Cordozo

#### Comment G1-2.1

We are writing on behalf of Safe Fuel and Energy Resources California (“SAFER California”) to request *immediate access* to following records related to the Draft Environmental Impact Report (“DEIR”) for the Tesoro Los Angeles Refinery Integration and Compliance Project:

- Baseline crude oil throughput for the Carson Operations;
- Baseline crude oil throughput for the Wilmington Operations;
- Project design crude oil throughput for the Carson Operations;
- Project design crude oil throughput for the Wilmington Operations;
- Baseline amount of crude delivered to the Carson Operations via pipeline;
- Baseline amount of crude delivered to the Carson Operations via ship;
- Baseline amount of crude delivered to the Wilmington Operations via pipeline;
- Baseline amount of crude delivered to the Wilmington Operations via ship;
- Live Excel spreadsheets that support the emission calculations in Appendix B-5; and

3094-033re

- The correct reference for DEIR Table 4.2-10 (the DEIR cites EIA, 2015, which is incorrect). In addition, please indicate whether the information in the table is for *all* marine deliveries or just those from foreign (non-U.S.) sources. If the sources are foreign only, please provide baseline crude oil delivery information for all marine deliveries, regardless of source.

We are making this request pursuant to the California Public Records Act (“Act”),<sup>1</sup> and request the above documents pursuant to section 6253(a) of the Act. This request is also made pursuant to Article I, section 3(b) of the California Constitution, which provides a constitutional right of access to information concerning the conduct of the government. Article I, section 3(b) provides that any statutory right to information shall be broadly construed to provide the greatest access to government information and further requires that any statute that limits the right of access to information be narrowly construed.

<sup>1</sup> Gov. Code, § 6250 et seq.

G1-2.1

G1-2.1  
cont'd.

#### Response G1-2.1

The comment is a public records request, which was responded to in accordance with the California Public Records Act. The last two bullets are a comment on the DEIR and, as such, are addressed herein.

## APPENDIX G1: RESPONSE TO COMMENTS

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The last bullet states:

- The correct reference for DEIR Table 4.2-10 (the DEIR cites EIA, 2015, which is incorrect). In addition, please indicate whether the information in the table is for *all* marine deliveries or just those from foreign (non-U.S.) sources. If the sources are foreign only, please provide baseline crude oil delivery information for all marine deliveries, regardless of source.

The reference for Table 4.2-10 on page 4-29 of the DEIR should be EIA, 2015a. The reference has been added to the references of the FEIR on page 7-3 as:

EIA, 2015a. Company Level Imports Archives, 2012 and 2013 data, [www.eia.gov/petroleum/company\\_level/archive/](http://www.eia.gov/petroleum/company_level/archive/) (accessed January 2015).

The footnote and associated reference material and Excel spreadsheets, requested in the second to last bullet, were provided on May 6, 2016. All other information requested was provided to Ms. Rachel Koss of Adams, Broadwell, Joseph, and Cordozo by July 20, 2016.

Comment Letter No. G1-3

ADAMS BROADWELL JOSEPH & CARDOZO

A PROFESSIONAL CORPORATION

ATTORNEYS AT LAW

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SOUTH SAN FRANCISCO, CA 94080-7037

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May 9, 2016

**VIA U.S. MAIL AND EMAIL**

Wayne Nastri  
Acting Executive Officer  
Public Records Unit  
21865 Copley Dr.  
Diamond Bar, CA 91765  
Email: [wnastri@aqmd.gov](mailto:wnastri@aqmd.gov)

Jillian Wong  
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Kurt Wiese, General Counsel  
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Diamond Bar, CA 91765  
Email: [dluong@aqmd.gov](mailto:dluong@aqmd.gov)

**Re: Tesoro Los Angeles Refinery Integration and Compliance Project**

Dear Mr. Nastri, Mr. Wiese, Ms. Wong and Mr. Luong:

We are writing on behalf of Safe Fuel and Energy Resources California (“SAFER California”) regarding our requests for immediate access to records related to the Draft Environmental Impact Report (“DEIR”) and draft Title V permits for the Tesoro Los Angeles Refinery Integration and Compliance Project (“Project”). Since the Air District’s release of the DEIR and draft permits for the Project, we have submitted several requests to the Air District for records (such as emissions data)<sup>1</sup> necessary for the public to conduct a complete and accurate review of the

G1-3.1

<sup>1</sup> Request from Cody Elliott for All Documents Referenced in DEIR, March 8, 2016 (SCAQMD form); Letter from Cody Elliott to Danny Luong re: Request for Documentation Per Rule 212, March 18, 2016; Letter from Rachael Koss to Public Records Coordinator re: Public Records Act Request –

3094-035rc

May 9, 2016  
Page 2

Project's public health and safety and environmental impacts, and to determine the Project's compliance with all applicable laws, rules and regulations. We appreciate the Air District providing some records in response to our requests. However, despite our numerous follow-up letters, emails and telephone calls, to date, the Air District has failed to disclose the following requested records:

- Emission inventories for all criteria pollutants for the years 2005 to 2015 for Wilmington Operations, Carson Operations (including Carson Crude Terminal), Long Beach Terminal, Marine Terminal 1 and Marine Terminal 2.
- Live Excel spreadsheets used to support the emissions estimates in Appendices A through H of applications 575838, 575876, 578248, 578249, 567644, 567439, 567643, 567645, 567646, 567647, 567648, 567649, 575837, 575839, 575940, 575841, 575874, 575875, 567619, 575873 and 567642.
- Attachments E and F to applications 567645, 567646, 567647, 567648, 567649, 575937, 575939, 575939, 575940, 575940, 575974, 575975, 575876, 578249, 567439 and 567619.
- Baseline amount of crude oil throughput for the Carson Operations.
- Baseline amount of crude oil throughput for the Wilmington Operations.
- Baseline amount of crude delivered to the Carson Operations via pipeline.
- Baseline amount of crude delivered to the Carson Operations via ship.
- Baseline amount of crude delivered to the Wilmington Operations via pipeline.

G1-3.1  
cont'd

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Tesoro Refining Los Angeles Refinery Integration and Compliance Project, April 12, 2016; Letter from Rachael Koss to Public Records Coordinator re: Request for Documents - Tesoro Refining Los Angeles Refinery Integration and Compliance Project, April 27, 2016; Email from Cody Elliott to Danny Luong re: Tank Numbers/Device I.D. - Tesoro Refinery Integration Project, April 28, 2016; Request from Cody Elliott for Title V permits, April 28, 2016 (SCAQMD form); Letter from Rachael Koss to Public Records Coordinator re: Request for Documents - Emission Inventories, May 2, 2016; Email from Cody Elliott to Danny Luong re: Tank Numbers/Device I.D. - Tesoro Refinery Integration Project, May 3, 2016; Email from Rachael Koss to Danny Luong re: Tank Numbers/Device I.D. - Tesoro Refinery Integration Project, May 3, 2016; Letter from Rachael Koss to Public Records Coordinator re: Request for Documents - Tesoro Los Angeles Refinery Integration Project, May 3, 2016.

3094-035rc

May 9, 2016  
Page 3

- Baseline amount of crude delivered to the Wilmington Operations via ship.
- Whether DEIR Table 4.2-10 is for all marine deliveries or just those from foreign (non-U.S.) sources. If the sources are foreign only, provide baseline amount of crude oil delivery information for all marine deliveries, regardless of source.
- Device ID numbers and matching tank numbers for all tanks proposed to be modified under the Project.
- All firing rates and throughputs used to calculate emissions in the DEIR and draft Title V permits.

G1-3.1  
cont'd

Federal and state law require the Air District to disclose these records. First, the federal Clean Air Act requires the Air District to disclose to the public emission data,<sup>2</sup> including “[i]nformation necessary to determine the identity, amount, frequency, concentration, or other characteristics” of emissions or pollutants.<sup>3</sup> Second, the California Public Records Act requires the Air District to disclose all air pollution emission data.<sup>4</sup> Finally, the California Environmental Quality Act requires the Air District to disclose all documents referenced or relied upon in the DEIR for the entire comment period.<sup>5</sup>

As you know, the comment deadline for both the DEIR and Title V permits is May 24, 2016. Without these records, it will be impossible for us and our technical experts to submit meaningful comments on the DEIR and draft permits. Therefore, we request an extension of the comment deadline for both the DEIR and Title V permits to 60 days from the date that all requested records are made available for public review. Please let us know whether the Air District intends to comply with federal and state law by disclosing the records and extending the public review and comment period.

G1-3.2

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<sup>2</sup> 42 U.S.C. § 7414(c).

<sup>3</sup> 40 C.F.R. § 2.301(2)(i).

<sup>4</sup> Cal. Govt. Code § 6254.7(e).

<sup>5</sup> Cal. Pub. Resources Code § 21092(b)(1); 14 Cal. Code Regs. § 15087(c).

May 9, 2016  
Page 4

Thank you for your attention to this matter.

Sincerely,



Rachael Koss

REK:ric

3094-035rc

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**Response to Comment Letter No. G1-3**

**Adams Broadwell Joseph & Cordozo**

**Comment G1-3.1**

We are writing on behalf of Safe Fuel and Energy Resources California ("SAFER California") regarding our requests for immediate access to records related to the Draft Environmental Impact Report ("DEIR") and draft Title V permits for the Tesoro Los Angeles Refinery Integration and Compliance Project ("Project"). Since the Air District's release of the DEIR and draft permits for the Project, we have submitted several requests to the Air District for records (such as emissions data)<sup>1</sup> necessary for the public to conduct a complete and accurate review of the

G1-3.1

Project's public health and safety and environmental impacts, and to determine the Project's compliance with all applicable laws, rules and regulations. We appreciate the Air District providing some records in response to our requests. However, despite our numerous follow-up letters, emails and telephone calls, to date, the Air District has failed to disclose the following requested records:

- Emission inventories for all criteria pollutants for the years 2005 to 2015 for Wilmington Operations, Carson Operations (including Carson Crude Terminal), Long Beach Terminal, Marine Terminal 1 and Marine Terminal 2.
- Live Excel spreadsheets used to support the emissions estimates in Appendices A through H of applications 575838, 575876, 578248, 578249, 567644, 567439, 567643, 567645, 567646, 567647, 567648, 567649, 575837, 575839, 575940, 575841, 575874, 575875, 567619, 575873 and 567642.
- Attachments E and F to applications 567645, 567646, 567647, 567648, 567649, 575937, 575939, 575939, 575940, 575940, 575974, 575975, 575876, 578249, 567439 and 567619.
- Baseline amount of crude oil throughput for the Carson Operations.
- Baseline amount of crude oil throughput for the Wilmington Operations.
- Baseline amount of crude delivered to the Carson Operations via pipeline.
- Baseline amount of crude delivered to the Carson Operations via ship.
- Baseline amount of crude delivered to the Wilmington Operations via pipeline.

G1-3.1  
cont'd

- Baseline amount of crude delivered to the Wilmington Operations via ship.
- Whether DEIR Table 4.2-10 is for all marine deliveries or just those from foreign (non-U.S.) sources. If the sources are foreign only, provide baseline amount of crude oil delivery information for all marine deliveries, regardless of source.
- Device ID numbers and matching tank numbers for all tanks proposed to be modified under the Project.
- All firing rates and throughputs used to calculate emissions in the DEIR and draft Title V permits.

G1-3.1  
cont'd

Federal and state law require the Air District to disclose these records. First, the federal Clean Air Act requires the Air District to disclose to the public emission data,<sup>2</sup> including “[i]nformation necessary to determine the identity, amount, frequency, concentration, or other characteristics” of emissions or pollutants.<sup>3</sup> Second, the California Public Records Act requires the Air District to disclose all air pollution emission data.<sup>4</sup> Finally, the California Environmental Quality Act requires the Air District to disclose all documents referenced or relied upon in the DEIR for the entire comment period.<sup>5</sup>

<sup>1</sup> Request from Cody Elliott for All Documents Referenced in DEIR, March 8, 2016 (SCAQMD form); Letter from Cody Elliott to Danny Luong re: Request for Documentation Per Rule 212, March 18, 2016; Letter from Rachael Koss to Public Records Coordinator re: Public Records Act Request – Tesoro Refining Los Angeles Refinery Integration and Compliance Project, April 12, 2016; Letter from Rachael Koss to Public Records Coordinator re: Request for Documents - Tesoro Refining Los Angeles Refinery Integration and Compliance Project, April 27, 2016; Email from Cody Elliott to Danny Luong re: Tank Numbers/Device I.D. – Tesoro Refinery Integration Project, April 28, 2016; Request from Cody Elliott for Title V permits, April 28, 2016 (SCAQMD form); Letter from Rachael Koss to Public Records Coordinator re: Request for Documents – Emission Inventories, May 2, 2016; Email from Cody Elliott to Danny Luong re: Tank Numbers/Device I.D. – Tesoro Refinery Integration Project, May 3, 2016; Email from Rachael Koss to Danny Luong re: Tank Numbers/Device I.D. – Tesoro Refinery Integration Project, May 3, 2016; Letter from Rachael Koss to Public Records Coordinator re: Request for Documents – Tesoro Los Angeles Refinery Integration Project, May 3, 2016.

<sup>2</sup> 42 U.S.C. § 7414(c).

<sup>3</sup> 40 C.F.R. § 2.301(2)(i).

<sup>4</sup> Cal. Govt. Code § 6254.7(e).

<sup>5</sup> Cal. Pub. Resources Code § 21092(b)(1); 14 Cal. Code Regs. § 15087(c).

### Response G1-3.1

The comment repeats some of the additional information requested in Comment G1-2.1 as well as requests additional information. The DEIR contained all of the information relied upon and used in the DEIR analysis and necessary to analyze the impacts of the proposed project. The SCAQMD acknowledges that the commenter has submitted numerous public records requests seeking additional information. The SCAQMD has responded to each request for records identified in footnote 1 of the comment and promptly provided all of the information that was in SCAQMD staff’s possession and subject to disclosure. The documents are often provided on a rolling basis. Table 3.1-1 provides the final response date for each request identified in footnote 1 of the comment. The comment is a public records request, which was responded to in accordance with the California Public Records Act and does not raise issues related to the proposed project or the DEIR. Therefore, no further response is necessary under CEQA.

**Table 3.1-1  
Public Records Requests and Closure Dates**

<b>Date of Request</b>	<b>Description</b>	<b>Date Closed</b>
3/8/2016	Cody Elliott to SCAQMD Form	3/15/2016
3/18/2016	Cody Elliott to Danny Luong	4/8/2016
4/12/2016	Rachael Koss to Public Records	9/15/2016
4/27/2016	Rachael Koss to Public Records	9/15/2016
4/28/2016	Cody Elliott to Danny Luong	5/12/2016
4/28/2016	Cody Elliott to SCAQMD Form	5/12/2016
5/2/2016 (rec'd 5/3/2016)	Rachael Koss to Public Records	5/13/2016
5/3/2016	Cody Elliott to Danny Luong	7/20/2016
5/3/2016	Rachael Koss to Danny Luong	7/20/2016
5/3/2016 (rec'd 5/4/2016)	Rachael Koss to Public Records	7/20/2016
5/25/2016	Rachael Koss to Public Records	6/3/2016

**Comment G1-3.2**

As you know, the comment deadline for both the DEIR and Title V permits is May 24, 2016. Without these records, it will be impossible for us and our technical experts to submit meaningful comments on the DEIR and draft permits. Therefore, we request an extension of the comment deadline for both the DEIR and Title V permits to 60 days from the date that all requested records are made available for public review. Please let us know whether the Air District intends to comply with federal and state law by disclosing the records and extending the public review and comment period.



G1-3.2

**Response G1-3.2**

The proposed project has complied with the public process required by CEQA Guidelines § 15087. As explained in detail in Master Response 1, the DEIR was circulated for an extended length of time. The public comment period closed on June 10, 2016, after two extensions. A 94-day public review and comment period (March 8, 2016 through June 10, 2016) was provided, which exceeds CEQA requirements. A public hearing on the Title V permit and public meeting on the DEIR was held on May 17, 2016. Copies of the DEIR were made available in neighborhood public libraries. Notices were published and distributed for the original public comment period, the two extensions, and the Title V public hearing and meeting on the DEIR.

In addition, Tesoro independently offered and provided community outreach to over 100 entities including public agencies, community organizations, neighborhood organizations, business associations, and other interested parties to explain the scope of the proposed project and the potential environmental effects of the proposed project. The community meetings were held on April 4, 11, and 14, 2016 in Carson, Wilmington, and Long Beach, respectively. Tesoro has identified that a total of 277 people attended the meetings.

## **APPENDIX G1: RESPONSE TO COMMENTS**

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The relevant references relied upon in the DEIR were available from the SCAQMD when the DEIR was released for public comment on March 8, 2016. Supporting calculations and technical reports were included as Appendices to the DEIR. The additional information requested in the comment letter was not relied upon for the preparation of the DEIR. The requested additional information was provided on May 13, 2016.

Comment Letter No. G1-4

01/01/2010 00:57 3109524924

CBE

PAGE 02/02

May 18, 2016

Jillian Wong  
Program Supervisor, CEQA  
AQMD  
21865 Copley Drive  
Diamond Bar, CA 91765

RE: my comment on the Tesoro refinery merger. Dear Ms. Wong,

My name is Maria Brizeno. I live at 1265 Banning Blvd., Wilmington, CA 90744.

I am writing to give my input about the Tesoro project.

I attended the public hearing last May 17 in Carson but I was unable to continue waiting to be called after having waiting for about three hours.

I am disgusted by the event because I believe that how it went was pre-arranged so that all the workers could take up all the time giving testimony in order to discourage community residents from speaking against the project. I have lived in Wilmington for about 47 years and I doubt that any of those workers live in Wilmington. I would have seen any of them here since Wilmington is a very small city.

My comment is that **I REJECT THE TESORO PROJECT**. The pipes and storage tanks will make any disaster worst given that we expect an earthquake. Also, Wilmington is one the cities with the most cancer and I believe that there is an association with cancer and refinery emissions. We are already surrounded in all directions by refineries. I see them all from my windows. I cannot open my windows at night because the oil smell is too strong and noxious. In the morning, my yard is covered with soot. We do not need more hazards. We should not be putting any more threats than we already have.

This project will make asthma worst. My daughter suffered from asthma as a child and I know that Wilmington has a high child rate of asthma.

Tesoro claims that their merger will benefit Wilmington but that is not real. The refineries have downgraded Wilmington in look and in health. The refineries wealth does not contribute to the benefit of the majority of the population who suffer from an array of respiratory related illnesses and cancer. I believe that our exposure to so many refineries emissions contribute to our illnesses.

I only became aware about the Tesoro project last Sunday May 14 from a flyer I was given about it. I know that many residents are not aware either and it is important that since we will be the most impacted by this project that we are allowed to have a say. **Please give more time to allow more public to participate.** This project is too big and too significant to not allow enough time for the public to know about it and to say what they think about it.

Please record my comment on the Tesoro project **that I reject the Tesoro project.**

I would appreciate to know that you have received this letter.

Yours truly,  
*Maria Brizeno*  
Maria Brizeno

G1-4.1

G1-4.2

G1-4.3

G1-4.4

G1-4.5

**Response to Comment Letter No. G1-4**

**Maria Brizeno**

**Comment G1-4.1**

My name is Maria Brizeno. I live at 1265 Banning Blvd., Wilmington, CA 90744.

I am writing to give my input about the Tesoro project.

I attended the public hearing last May 17 in Carson but I was unable to continue waiting to be called after having waiting for about three hours.

I am disgusted by the event because I believe that how it went was pre-arranged so that all the workers could take up all the time giving testimony in order to discourage community residents from speaking against the project. I have lived in Wilmington for about 47 years and I doubt that any of those workers live in Wilmington. I would have seen any of them here since Wilmington is a very small city.

G1-4.1

**Response G1-4.1**

During the public hearing on the Title V permit and public meeting on the DEIR, the public was invited to speak. Following the SCAQMD's normal procedures for public meetings, people who wished to speak submitted speaker cards and were called to speak in the order that the cards were received.

The comment does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary.

**Comment G1-4.2**

My comment is that **I REJECT THE TESORO PROJECT**. The pipes and storage tanks will make any disaster worst given that we expect an earthquake. Also, Wilmington is one the cities with the most cancer and I believe that there is an association with cancer and refinery emissions. We are already surrounded in all directions by refineries. I see them all from my windows. I cannot open my windows at night because the oil smell is too strong and noxious. In the morning, my yard is covered with soot. We do not need more hazards. We should not be putting any more threats than we already have.

This project will make asthma worst. My daughter suffered from asthma as a child and I know that Wilmington has a high child rate of asthma.

G1-4.2

**Response G1-4.2**

The comment regarding the rejection of the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

Section 3.3.6 of the DEIR describes existing Refinery safety systems at the Tesoro Refinery. As explained in Section 4.3 and Appendix C of the FEIR and Master Response 9, the proposed project has been fully analyzed for hazard impacts based on a worst-case consequence analysis. This includes proposed project equipment, including pipelines and storage tanks, and process units regardless of the cause of release (e.g., human error, equipment failure, sabotage, terrorism, natural disaster, or civil uprising). The DEIR found that hazards associated with the Naphtha Isomerization Unit, new crude oil storage tanks, the SARP, and interconnecting pipelines are potentially significant based on worst-case release scenarios. The hazards analyses regarding the

potential impact of earthquakes and other natural disasters have been fully analyzed as explained in Master Response 9.

The hazard analysis takes a worst-case approach by assuming that the entire contents of a tank or other equipment would rapidly be released, and that no safety measures are implemented that could reduce the severity of an accidental release. It is expected that hazard impacts would be less than analyzed because the Refinery has safety measures in place and specified employees are trained regarding safety measures. Further, the DEIR imposes measures to mitigate hazard impacts (see Section 4.3.3 of the DEIR). Finally, as described in Section 3.3.7 of the DEIR, the Refinery is subject to many laws and regulations that address safety and emergency responses in the event of an accident. Nonetheless, the DEIR conservatively concluded that hazard impacts would remain significant.

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project's potential health impacts from all pollutants. The proposed project's potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD's cancer risk significance threshold of ten in one million (see Section 4.2.2.5 of the FEIR). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD's non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact.

The proposed project does not introduce any potentially odor-causing chemicals that are not already used in the Refinery. All new and modified equipment will comply with Best Available Control Technology (BACT) for air pollutant emissions control. See Master Response 11 for an explanation of odors associated with proposed project.

The comment regarding soot does not raise issues related to the proposed project or the DEIR and no response is necessary. The SCAQMD welcomes complaints related to air quality problems. To file a complaint, access the on-line complaint system at <http://www3.aqmd.gov/webappl/complaintsystemonline/NewComplaint.aspx> or call 1-800-CUT SMOG (1-800-288-7664).

**Comment G1-4.3**

Tesoro claims that their merger will benefit Wilmington but that is not real. The refineries have downgraded Wilmington in look and in health. The refineries wealth does not contribute to the benefit of the majority of the population who suffer from an array of respiratory related illnesses and cancer. I believe that our exposure to so many refineries emissions contribute to our illnesses.

G1-4.3

**Response G1-4.3**

The NOP/IS of the proposed project found that the proposed project would not result in potentially significant impacts to aesthetics. As a result, aesthetic impacts were not addressed in the DEIR, see Appendix A pages A-40 through A-45 for the analysis of aesthetics impacts.

## APPENDIX G1: RESPONSE TO COMMENTS

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As explained in Response G1-4.2, local health effects as a result of the proposed project have been found to be less than significant.

### Comment G1-4.4

I only became aware about the Tesoro project last Sunday May 14 from a flyer I was given about it. I know that many residents are not aware either and it is important that since we will be the most impacted by this project that we are allowed to have a say. Please give more time to allow more public to participate. This project is too big and too significant to not allow enough time for the public to know about it and to say what they think about it.

G1-4.4

### Response G1-4.4

The proposed project has complied with the public process required by CEQA Guidelines § 15087. As explained in detail in Master Response 1, the DEIR was circulated for an extended length of time. The public comment period closed on June 10, 2016, after two extensions. A 94-day public review and comment period (March 8, 2016 through June 10, 2016) was provided, which exceeds CEQA requirements. A public hearing on the Title V permit and public hearing on the DEIR was held on May 17, 2016. Copies of the DEIR were made available in neighborhood public libraries. Notices were published and distributed for the original public comment period, the two extensions, and the public hearing on the Title V permit and public meeting on the DEIR.

In addition, Tesoro independently offered and provided community outreach to over 100 entities including public agencies, community organizations, neighborhood organizations, business associations, and other interested parties to explain the scope of the proposed project and the potential environmental effects of the proposed project. The community meetings were held on April 4, 11, and 14, 2016 in Carson, Wilmington, and Long Beach, respectively. Tesoro has identified that a total of 277 people attended the meetings.

### Comment G1-4.5

Please record my comment on the Tesoro project that I reject the Tesoro project.  
I would appreciate to know that you have received this letter.

G1-4.5

### Response G1-4.5

The comment regarding the rejection of the proposed project does not raise issues related to the DEIR. The comment is noted and no response is necessary under CEQA.

Comment Letter No. G1-5

01/01/2010 00:57 3109524924 3109524924 CBE PAGE 01/02

May 18, 2016  
Jillian Wong  
Program Supervisor, CEQA  
AQMD  
21865 Copley Drive  
Diamond Bar, CA 91765

RE: my input on the Tesoro Integration Project.

Dear Ms. Wong,

My name is Gloria Guzman and I live at 324 Ross Pl., Wilmington, CA 90744.

I am writing to give my opinion on the Tesoro project merger since I was unable to stay longer than I did, almost two hours, at the public hearing last Tuesday, May 17 in Carson. It is truly unfortunate that AQMD allowed one Tesoro worker after another, for hours, to testify, basically about the same thing, the jobs. It more resembled an appreciation Tesoro sponsored event rather than a public hearing based on the overwhelming number of Tesoro workers who I believe were told to be there to say what a great employer Tesoro was and how grateful they were for their jobs. I believe that their goal was to drag the meeting late in order to preclude community members from testifying. Unlike me and other residents, the workers were most likely on work time so they could afford to wait. I had to leave because I had brought my 9 year old daughter along with me but she was going to have tests at school the next day and needed to go home and do homework, bathe, and go to bed to get up early for school.

G1-5.1

I would like my opinion be considered in your decision about the project. I reject the Tesoro merger, I reject new storage tanks, and I reject more pipelines for the project. We already have our share of petroleum related hazards accumulated in Wilmington. I do not want to trade some emission reductions for storage tanks which is what this project is offering. I know there are methods to reduce the emissions of offloading to capture the emissions. No need for storage tanks. We should be cutting down on more dangerous material not expanding. Tesoro will add 8 more storage tanks which is a huge expansion. In addition, those tanks may be used to stored crude that is different than the current type.

G1-5.2

I reject this project also because I suffer from asthma and it is hard for me to take care of my family's needs when I can't breathe. Only someone who suffers from asthma can understand what it's like to gasp for air and the desperation that is felt. This project will increase VOC gases that create smog and worsens asthma. Too many Wilmington children suffer from asthma already. We do not need any more pollution that would increase the asthma rates in Wilmington. This project will increase asthma rates.

G1-5.3

Also, many people in Wilmington are unaware about this project therefore I am requesting additional extension of at least 30 more days so more people can participate and give their input. Also, I know that there are community organizations reviewing the project details and they need more time to review the voluminous amount of material. Please allow more time for public participation and comments.

G1-5.4

Please be sure to added my comments on the Tesoro merger. And please confirm that with me.

G1-5.5

Thank you for your consideration and attention,

*Gloria Guzman*  
Gloria Guzman

## Response to Comment Letter No. G1-5

**Gloria Guzman**

### Comment G1-5.1

My name is Gloria Guzman and I live at 324 Ross Pl., Wilmington, CA 90744.

I am writing to give my opinion on the Tesoro project merger since I was unable to stay longer than I did, almost two hours, at the public hearing last Tuesday, May 17 in Carson. It is truly unfortunate that AQMD allowed one Tesoro worker after another, for hours, to testify, basically about the same thing, the jobs. It more resembled an appreciation Tesoro sponsored event rather than a public hearing based on the overwhelming number of Tesoro workers who I believe were told to be there to say what a great employer Tesoro was and how grateful they were for their jobs. I believe that their goal was to drag the meeting late in order to preclude community members from testifying. Unlike me and other residents, the workers were most likely on work time so they could afford to wait. I had to leave because I had brought my 9 year old daughter along with me but she was going to have tests at school the next day and needed to go home and do homework, bathe, and go to bed to get up early for school.

G1-5.1

### Response G1-5.1

On May 17, 2016, the SCAQMD held a public hearing on the Title V permit and public meeting on DEIR. During the public hearing on the Title V permit and public meeting on the DEIR, the public was invited to speak. Following the SCAQMD's normal procedures for public meetings, people who wished to speak submitted speaker cards and were called to speak in the order that the cards were received.

The comment does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

### Comment G1-5.2

I would like my opinion be considered in your decision about the project. I reject the Tesoro merger. I reject new storage tanks, and I reject more pipelines for the project. We already have our share of petroleum related hazards accumulated in Wilmington. I do not want to trade some emission reductions for storage tanks which is what this project is offering. I know there are methods to reduce the emissions of offloading to capture the emissions. No need for storage tanks. We should be cutting down on more dangerous material not expanding. Tesoro will add 8 more storage tanks which is a huge expansion. In addition, those tanks may be used to stored crude that is different than the current type.

G1-5.2

### Response G1-5.2

The comment regarding the rejection of the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

As explained in Master Response 7, the proposed project is not a merger. Tesoro acquired the Carson Operations from BP in 2013. The Carson and Wilmington Operations have already merged. The two pre-existing refinery operations have been operating as one Refinery since the acquisition. As described in Section 2.1 of the DEIR, the proposed project is designed to better integrate the existing Carson and Wilmington Operations, which will improve processing efficiency and reduce emissions.

Section 3.3.6 of the DEIR describes existing Refinery safety systems at the Tesoro Refinery. As explained in Section 4.3 and Appendix C of the FEIR and Master Response 9, the proposed project has been fully analyzed for hazard impacts based on a worst-case consequence analysis. This includes proposed project equipment, including pipelines and storage tanks, and process units regardless of the cause of release (e.g., human error, equipment failure, sabotage, terrorism, natural disaster, or civil uprising). The DEIR found that hazards associated with the Naphtha Isomerization Unit, new crude oil storage tanks, the SARP, and interconnecting pipelines are potentially significant based on worst-case release scenarios.

The hazard analysis takes a worst-case approach by assuming that the entire contents of a tank or other equipment would rapidly be released, and that no safety measures are implemented that could reduce the severity of an accidental release. It is expected that hazard impacts would be less than analyzed because the Refinery has safety measures in place and specified employees are trained regarding safety measures. Further, the DEIR imposes measures to mitigate hazard impacts (see Section 4.3.3 of the DEIR). Finally, as described in Section 3.3.7 of the DEIR, the Refinery is subject to many laws and regulations that address safety and emergency responses in the event of an accident. Nonetheless, the DEIR conservatively concluded that hazard impacts would remain significant.

As explained in Master Response 9, the DIER fully analyzes impacts to hazards related to the increase in storage tanks.

Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity. It would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the potential 6,000 bbl/day crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

Finally, as explained in Master Response 4 and 6, described on page 2-16 of the DEIR, and as shown in Table G0-2.4-1, the Refinery currently processes crude oil blends that consist of a variety of crude oils from around the world. Replacing and adding crude oil storage tanks will not change the origin of crude oil because the Refinery is not making any equipment modifications that would allow it to receive crude oils that cannot be blended to the same specifications, including API gravity and sulfur content, as it currently receives.

**Comment G1-5.3**

I reject this project also because I suffer from asthma and it is hard for me to take care of my family's needs when I can't breathe. Only someone who suffers from asthma can understand what it's like to gasp for air and the desperation that is felt. This project will increase VOC gases that create smog and worsens asthma. Too many Wilmington children suffer from asthma already. We do not need any more pollution that would increase the asthma rates in Wilmington. This project will increase asthma rates.

G1-5.3

### Response G1-5.3

As explained in Section 4.2.2.2 of the DEIR, upon completion, the proposed project will result in regional and local reductions in CO emissions and local reductions of SO<sub>x</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and operational NO<sub>x</sub> emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project emissions are described in detail in Section 4.2 of the DEIR and are summarized in Table 4.2-4 (see pages 4-16 through 4-18). The proposed project will result in local overall reductions in GHG emissions, as described in Section 5.2 of the FEIR and summarized in Table 5.2-8 (see page 5-26).

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project's potential health impacts from all pollutants. The proposed project's potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant, despite the increase in VOC emissions. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD's cancer risk significance threshold of ten in one million (see FEIR Section 4.2.2.5). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD's non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact.

### Comment G1-5.4

Also, many people in Wilmington are unaware about this project therefore I am requesting additional extension of at least 30 more days so more people can participate and give their input. Also, I know that there are community organizations reviewing the project details and they need more time to review the voluminous amount of material. Please allow more time for public participation and comments.

G1-5.4

### Response G1-5.4

The proposed project has complied with the public process required by CEQA Guidelines § 15087. As explained in detail in Master Response 1, the DEIR was circulated for an extended length of time. The public comment period closed on June 10, 2016, after two extensions. A 94-day public review and comment period (March 8, 2016 through June 10, 2016) was provided, which exceeds CEQA requirements. A public hearing on the Title V permit and public meeting on the DEIR was held on May 17, 2016. Copies of the DEIR were made available in neighborhood public libraries. Notices were published and distributed for the original public comment period, the two extensions, and the public hearing on the Title V permit and public meeting on the DEIR.

In addition, Tesoro independently offered and provided community outreach to over 100 entities including public agencies, community organizations, neighborhood organizations, business associations, and other interested parties to explain the scope of the proposed project and the potential environmental effects of the proposed project. The community meetings were held on April 4, 11, and 14, 2016 in Carson, Wilmington, and Long Beach, respectively. Tesoro has identified that a total of 277 people attended the meetings.

## APPENDIX G1: RESPONSE TO COMMENTS

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### Comment G1-5.5

Please be sure to added my comments on the Tesoro merger. And please confirm that with me.

Thank you for your consideration and attention,

G1-5.5

### Response G1-5.5

As explained in Response G1-5.2, the proposed project is not a merger.

The comment does not raise any issues related to the proposed project or the DEIR. Therefore, no further response is necessary under CEQA.

**Comment Letter No. G1-6**

To: Julia Wong

From: Evelyn Chidsey

RE: Tesero Project

Date: May 20, 2016

I am writing to express my opposition to the Tesero Project. I expect the AQMD to do their job - which is to minimize the pollutants in the air and consequently minimize health and safety hazards. We are approaching a crisis situation where increasing levels of carbon dioxide in our air are having a negative impact on our air and climate.

G1-6.1

The Tesero Project boasts of minimizing pollutants by upgrading equipment and using newer technology. That is admirable and definitely a step in the right direction. These improvements are greatly offset by the expansion of the refinery. More storage tanks are being planned and the refinery is generally going to be enlarged which naturally will lead to more emissions.

G1-6.2

The ports and several other refineries that are causing health issues and creating a dangerous environment already heavily impact the air in the South Bay.

G1-6.3

This is not a Republican or Democrat issue. I am a registered Republican and I can see past the political division on this issue. This is a human survival issue. As a board the time is NOW to scale back this project and demand zero emission or at least minimal emissions for the welfare of the many communities impacted by the refinery. My understanding is that the AQMD's goal is zero emissions - let's start enforcing this policy now.

G1-6.4

**Response to Comment Letter No. G1-6**

**Evelyn Chidsey**

**Comment G1-6.1**

I am writing to express my opposition to the Tesoro Project. I expect the AQMD to do their job - which is to minimize the pollutants in the air and consequently minimize health and safety hazards. We are approaching a crisis situation where increasing levels of carbon dioxide in our air are having a negative impact on our air and climate.

} G1-6.1

**Response G1-6.1**

The comment regarding opposition to the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary.

**Comment G1-6.2**

The Tesoro Project boasts of minimizing pollutants by upgrading equipment and using newer technology. That is admirable and definitely a step in the right direction. These improvements are greatly offset by the expansion of the refinery. More storage tanks are being planned and the refinery is generally going to be enlarged which naturally will lead to more emissions.

} G1-6.2

**Response G1-6.2**

Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity. The potential impacts of the crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the potential 6,000 bbl/day crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

As explained in Section 4.2.2.2 of the DEIR, upon completion, the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NOx, SOx, PM10, and PM2.5 emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project emissions are described in detail in Section 4.2 of the DEIR and are summarized in Table 4.2-4 (see pages 4-16 through 4-18). The proposed project will result in local overall reductions in GHG emissions, as described in Section 5.2 of the FEIR and summarized in Table 5.2-8 (see page 5-26).

**Comment G1-6.3**

The ports and several other refineries that are causing health issues and creating a dangerous environment already heavily impact the air in the South Bay.

] G1-6.3

**Response G1-6.3**

The ports and other refineries are part of the existing setting. The cumulative impact analysis in Chapter 5 of the DEIR includes proposed projects at facilities in the vicinity of the Refinery (see Table 5.1-1 of the DEIR). Therefore, the cumulative impacts associated with proposed projects at the Ports and other refineries were considered in the DEIR.

**Comment G1-6.4**

This is not a Republican or Democrat issue. I am a registered Republican and I can see past the political division on this issue. This is a human survival issue. As a board the time is NOW to scale back this project and demand zero emission or at least minimal emissions for the welfare of the many communities impacted by the refinery. My understanding is that the AQMD's goal is zero emissions - let's start enforcing this policy now.

] G1-6.4

**Response G1-6.4**

As explained in Response G1-6.2, the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NOx, SOx, PM10, PM2.5 and GHG emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant.

The comment does not raise any additional issues related to the proposed project or the DEIR. Therefore, no further response is necessary under CEQA.

As discussed in Section 1.2 of the DEIR, "CEQA 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". SCAQMD is the lead agency and is responsible for preparing the DEIR and FEIR for the proposed project following CEQA Guidelines. The comment is unspecific on feasible methods to reduce, avoid, or eliminate significant adverse impacts. Without further detail, a specific response cannot be provided. However, a detailed response on the proposed project emissions is provided in Response G1-6.2.

Comment Letter No. G1-7

**From:** Carolyn Liesy [<mailto:cliesy@cox.net>]  
**Sent:** Friday, May 20, 2016 11:03 AM  
**To:** Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>  
**Subject:** Comment on Tesoro Expansion

Jillian Wong, Program Supervisor  
SCAQMD Headquarters  
21865 Copley Drive  
Diamond Bar, CA 91765

Dear Jillian Wong:

This letter does not support the Tesoro expansion. I was at a meeting with Wayne Nastro, Judy Mitchell and other AQMD staff and several groups opposing this project on May 9. I read the executive summary so I understand that you will very likely approve this project.

From Tesoro's perspective it is a brilliant consolidation and expansion of the two refineries and makes, on face value, great business sense. And it looks like they are in compliance, or say they will be, with federal and state regulations.

My concerns are in the areas where there do not seem to be any requirements and that is in the scale of this expansion in a densely populated area. I note that there probably are a lot of risks in this proposal but there seems no requirement to realistically assess these risks. The areas of risk that I do see are the following:

- the increase in the size of the pipes carrying oil raises the potential for bigger leaks, and there will be leaks.
- rail transport of LPG and crude oil, especially if some of that crude is the more flammable variety
- spills at the port with the increased volume of crude
- problems with the dramatic volume increase in oil tank storage

Tesoro would have us believe that "they have this covered," the stance of optimistic over sell. While I do not know how to assign a risk index to the above, these risks are very real and I think that these sorts of proposals should calculate better risk indices for areas that are obviously going to be points of concern. I do not want to recite a litany of oil spills and gas leaks to you since you most likely know this data better than I do.

I also note that the rules for the show of support in the context of a public hearing might need some revision. Clearly the Tesoro Community Foundation sent a series of talking points to all their grantees. All those organizations of course want their annual grant request fulfilled so they showed up to recite portions of the talking points. I sat in the section with all the blue tee-shirted Tesoro employees and it is understandable that so many employees turned out. I respect the importance of a good paying job. I assume Tesoro gave them the tee shirts. And obviously the Chamber of Commerce of all the involved cities would show up, because that is what their job is. But the whole process needs revision. The speakers opposing the project did not recite the same information and spoke with more authentic passion. The other speakers who parroted the talking points could have all been lumped under Tesoro-sponsored support.

To close, what is needed in this process is more balance with rights and responsibilities. Tesoro owns the property, refining is their business but there needs to be more justice and concern for impacts to the surrounding communities who bear the brunt of the suffering when there is a compliance failure or a problem. I note that Tesoro bought the Carson refinery from BP. One would think that they would look cautiously at any over reach or potential downside risks of any sort. I wonder if anyone has thought about why BP was selling the Carson refinery. Ten years ago BP's stock sold for \$73/share. Ever since the Gulf oil catastrophe it has sold in the low 30s.

Oil refining is a dangerous and toxic process. One is unwise to enter into this new expansion with the over optimism of "it could never happen to us." Clearly they would not want to end up like BP.

G1-7.1

G1-7.2

G1-7.3

## APPENDIX G1: RESPONSE TO COMMENTS

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Sincerely,  
Carolyn Liesy

Carolyn Liesy   
1609 Cataluna Place  
Palos Verdes Estates, CA 90274  
[cliesy.com](http://cliesy.com)  
310-378-8702 (h), 310-489-7088 (c)

## Response to Comment Letter No. G1-7

Carolyn Liesy

### Comment G1-7.1

This letter does not support the Tesoro expansion. I was at a meeting with Wayne Nastri, Judy Mitchell and other AQMD staff and several groups opposing this project on May 9. I read the executive summary so I understand that you will very likely approve this project.

From Tesoro's perspective it is a brilliant consolidation and expansion of the two refineries and makes, on face value, great business sense. And it looks like they are in compliance, or say they will be, with federal and state regulations.

My concerns are in the areas where there do not seem to be any requirements and that is in the scale of this expansion in a densely populated area. I note that there probably are a lot of risks in this proposal but there seems no requirement to realistically assess these risks. The areas of risk that I do see are the following:

- the increase in the size of the pipes carrying oil raises the potential for bigger leaks, and there will be leaks.
- rail transport of LPG and crude oil, especially if some of that crude is the more flammable variety
- spills at the port with the increased volume of crude
- problems with the dramatic volume increase in oil tank storage

Tesoro would have us believe that "they have this covered," the stance of optimistic over sell. While I do not know how to assign a risk index to the above, these risks are very real and I think that these sorts of proposals should calculate better risk indices for areas that are obviously going to be points of concern. I do not want to recite a litany of oil spills and gas leaks to you since you most likely know this data better than I do.

G1-7.1

### Response G1-7.1

The comment regarding opposition to the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity. It would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the potential 6,000 bbl/day crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

Section 3.3.6 of the DEIR describes existing Refinery safety systems at the Tesoro Refinery. As explained in Section 4.3 and Appendix C of the FEIR and Master Response 9, the proposed project has been fully analyzed for hazard impacts based on a worst-case consequence analysis. This includes proposed project equipment, including pipelines and storage tanks, and process units regardless of the cause of release (e.g., human error, equipment failure, sabotage, terrorism, natural disaster, or civil uprising). The DEIR found that hazards associated with the Naphtha Isomerization Unit, new crude oil storage tanks, the SARP, and interconnecting pipelines are potentially significant based on worst-case release scenarios. See Master Response 9 for additional information regarding the hazards analyses of pipelines and storage tanks.

The hazard analysis takes a worst-case approach by assuming that the entire contents of a tank or other equipment would rapidly be released, and that no safety measures are implemented that could reduce the severity of an accidental release. It is expected that hazard impacts would be less than analyzed because the Refinery has safety measures in place and specified employees are trained regarding safety measures. Further, the DEIR imposes measures to mitigate hazard impacts (see Section 4.3.3 of the DEIR). Finally, as described in Section 3.3.7 of the DEIR, the Refinery is subject to many laws and regulations that address safety and emergency responses in the event of an accident. Nonetheless, the DEIR conservatively concluded that hazard impacts would remain significant.

The new 24-inch line segment poses the same size of potential release as the existing 24 inch pipeline that transfers crude oil from the Long Beach marine terminal to the Refinery. In addition, the new 24 inch pipeline is located within the Refinery boundary, is above ground, is subject to routine inspection, and is located in an area that is bermed with spill containment.

The potential hazard impacts of the proposed project have been fully analyzed, including hazards related to explosive materials (see FEIR Section 4.3 pages 4-45 through 4-69 and Master Response 9). The Refinery currently receives LPG railcar deliveries. The proposed project will not increase the number of deliveries. The additional ten railcars associated with the proposed project will be added to existing trains. The potential risks associated with rail transport were analyzed in FEIR Section 4.3.2.5.2. The Worst-Case Consequence Analysis for the proposed project carefully evaluated the proposed modifications to existing equipment and proposed new units (see FEIR Appendix C.)

As indicated in the DEIR Sections 2.6.1 and 2.6.2 for the proposed project, crude oil is not currently transported directly to either the Wilmington or Carson Operations via rail. These locations do not currently have the facilities or SCAQMD permits to receive crude oil deliveries by rail. No new or modified facilities are included in the proposed project to enable crude oil deliveries by rail.

The proposed project includes constructing new and replacement storage tanks, but this component of the proposed project does not increase crude oil capacity at the Refinery. The new and replacement storage tanks are proposed to provide sufficient crude oil storage capacity to allow crude oil tankers to offload more quickly at the Wilmington Operations Long Beach Marine Terminal and in one visit to the dock at Marine Terminal 1. This increase in crude oil storage capacity means that marine vessels will spend less time maneuvering or at dock or anchor in the Port because of improved offloading efficiency (i.e., quicker offloading and the elimination of or reduction of demurrage costs and the need for anchorage while waiting for available storage tank space to finish offloading). The DEIR did not take credit for emission reductions from marine vessel operations. However, annual emission reductions from improved marine vessel offloading efficiency were estimated and can be found in Master Response 6. Based on this analysis, daily marine vessel emissions would not increase and annual emissions would be substantially reduced.

As explained in DEIR Section 4.2.2.2.2, the Wilmington Operations Long Beach Marine Terminal currently receives crude oil shipments only in vessels of two size classes, Panamax

## APPENDIX G1: RESPONSE TO COMMENTS

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(400,000 bbl capacity) and Aframax (720,000 bbl capacity) and will continue to receive crude oil shipments in the same size vessels once the proposed project becomes operational. Marine vessels larger than an Aframax cannot be handled at the Long Beach Marine Terminal because of its location within the Port of Long Beach and the water depth at the marine terminal location.

Marine Terminal 1 already receives the largest marine vessels which it is capable of unloading (i.e., Very Large Crude Carrier (VLCC – approximately two million bbl capacity)). Since the size of marine vessels that will deliver crude oil cargos to the marine terminals will not change, the consequences of a potential release will not change.

Further, the amount of total crude oil delivered to the Refinery, with or without the proposed project, is limited by the refining capacity of the Refinery and not activities related to receipt and storage of crude oil. An analogy is to consider one’s personal shopping; if you purchase a gallon as opposed to a quart of milk, you will reduce the number of trips needed to purchase milk from the market. Unless something else changes in your consumption pattern, the amount of milk you purchase and consume will remain unchanged. Separate from the proposed project, marine terminals are required to comply with State Lands Commission standards including spill prevention.<sup>72</sup>

### Comment G1-7.2

I also note that the rules for the show of support in the context of a public hearing might need some revision. Clearly the Tesoro Community Foundation sent a series of talking points to all their grantees. All those organizations of course want their annual grant request fulfilled so they showed up to recite portions of the talking points. I sat in the section with all the blue tee-shirted Tesoro employees and it is understandable that so many employees turned out. I respect the importance of a good paying job. I assume Tesoro gave them the tee shirts. And obviously the Chamber of Commerce of all the involved cities would show up, because that is what their job is. But the whole process needs revision. The speakers opposing the project did not recite the same information and spoke with more authentic passion. The other speakers who parroted the talking points could have all been lumped under Tesoro-sponsored support.

G1-7.2

### Response G1-7.2

During the public hearing on the Title V permit and public meeting on the DEIR, the public was invited to speak. Following the SCAQMD’s normal procedures for public meetings, people who wished to speak submitted speaker cards and were called to speak in the order that the cards were received.

### Comment G1-7.3

To close, what is needed in this process is more balance with rights and responsibilities. Tesoro owns the property, refining is their business but there needs to be more justice and concern for impacts to the surrounding communities who bear the brunt of the suffering when there is a compliance failure or a problem. I note that Tesoro bought the Carson refinery from BP. One would think that they would look cautiously at any over reach or potential downside risks of any sort. I wonder if anyone has thought about why BP was selling the Carson refinery. Ten years ago BPs stock sold for \$73/share. Ever since the Gulf oil catastrophe it has sold in the low 30s.

Oil refining is a dangerous and toxic process. One is unwise to enter into this new expansion with the over optimism of “it could never happen to us.” Clearly they would not want to end up like BP.

G1-7.3

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<sup>72</sup> California State Lands Commission Marine Oil Terminal Engineering and Maintenance Standards (MOTEMS), 24 CCR Part 2, Chapter 31F.

**Response G1-7.3**

As explained in Response G1-7.1, the proposed project is not an expansion of the Refinery.

The comment does not raise any additional issues related to the proposed project or the DEIR. Therefore, no further response is necessary under CEQA.

Comment Letter No. G1-8

**From:** Anabell Romero [<mailto:romero.anabell@gmail.com>]  
**Sent:** Friday, May 20, 2016 2:43 PM  
**To:** Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>  
**Subject:** Tesoro Integration Project

Dear Ms. Wong,

My name is Anabell Romero and I reject the Tesoro merger. I reject new storage tanks, and I reject more pipelines for the project. We already have our share of petroleum related hazards accumulated in Wilmington. I do not want to trade some emission reductions for storage tanks which is what this project is offering. I know there are methods to reduce the emissions of offloading to capture the emissions. No need for storage tanks. We should be cutting down on more dangerous material not expanding. Tesoro will add 8 more storage tanks which is a huge expansion. In addition, those tanks may be used to stored crude that is different than the current type.

G1-8.1

I would also like to request more time for public participation. Many people in Wilmington and surrounding impacted communities are unaware about the Tesoro proposal to join the two refineries into one. I reject the additional storage capacity that Tesoro proposes, along with more dangerous pipelines. This project is near an earthquake zone which makes it even more dangerous for us who live so close to the refinery.

G1-8.2

While we do not know when an earthquake will happen, it will happen sometime. Having so much more stored crude plus pipelines underground would make an event like that even more destructive and dangerous.

Since most people in our communities are not aware about this project, I request more time to notify people so that this process can receive enough public input. This larger than usual project should have more public participation before deciding on it. I myself would like you to consider denying a permit for this project because it is putting a much larger, additional threat on our lives. The quality of life in Wilmington and surrounding communities is already very poor in terms of illnesses due to the air quality from many polluting sources such as Tesoro. I reject the project.

G1-8.3

## APPENDIX G1: RESPONSE TO COMMENTS

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Please add my comment about this project. If possible, I would like to know that you received my comments.

Thank you.

Anabell Romero

**Response to Comment Letter No. G1-8**

**Anabell Romero**

**Comment G1-8.1**

My name is Anabell Romero and I reject the Tesoro merger. I reject new storage tanks, and I reject more pipelines for the project. We already have our share of petroleum related hazards accumulated in Wilmington. I do not want to trade some emission reductions for storage tanks which is what this project is offering. I know there are methods to reduce the emissions of offloading to capture the emissions. No need for storage tanks. We should be cutting down on more dangerous material not expanding. Tesoro will add 8 more storage tanks which is a huge expansion. In addition, those tanks may be used to stored crude that is different than the current type.

G1-8.1

**Response G1-8.1**

The comment regarding the rejection of the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

As explained in Master Response 7, the proposed project is not a merger. Tesoro acquired the Carson Operations from BP in 2013. The Carson and Wilmington Operations have already merged. The pre-existing Carson and Wilmington Operations have been operating as one Refinery since the acquisition. As explained in Section 2.1 of the DEIR, the proposed project is designed to better integrate the Carson and Wilmington Operations, which will improve processing efficiency and reduce emissions.

The proposed project includes constructing new and replacement storage tanks, but this component of the proposed project does not increase crude oil capacity at the Refinery. The new and replacement storage tanks are proposed to provide sufficient crude oil storage capacity to allow crude oil tankers to offload more quickly at the Wilmington Operations Long Beach Marine Terminal and in one visit to the dock at Marine Terminal 1. This increase in crude oil storage capacity means that marine vessels will spend less time maneuvering or at dock or anchor in the Port because of improved offloading efficiency (i.e., quicker offloading and the elimination of or reduction of demurrage costs and the need for anchorage while waiting for available storage tank space to finish offloading). The DEIR did not take credit for emission reductions from marine vessel operations. However, annual emission reductions from improved marine vessel offloading efficiency were estimated and can be found in Master Response 6. Based on this analysis, daily marine vessel emissions would not increase and annual emissions would be substantially reduced.

With respect to offloading emission control, the new and replacement crude oil storage tanks are connected to the marine terminals, and the marine vessels unload directly into the crude oil receiving tanks. Because the new and replacement crude oil storage tanks will be permitted and constructed to comply with BACT, there are no associated unloading racks or unloading emissions other than fugitive emissions associated with the piping used to transfer crude oil from the marine terminals. Therefore, offloading emissions will be controlled to the maximum extent

possible and there will be no additional, unutilized opportunity to reduce emissions through an offloading capture method.

Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity; it would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the 6,000 bbl/day potential crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the FEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

As explained in Master Response 4, the proposed project is not designed to facilitate a crude oil blend switch and the Refinery will not process different crude oil as a result of the proposed project beyond what was analyzed in the DEIR. Thus, because the new and replacement storage tanks are being installed to store crude oil for processing at the Refinery—not for third party sale and use—the tanks likewise will not store crude oil of a different type than that currently being processed at the Refinery. Additionally, as explained in Master Response 9, the DEIR fully analyzes any potential hazard impacts related to the increase in storage tanks.

**Comment G1-8.2**

I would also like to request more time for public participation. Many people in Wilmington and surrounding impacted communities are unaware about the Tesoro proposal to join the two refineries into one. I reject the additional storage capacity that Tesoro proposes, along with more dangerous pipelines. This project is near an earthquake zone which makes it even more dangerous for us who live so close to the refinery.

While we do not know when an earthquake will happen, it will happen sometime. Having so much more stored crude plus pipelines underground would make an event like that even more destructive and dangerous.

G1-8.2

**Response G1-8.2**

The proposed project has complied with the public process required by CEQA Guidelines § 15087. As explained in detail in Master Response 1, the DEIR was circulated for an extended length of time. The public comment period closed on June 10, 2016, after two extensions. A 94-day public review and comment period (March 8, 2016 through June 10, 2016) was provided, which exceeds CEQA requirements. A public hearing on the Title V permit and public meeting on the DEIR was held on May 17, 2016. Copies of the DEIR were made available in neighborhood public libraries. Notices were published and distributed for the original public comment period, the two extensions, and the public hearing on the Title V permit and public meeting on the DEIR.

In addition, Tesoro independently offered and provided community outreach to over 100 entities including public agencies, community organizations, neighborhood organizations, business associations, and other interested parties to explain the scope of the proposed project and the potential environmental effects of the proposed project. The community meetings were held on April 4, 11, and 14, 2016 in Carson, Wilmington, and Long Beach, respectively. Tesoro has identified that a total of 277 people attended the meetings.

The proposed project has been fully analyzed for potential hazard impacts, including those associated with pipelines, storage tanks, and process units regardless of the cause of release (e.g., human error, equipment failure, sabotage, terrorism, natural disaster, or civil uprising). Section 4.3 of the FEIR found that hazards associated with the Naphtha Isomerization Unit, new crude oil storage tanks, the SARP, and interconnecting pipelines are potentially significant due to hazards associated with worst-case release scenarios. A Worst-Case Consequence Analysis was presented in Appendix C and discussed in Section 4.3 of the FEIR. See Master Response 9 for additional information regarding the hazards analyses of pipelines and storage tanks, including impacts associated with earthquakes.

**Comment G1-8.3**

Since most people in our communities are not aware about this project, I request more time to notify people so that this process can receive enough public input. This larger than usual project should have more public participation before deciding on it. I myself would like you to consider denying a permit for this project because it is putting a much larger, additional threat on our lives. The quality of life in Wilmington and surrounding communities is already very poor in terms of illnesses due to the air quality from many polluting sources such as Tesoro. I reject the project.

G1-8.3

**Response G1-8.3**

As explained in Response G1-8.2, notice was provided to the community through the mail and in the newspaper. The proposed project was also discussed at public hearings and meetings.

As explained in Section 4.2.2.2 of the DEIR, upon completion, the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NOx, SOx, PM10, and PM2.5 emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project emissions are described in detail in Section 4.2 of the DEIR and are summarized in Table 4.2-4 (see pages 4-16 through 4-18). The proposed project will result in local overall reductions in GHG emissions, as described in Section 5.2 of the FEIR and summarized in Table 5.2-8 (see page 5-26).

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project's potential health impacts from all pollutants. The proposed project's potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD's cancer risk significance threshold of ten in one million (see FEIR Section 4.2.2.5). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD's non-cancer chronic and acute

## **APPENDIX G1: RESPONSE TO COMMENTS**

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hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact. Master Response 14 explains the potential localized impacts to the surrounding community.

Comment Letter No. G1-9

BLUM | COLLINS LLP

Aon Center  
707 Wilshire Boulevard  
Suite 4880  
Los Angeles, California  
90017

213.572.0400 phone  
213.572.0401 fax

May 23, 2016

Ms. Jillian Wong, Ph.D.  
Office of Planning, Rule Development, and Area Sources  
South Coast Air Quality Management District  
21865 Copley Drive  
Diamond Bar, CA 91675-4178  
[Jwong1@aqmd.gov](mailto:Jwong1@aqmd.gov)

*Via Email & Fedex*

Re: *California Environmental Quality Act Comments on Tesoro Refinery  
DEIR*

Dear Ms. Wong and the South Coast Air Quality Management District ("SCAQMD"):

On behalf of the SoCal Environmental Justice Alliance and the Refinery Safety Network, this is to comment under the California Environmental Quality Act ("CEQA") upon the Tesoro Los Angeles Refinery Integration and Compliance Project ("The Project"). Our comments are brief and go to two key issues: (1) the ability of any member of the public to fathom the present EIR, and (2) SCAQMD's persistent refusal to adequately assess cumulative impacts.

G1-9.1

Regarding the first issue, the purpose of CEQA is to inform the public about the environmental consequences of a proposed course of action. As CEQA Guideline § 15002 puts it, CEQA's goals are to:

- (1) Inform governmental decision makers *and the public* about the potential, significant environmental effects of proposed activities.
- (2) Identify ways that environmental damage can be avoided or significantly reduced.
- (3) Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible.
- (4) Disclose *to the public* the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

G1-9.2

Guidelines, § 15002 (emphasis supplied). To do this, CEQA requires that the public be supplied with a relatively intelligible EIR: "The data in an EIR must not only be

Jillian Wong, Ph.D; SCAQMD  
May 23, 2016  
Page 2

sufficient in quantity, it must be presented in a manner calculated to adequately inform the public and decision makers, who may not be previously familiar with the details of the project.” *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 442. The present DEIR falls woefully short of this standard.

The first way in which the DEIR fails in its task is by providing detailed discussions of changes to equipment without explaining the environmental consequences of those changes. Here is an example, regarding Delayed Coker Unit (DCU) Fresh Feed Heater H-100:

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. Although the described duty of the heater will increase to 302.4 mmBtu/hr, there will be no increase in emissions as permit conditions will be imposed to limit criteria pollutant emissions. Mass emissions of CO, NO<sub>x</sub>, SO<sub>x</sub>, particulate matter less than ten microns in diameter (PM<sub>10</sub>), and volatile organic compounds (VOC) will be restricted in the revised permit.

DEIR at 1-11. *See also* DEIR at 4-2. While the permit conditions may prohibit further emissions, nowhere in the document, so far as we can tell, is it described *how* the permit will be complied with at the new heat level.

Second, and more importantly, the document makes distinctions without explaining them and then analyzes impacts based on those unclear distinctions. At 1-24, you have these two paragraphs:

Due to the complexity and duration of the Refinery integration, some project components are expected to be implemented prior to the shutdown of the Wilmington Operations FCCU (referred to as the Interim Operations Scenario). To assess the interim impact of the proposed project, the project components that will be operational in advance of the shutdown of the Wilmington Operations FCCU have been evaluated. Project components included in the Interim Operations Scenario include the Wilmington Operations DCU H-100 Heater Duty Bump, and fugitive emissions from the Wilmington Operations HCU and Carson HCU Mods, LHU Mods, and Mid Barrel Distillate Treater. The expected interim emissions are less than significant.

An additional transitional period is expected to occur to facilitate the integration of the Refinery and the shutdown of the Wilmington Operations FCCU. The transitional period is expected to be approximately 90 days prior to the Wilmington Operations FCCU shutdown, when Refinery units will become operational while the Wilmington Operations FCCU remains operating. The transitional period is expected to create a

G1-9.2  
cont'd.

G1-9.3

Jillian Wong, Ph.D; SCAQMD  
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Page 3

temporary increase in emissions that when combined with the concurrent on-going construction of other portions of the proposed project will have significant air quality impacts). The transitional period operational emissions increase will cease and become the reduced emissions discussed previously following the shutdown of the Wilmington Operations FCCU and completion of the proposed project.

DEIR at 1-24. *See also* DEIR at 4-15 (essentially repeating the above). There is no explanation here on the difference between the “Interim Operations Scenario” described in the first paragraph, which you say has less than significant emissions, and the “transitional period” described in the second, which you concede has significant emissions. Your discussion at DEIR 4-15 makes this even harder to follow:

The 90-day transitional period results in significant VOC and NOx emission impacts that are less than the significant peak daily VOC, and NOx emissions from construction alone. Additionally, the 90-day transitional period results in less than significant CO emission impacts that are less than the peak daily CO emissions. However, the 90-day transitional period results in less than significant SOx, PM10 and PM2.5 emission impacts that are greater than the peak daily SOx, PM10, and PM2.5 emissions from construction alone.

DEIR at 4-15.

Our second issue is the continued insistence of SCAQMD on not assessing cumulative impacts. SCAQMD has a policy, which is not based on substantial evidence, of only assessing cumulative impacts as significant if the individual impact is found to be significant. At 5-16 to 5-17 of the DEIR you state:

SCAQMD policy is that impacts are cumulatively considerable if they exceed the project-specific air quality significance thresholds. The construction emissions associated with the proposed project are expected to be 106.65 lbs/day of VOC, 515.54 lbs/day of CO, 575.73 lbs/day of NOx, 1.41 lbs/day of SOx, 68.55 lbs/day of PM10, and 38.67 lbs/day of PM2.5. Because the proposed project’s construction emissions exceed the applicable project-specific VOC and NOx significance thresholds (see Table 4.2-2), they are considered cumulatively considerable and cumulatively significant when considered in combination with related projects. Since CO, SOx, PM10, and PM2.5 construction emissions do not exceed their respective project-specific thresholds, they are not considered to be cumulatively considerable and, therefore, are not considered to contribute to cumulative construction impacts.

DEIR at 5-16 – 5-17. This approach is contrary to the very definition of what a cumulative impact is. Public Resources Code § 20183(b)(2) defines cumulative impacts to mean “that the incremental effects of an individual project are considerable when

G1-9.3  
cont’d.

G1-9.4

Jillian Wong, Ph.D; SCAQMD  
May 23, 2016  
Page 4

viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.” Inherent in a cumulative impacts analysis is whether an impact is significant when *combined* with the effects of other past, present, and future projects. This is borne out by the Guidelines. Guidelines § 15130(a)(1) provides “As defined in Section 15355, a cumulative impact consists of an impact which is created *as a result of the combination* of the project evaluated in the EIR together with other projects causing related impacts.” (emphasis supplied). Guidelines § 15064(h)(1) provides:

When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared *if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. “Cumulatively considerable” means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.*

Guidelines § 15064(h)(1) (emphasis supplied).

Guidelines § 15065(a)(3) requires a mandatory finding of significance when “The project has possible environmental effects that are individually limited but cumulatively considerable,” and provides the same definition of “cumulatively considerable.”

Finally, Guidelines § 15355 defines cumulative impacts and states:

*“Cumulative impacts” refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.*

(a) The individual effects may be changes resulting from a single project or a number of separate projects.

(b) The cumulative impact from several projects is the change in the environment which results from the *incremental impact* of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. *Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.*

Guidelines § 15355 (emphasis supplied). *See also* Gordon & Herson, “Demystifying CEQA’s Cumulative Impact Analysis Requirements: Guidance for Defensible EIR Evaluation,” *Cal. Env’t’l L. Reporter*, 379, 381 (Sept. 2011) (Vol. 2011, Issue 9) (“Critically, a proposed project’s incremental effects may be ‘cumulatively considerable’ even when its individual effects are limited. (citations). *In other words, CEQA does not excuse an EIR from evaluating cumulative impacts simply because the project-specific analysis determined its impacts would be ‘less than significant.’” In short, your*

G1-9.4  
cont’d.

Jillian Wong, Ph.D; SCAQMD  
May 23, 2016  
Page 5

cumulative impacts analysis is wholly without a basis in substantial evidence and represents a failure to proceed by law. We know that you have issued a “white paper” telling local agencies to follow your lead in this regard (although this white paper does not appear to be anywhere on your website), and this is responsible and without legal foundation.

G1-9.4  
cont’d.

Please advise us when SCAQMD issues a Final EIR and when it will consider this Project, at [collins@blumcollins.com](mailto:collins@blumcollins.com) and [bentley@blumcollins.com](mailto:bentley@blumcollins.com). Thank you for your consideration.

G1-9.5

Sincerely,

Craig M. Collins  
Blum Collins LLP

Response to Comment Letter No. G1-9

Blum Collins LLP

Comment G1-9.1

Dear Ms. Wong and the South Coast Air Quality Management District (“SCAQMD”):

On behalf of the SoCal Environmental Justice Alliance and the Refinery Safety Network, this is to comment under the California Environmental Quality Act (“CEQA”) upon the Tesoro Los Angeles Refinery Integration and Compliance Project (“The Project”). Our comments are brief and go to two key issues: (1) the ability of any member of the public to fathom the present EIR, and (2) SCAQMD’s persistent refusal to adequately assess cumulative impacts.

G1-9.1

Response G1-9.1

The comment is a summary of the key topics which are detailed in the comment letter. Therefore, specific responses are provided in Responses G1-9.2 and G1-9.5.

Comment G1-9.2

Regarding the first issue, the purpose of CEQA is to inform the public about the environmental consequences of a proposed course of action. As CEQA Guideline § 15002 puts it, CEQA’s goals are to:

- (1) Inform governmental decision makers *and the public* about the potential, significant environmental effects of proposed activities.
- (2) Identify ways that environmental damage can be avoided or significantly reduced.
- (3) Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible.
- (4) Disclose *to the public* the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

G1-9.2

Guidelines, § 15002 (emphasis supplied). To do this, CEQA requires that the public be supplied with a relatively intelligible EIR: “The data in an EIR must not only be sufficient in quantity, it must be presented in a manner calculated to adequately inform the public and decision makers, who may not be previously familiar with the details of the project.” *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 442. The present DEIR falls woefully short of this standard.

The first way in which the DEIR fails in its task is by providing detailed discussions of changes to equipment without explaining the environmental consequences of those changes. Here is an example, regarding Delayed Coker Unit (DCU) Fresh Feed Heater H-100:

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. Although the described duty of the heater will increase to 302.4 mmBtu/hr, there will be no increase in emissions as permit conditions will be imposed to limit criteria pollutant emissions. Mass emissions of CO, NOx, SOx, particulate matter less than ten microns in diameter (PM10), and volatile organic compounds (VOC) will be restricted in the revised permit.

G1-9.2  
cont’d.

DEIR at 1-11. *See also* DEIR at 4-2. While the permit conditions may prohibit further emissions, nowhere in the document, so far as we can tell, is it described *how* the permit will be complied with at the new heat level.

### Response G1-9.2

The DEIR describes the methodologies and reasoning underlying its conclusions in a straightforward manner. A DEIR analyzing the environmental impacts resulting from the integration of two large-scale oil refineries is unavoidably and appropriately a technical document. The DEIR has endeavored, however, to explain and summarize this analysis with a non-technical audience in mind in the DEIR's executive summary, in explaining ultimate conclusions, and when composing the FEIR's responses to comments.

The example provided in the comment is an excerpt from Section 1, the Introduction and Executive Summary of the DEIR. Because this is an executive summary, the described changes to the permit of the DCU H-100 heater quoted in Comment G1-9.2 do not include a detailed description as is contained in the more detailed Chapters 2 and 4 of the DEIR.

For a further description of the environmental consequences associated with the changes to the DCU H-100 heater permit, see page 2-36 of the DEIR where it states, "Although the described duty of the heater will increase to 302.4 mmbtu/hr, there will be no increase in emissions as permit conditions will be imposed to limit criteria pollutant emissions." The existing permit for the DCU H-100 heater does not contain limits on all criteria pollutant emissions, but the proposed new permit conditions will limit criteria pollutant emissions below previous levels. The new permit limits will require more stringent monitoring of heater emissions and additional maintenance activities, such as more frequent replacement of catalyst in the SCR NO<sub>x</sub> control system to keep criteria emissions within the new permit limits. In the past, emissions have exceeded the proposed new limits because the DCU H-100 heater may have operated at conditions that generated higher emissions (i.e., in the baseline period) than in the recent past (i.e., period used for new source review), therefore, the calculations are not directly comparable.

Although the permitted firing rate will be higher, the DCU H-100 heater must be operated in compliance with the permit, meaning in such a way that emissions from the heater do not exceed the new emissions limits. SCAQMD will monitor and enforce compliance with these limits through actual emissions data using RECLAIM Continuous Emissions Monitoring System (CEMS) for SO<sub>x</sub> and NO<sub>x</sub> emissions and source testing for other pollutants, as is customary for refinery combustion sources.

Because the FEIR will be relied upon for CEQA compliance in order to issue the permit, the enforceable permit limits will be equal to or more stringent than the analysis in the FEIR.

Comment G1-9.3

Second, and more importantly, the document makes distinctions without explaining them and then analyzes impacts based on those unclear distinctions. At 1-24, you have these two paragraphs:

Due to the complexity and duration of the Refinery integration, some project components are expected to be implemented prior to the shutdown of the Wilmington Operations FCCU (referred to as the Interim Operations Scenario). To assess the interim impact of the proposed project, the project components that will be operational in advance of the shutdown of the Wilmington Operations FCCU have been evaluated. Project components included in the Interim Operations Scenario include the Wilmington Operations DCU H-100 Heater Duty Bump, and fugitive emissions from the Wilmington Operations HCU and Carson HCU Mods, LHU Mods, and Mid Barrel Distillate Treater. The expected interim emissions are less than significant.

An additional transitional period is expected to occur to facilitate the integration of the Refinery and the shutdown of the Wilmington Operations FCCU. The transitional period is expected to be approximately 90 days prior to the Wilmington Operations FCCU shutdown, when Refinery units will become operational while the Wilmington Operations FCCU remains operating. The transitional period is expected to create a temporary increase in emissions that when combined with the concurrent on-going construction of other portions of the proposed project will have significant air quality impacts). The transitional period operational emissions increase will cease and become the reduced emissions discussed previously following the shutdown of the Wilmington Operations FCCU and completion of the proposed project.

DEIR at 1-24. *See also* DEIR at 4-15 (essentially repeating the above). There is no explanation here on the difference between the “Interim Operations Scenario” described in the first paragraph, which you say has less than significant emissions, and the “transitional period” described in the second, which you concede has significant emissions. Your discussion at DEIR 4-15 makes this even harder to follow:

The 90-day transitional period results in significant VOC and NOx emission impacts that are less than the significant peak daily VOC, and NOx emissions from construction alone. Additionally, the 90-day transitional period results in less than significant CO emission impacts that are less than the peak daily CO emissions. However, the 90-day transitional period results in less than significant SOx, PM10 and PM2.5 emission impacts that are greater than the peak daily SOx, PM10, and PM2.5 emissions from construction alone.

DEIR at 4-15.

G1-9.3

G1-9.3  
cont'd.

Response G1-9.3

The comment states that the DEIR makes distinctions without explaining them, then analyzes impacts based on those unclear distinctions. Specifically, the comment states that the DEIR fails to explain the difference between the “interim operations scenario” and the “transitional period” that will occur during the integration process. It should be noted that interim operations could happen without construction and transitional period is worst-case overlap of construction and operation, which is the most conservative analysis. See page 4-15 of the DEIR for a description of the interim operations and the transitional period.

The DEIR explains that “[d]ue to the complexity and duration of the Refinery integration, some project components are expected to be implemented prior to the shutdown of the Wilmington Operations FCCU (referred to as the interim operations scenario).” It explains that the proposed project components that could be operational during this period in advance of the shutdown of the Wilmington Operations FCCU have been evaluated, and identifies those components as the following: Wilmington Operations DCU H-100 Heater Duty Bump (which could occur without construction), and fugitive emissions from the Wilmington Operations HCU and Carson HCU Mods, LHU Mods, and Mid Barrel Distillate Treater. (See DEIR page 4-15.) The expected emissions during this time are less than significant. The emissions are evaluated separately during the interim operations scenario because any increases would not yet be offset by reductions from the shutdown of the FCCU.

“An additional transitional period is expected to occur to facilitate the integration of the Refinery and the shutdown of the Wilmington Operations FCCU, [and this] transitional period is expected to create a temporary increase in emission that, when combined with the concurrent ongoing construction of other portions of the proposed project, will have significant air quality impacts.” (DEIR at page 4-15.) The transitional period is expected to be approximately 90 days prior to the Wilmington Operations FCCU shutdown, when additional modified Refinery units will become operational while the Wilmington Operations FCCU remains operating. The transitional period operational emissions increase will cease and become the reduced emissions presented in the DEIR’s Table 4.2-4 following the shutdown of the Wilmington Operations FCCU and completion of the proposed project. (See DEIR page 4-15.)

While both of these periods precede the Wilmington Operations FCCU shutdown, they are distinct periods in which different aspects of the proposed project are capable of being operational. The interim operations scenario includes equipment such as the LHU Modifications, where the plan is to operate the modified equipment as soon as construction is complete, and operation is not scheduled to coincide with the Wilmington Operations FCCU shutdown. The interim operations scenario represents the maximum incremental emissions possible under that scenario, if all the equipment in the interim operations scenario operates at the same time.

The transitional period is the period immediately prior to shutdown of the Wilmington Operations FCCU. The transitional period is provided in order to avoid interruption in finished fuel production when modified units are being brought on-line after physical modifications are complete. It allows a startup period for the modified units and time for the modified units to begin producing on-specification blendstocks or fuels. The Wilmington Operations FCCU will be able to continue operations for up to 90 days during the transitional period and, as described above and in the DEIR, there will be temporary significant NO<sub>x</sub> and VOC air quality impacts during this time. The Refinery will transition from producing fuel with the Wilmington Operations FCCU to producing fuel with the modified units during the transition period.

Comment G1-9.4

Our second issue is the continued insistence of SCAQMD on not assessing cumulative impacts. SCAQMD has a policy, which is not based on substantial evidence, of only assessing cumulative impacts as significant if the individual impact is found to be significant. At 5-16 to 5-17 of the DEIR you state:

SCAQMD policy is that impacts are cumulatively considerable if they exceed the project-specific air quality significance thresholds. The construction emissions associated with the proposed project are expected to be 106.65 lbs/day of VOC, 515.54 lbs/day of CO, 575.73 lbs/day of NOx, 1.41 lbs/day of SOx, 68.55 lbs/day of PM10, and 38.67 lbs/day of PM2.5. Because the proposed project's construction emissions exceed the applicable project-specific VOC and NOx significance thresholds (see Table 4.2-2), they are considered cumulatively considerable and cumulatively significant when considered in combination with related projects. Since CO, SOx, PM10, and PM2.5 construction emissions do not exceed their respective project-specific thresholds, they are not considered to be cumulatively considerable and, therefore, are not considered to contribute to cumulative construction impacts.

G1-9.4

DEIR at 5-16 - 5-17. This approach is contrary to the very definition of what a cumulative impact is. Public Resources Code § 20183(b)(2) defines cumulative impacts to mean "that the incremental effects of an individual 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." Inherent in a cumulative impacts analysis is whether an impact is significant when *combined* with the effects of other past, present, and future projects. This is borne out by the Guidelines. Guidelines § 15130(a)(1) provides "As defined in Section 15355, a cumulative impact consists of an impact which is created *as a result of the combination* of the project evaluated in the EIR together with other projects causing related impacts." (emphasis supplied). Guidelines § 15064(h)(1) provides:

When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared *if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.*

Guidelines § 15064(h)(1) (emphasis supplied).

Guidelines § 15065(a)(3) requires a mandatory finding of significance when "The project has possible environmental effects that are individually limited but cumulatively considerable," and provides the same definition of "cumulatively considerable."

G1-9.4  
cont'd.

Finally, Guidelines § 15355 defines cumulative impacts and states:

"Cumulative impacts" refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

(a) The individual effects may be changes resulting from a single project or a number of separate projects.

(b) The cumulative impact from several projects is the change in the environment which results from the *incremental impact* of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. *Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.*

Guidelines § 15355 (emphasis supplied). See also Gordon & Herson, "Demystifying CEQA's Cumulative Impact Analysis Requirements: Guidance for Defensible EIR Evaluation," *Cal. Env't'l L. Reporter*, 379, 381 (Sept. 2011) (Vol. 2011, Issue 9) ("Critically, a proposed project's incremental effects may be 'cumulatively considerable' even when its individual effects are limited. (citations). In other words, CEQA does not excuse an EIR from evaluating cumulative impacts simply because the project-specific analysis determined its impacts would be 'less than significant.'" In short, your

## APPENDIX G1: RESPONSE TO COMMENTS

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cumulative impacts analysis is wholly without a basis in substantial evidence and represents a failure to proceed by law. We know that you have issued a “white paper” telling local agencies to follow your lead in this regard (although this white paper does not appear to be anywhere on your website), and this is responsible and without legal foundation.

G1-9.4  
cont'd.

### Response G1-9.4

As analyzed in Chapter 5 of the DEIR and explained in Master Response 16, consistent with SCAQMD’s policy and applicable case law, the proposed project would contribute to potentially significant adverse cumulative construction air quality impacts if project-specific construction emissions are considered to be cumulatively considerable as defined by CEQA Guidelines §15064(h)(1). SCAQMD policy is that impacts are cumulatively considerable if they exceed the project-specific air quality significance thresholds. The construction emissions associated with the proposed project are expected exceed the applicable project-specific VOC and NOx significance thresholds (see Table 4.2-2 of the DEIR). Therefore, the VOC and NOx construction emissions are considered cumulatively considerable and cumulatively significant when considered in combination with related projects. Since CO, SOx, PM10, and PM2.5 construction emissions do not exceed their respective project-specific thresholds, they are not considered to be cumulatively considerable and, therefore, are not considered to contribute to cumulative construction impacts. The operational emissions of the proposed project are below SCAQMD’s CEQA significance thresholds for all pollutants and thus, are not considered cumulatively considerable.

### Comment G1-9.5

Please advise us when SCAQMD issues a Final EIR and when it will consider this Project, at [collins@blumcollins.com](mailto:collins@blumcollins.com) and [bentley@blumcollins.com](mailto:bentley@blumcollins.com). Thank you for your consideration.

G1-9.5

### Response G1-9.5

SCAQMD has added the provided email addresses to the notice list.

Comment Letter No. G1-10

**From:** [moralesraq@netzero.net](mailto:moralesraq@netzero.net) [mailto:[moralesraq@netzero.net](mailto:moralesraq@netzero.net)]  
**Sent:** Monday, May 23, 2016 2:45 PM  
**To:** Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>  
**Subject:** Tesoro merger-new storage tanks-new pipelines reject

May 22, 2016

Ms. Jillian Wong  
Program Supervisor, CEQA  
AQMD  
21865 Copley Drive  
Diamond Bar, CA  
91765

I was unable to attend the public hearing last May 17 in Carson; however, I wan to express my opinion on this project.

In March 17, 2014 a Phillip 66 crude pipeline not in use anymore broke in front of my house after a small four point seven earthquake. A great amount of crude oil spilled and covered the asphalt. My family and I had to sleep at a hotel for the smell was unbearable. The repairs lasted two weeks of endless noise, shaking and bright lights during night time.

My uncle Arturo Gonzalez died of throat cancer 2013, several of nieces have asthma, my mom Emelina Morales and my aunt Alicia Leon are cancer survivors. We have enough pollution in the area.

Please consider my case in your decision about the project. I REJECT THE TESORO MERGER, I REJECT NEW STORAGE TANKS AND I REJECT MORE PIPELINES.

I know there are other methods to reduce emissions better than permitting a huge expansion of these already dirty industry in my city.

I request more time for public participation since most people is not even aware of what is going on.

This project will negatively impact our health as a community. We have a pollution overload already.

I thank you in advance. Please let me know if you received my letter.

Sincerely

Maria Raquel Morales

G1-10.1

G1-10.2

G1-10.3

G1-10.4

G1-10.5

G1-10.6

**APPENDIX G1: RESPONSE TO COMMENTS**

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1241 N Neptune Ave.  
Wilmington, CA  
90744

424 221-2485

**Response to Comment Letter No. G1-10**

**Maria Raquel Morales**

**Comment G1-10.1**

I was unable to attend the public hearing last May 17 in Carson; however, I wan to express my opinion on this project.

In March 17, 2014 a Phillip 66 crude pipeline not in use anymore broke in front of my house after a small four point seven earthquake. A great amount of crude oil spilled and covered the asphalt. My family and I had to sleep at a hotel for the smell was unbearable. The repairs lasted two weeks of endless noise, shaking and bright lights during night time.

G1-10.1

**Response G1-10.1**

The proposed project does not include any pipelines that are routed through residential neighborhoods, such as the Phillips 66 crude oil pipeline leak. It should be noted that Phillips 66 operations are independent of Tesoro’s operations. Phillips 66 is a separate company that is not owned or controlled by Tesoro.

Section 3.3.6 of the DEIR describes existing Refinery safety systems at the Tesoro Refinery. As explained in Section 4.3 and Appendix C of the FEIR and Master Response 9, the proposed project has been fully analyzed for hazard impacts based on a worst-case consequence analysis. This includes proposed project equipment, including pipelines and storage tanks, and process units regardless of the cause of release (e.g., human error, equipment failure, sabotage, terrorism, natural disaster, or civil uprising). The DEIR found that hazards associated with the Naphtha Isomerization Unit, new crude oil storage tanks, the SARP, and interconnecting pipelines are potentially significant based on worst-case release scenarios.

The hazard analysis takes a worst-case approach by assuming that the entire contents of a tank or other equipment would rapidly be released, and that no safety measures are implemented that could reduce the severity of an accidental release. It is expected that hazard impacts would be less than analyzed because the Refinery has safety measures in place and specified employees are trained regarding safety measures. Further, the DEIR imposes measures to mitigate hazard impacts (see Section 4.3.3 of the DEIR). Finally, as described in Section 3.3.7 of the DEIR, the Refinery is subject to many laws and regulations that address safety and emergency responses in the event of an accident. Nonetheless, the DEIR conservatively concluded that hazard impacts would remain significant.

**Comment G1-10.2**

My uncle Arturo Gonzalez died of throat cancer 2013, several of nieces have asthma, my mom Emelina Morales and my aunt Alicia Leon are cancer survivors. We have enough pollution in the area.

G1-10.2

**Response G1-10.2**

As explained in Section 4.2.2.2 of the DEIR, upon completion, the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project emissions are described in detail in Section 4.2 of the DEIR and are summarized in Table 4.2-4 (see pages 4-16 through 4-18). The proposed project will result in local overall reductions in GHG emissions, as described in Section 5.2 of the FEIR and summarized in Table 5.2-8 (see page 5-26)..

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project's potential health impacts from all pollutants. The proposed project's potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD's cancer risk significance threshold of ten in one million (see FEIR Section 4.2.2.5). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD's non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact.

**Comment G1-10.3**

Please consider my case in your decision about the project. I REJECT THE TESORO MERGER, I REJECT NEW STORAGE TANKS AND I REJECT MORE PIPELINES.

 G1-10.3

**Response G1-10.3**

As explained in Master Response 7, the proposed project is not a merger. Tesoro acquired the Carson Operations from BP in 2013. The Carson and Wilmington Operations have already merged. The two pre-existing refinery operations have been operating as one Refinery since the acquisition. As described in Section 2.1 of the DEIR, the proposed project is designed to better integrate the existing Carson and Wilmington Operations, which will improve processing efficiency and reduce emissions.

As discussed in Master Response 6, the proposed project includes constructing new and replacement storage tanks, but this component of the proposed project does not increase crude oil capacity at the Refinery. The new and replacement storage tanks are proposed to provide sufficient crude oil storage capacity to allow crude oil tankers to offload more quickly at the Wilmington Operations Long Beach Marine Terminal and in one visit to the dock at Marine Terminal 1. This increase in crude oil storage capacity means that marine vessels will spend less time maneuvering or at dock or anchor in the Port because of improved offloading efficiency (i.e., quicker offloading and the elimination of or reduction of demurrage costs and the need for anchorage while waiting for available storage tank space to finish offloading). The DEIR did not take credit for emission reductions from marine vessel operations. However, annual emission reductions from improved marine vessel offloading efficiency were estimated and can be found

in Master Response 6. Based on this analysis, daily marine vessel emissions would not increase and annual emissions would be substantially reduced.

The comment regarding rejection of the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

**Comment G1-10.4**

I know there are other methods to reduce emissions better than permitting a huge expansion of these already dirty industry in my city.

□ G1-10.4

**Response G1-10.4**

As explained in Master Response 6, the proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity. It would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the potential 6,000 bbl/day crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

As explained in Response G1-10.2, the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NOx, SOx, PM10, PM2.5, and GHG emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant.

No specific other methods to reduce emissions (i.e., alternatives) are presented in the comment. Therefore, no additional analysis of alternatives is necessary.

**Comment G1-10.5**

I request more time for public participation since most people is not even aware of what is going on.

□ G1-10.5

**Response G1-10.5**

The proposed project has complied with the public process required by CEQA Guidelines § 15087. As explained in detail in Master Response 1, the DEIR was circulated for an extended length of time. The public comment period closed on June 10, 2016, after two extensions. A 94-day public review and comment period (March 8, 2016 through June 10, 2016) was provided, which exceeds CEQA requirements. A public hearing on the Title V permit and public meeting on the DEIR was held on May 17, 2016. Copies of the DEIR were made available in neighborhood public libraries. Notices were published and distributed for the original public

comment period, the two extensions, and the public hearing on the Title V permit and public meeting on the DEIR.

In addition, Tesoro independently offered and provided community outreach to over 100 entities including public agencies, community organizations, neighborhood organizations, business associations, and other interested parties to explain the scope of the proposed project and the potential environmental effects of the proposed project. The community meetings were held on April 4, 11, and 14, 2016 in Carson, Wilmington, and Long Beach, respectively. Tesoro has identified that a total of 277 people attended the meetings.

**Comment G1-10.6**

This project will negatively impact our health as a community. We have a pollution overload already.

I thank you in advance. Please let me know if you received my letter.

} G1-10.6

**Response G1-10.6**

As explained in Response G1-10.2, the DEIR fully analyzed and disclosed the proposed project’s potential health impacts from all pollutants. The proposed project’s potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant.

As explained in Response G1-10.2, the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NOx, SOx, PM10, PM2.5, and GHG emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant.

Neither the CEQA Statutes nor Guidelines require an analysis of environmental justice impacts. The SCAQMD, however, has a strong record of addressing environmental justice issues since the SCAQMD’s Environmental Justice program began in 1997. Since that time, the SCAQMD has instituted a number of community initiatives to help improve air quality for low income residents and residents of color in the Basin. The programs and initiatives have been continually reviewed and updated. As a result, the SCAQMD’s Environmental Justice program goes beyond a single project, and encompasses a unified regional approach to reducing impacts to the Basin’s most impacted communities. Master Response 14 addresses environmental justice regarding the proposed project.

Comment Letter No. G1-11

05/23/2016 09:25 FAX

001

Date 5-22-16

Jillian Wong  
Program Supervisor, CEQA  
AQMD  
21865 Copley Drive  
Diamond Bar, CA 91765

RE: my input on the Tesoro Integration Project.

Dear Ms. Wong,

My name is Dora Navarro and I live at 1603 Koleeta Dr. Harbor City 90710

I am writing to give my opinion on the Tesoro project merger since I was unable to attend the public hearing last May 17, in Carson.

I would like my opinion be considered in your decision about the project. I reject the Tesoro merger. I reject new storage tanks, and I reject more pipelines for the project. We already have our share of petroleum related hazards accumulated in Wilmington. I do not want to trade some emission reductions for storage tanks which is what this project is offering. I know there are methods to reduce the emissions of offloading to capture the emissions. No need for storage tanks. We should be cutting down on more dangerous material not expanding. Tesoro will add 8 more storage tanks which is a huge expansion. In addition, those tanks may be used to stored crude that is different than the current type.

G1-11.1

I would also like to request more time for public participation. Many people in Wilmington and surrounding impacted communities are unaware about the Tesoro proposal to join the two refineries into one. I reject the additional storage capacity that Tesoro proposes, along with more dangerous pipelines. This project is near an earthquake zone which makes it even more dangerous for us who live so close to the refinery. While we do not know when an earthquake will happen, it will happen sometime. Having so much more stored crude plus pipelines underground would make an event like that even more destructive and dangerous.

G1-11.2

Since most people in our communities are not aware about this project, I request more time to notify people so that this process can receive enough public input. This larger than usual project should have more public participation before deciding on it. I myself would like you to consider denying a permit for this project because it is putting a much larger, additional threat on our lives. The quality of life in Wilmington and surrounding communities is already very poor in terms of illnesses due to the air quality from many polluting sources such as Tesoro. I reject the project.

G1-11.3

Please add my comment about this project. If possible, I would like to know that you received my comments.

Thank you,

Dora Navarro 310 938 4950

Response to Comment Letter No. G1-11

Dora Navarro

Comment G1-11.1

Dear Ms. Wong,

My name is Dora Navarro and I live at 1603 Kaleefa Dr. Harbor City, CA 90716

I am writing to give my opinion on the Tesoro project merger since I was unable to attend the public hearing last May 17, in Carson.

I would like my opinion be considered in your decision about the project. I reject the Tesoro merger. I reject new storage tanks, and I reject more pipelines for the project. We already have our share of petroleum related hazards accumulated in Wilmington. I do not want to trade some emission reductions for storage tanks which is what this project is offering. I know there are methods to reduce the emissions of offloading to capture the emissions. No need for storage tanks. We should be cutting down on more dangerous material not expanding. Tesoro will add 8 more storage tanks which is a huge expansion. In addition, those tanks may be used to stored crude that is different than the current type.

G1-11.1

Response G1-11.1

The comment regarding the rejection of the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

As explained in Master Response 7, the proposed project is not a merger. Tesoro acquired the Carson Operations from BP in 2013. The Carson and Wilmington Operations have already merged. The pre-existing Carson and Wilmington Operations have been operating as one Refinery since the acquisition. As explained in Section 2.1 of the DEIR, the proposed project is designed to better integrate the Carson and Wilmington Operations, which will improve processing efficiency and reduce emissions.

The proposed project includes constructing new and replacement storage tanks, but this component of the proposed project does not increase crude oil capacity at the Refinery. The new and replacement storage tanks are proposed to provide sufficient crude oil storage capacity to allow crude oil tankers to offload more quickly at the Wilmington Operations Long Beach Marine Terminal and in one visit to the dock at Marine Terminal 1. This increase in crude oil storage capacity means that marine vessels will spend less time maneuvering or at dock or anchor in the Port because of improved offloading efficiency (i.e., quicker offloading and the elimination of or reduction of demurrage costs and the need for anchorage while waiting for available storage tank space to finish offloading). The DEIR did not take credit for emission reductions from marine vessel operations. However, annual emission reductions from improved marine vessel offloading efficiency were estimated and can be found in Master Response 6. Based on this analysis, daily marine vessel emissions would not increase and annual emissions would be substantially reduced.

With respect to offloading emission control, the new and replacement crude oil storage tanks are connected to the marine terminals, and the marine vessels unload directly into the crude oil receiving tanks. Because the new and replacement crude oil storage tanks will be permitted and

constructed to comply with BACT, there are no associated unloading racks or unloading emissions other than fugitive emissions associated with the piping used to transfer crude oil from the marine terminals. Therefore, offloading emissions will be controlled to the maximum extent possible and there will be no additional, unutilized opportunity to reduce emissions through an offloading capture method.

Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity; it would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the 6,000 bbl/day potential crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

As explained in Master Response 4, the proposed project is not designed to facilitate a crude oil blend switch and the Refinery will not process different crude oil as a result of the proposed project beyond what was analyzed in the DEIR. Thus, because the new and replacement storage tanks are being installed to store crude oil for processing at the Refinery—not for third party sale and use—the tanks likewise will not store crude oil of a different type than that currently being processed at the Refinery. Additionally, as explained in Master Response 9, the DEIR fully analyzes any potential hazard impacts related to the increase in storage tanks.

### Comment G1-11.2

I would also like to request more time for public participation. Many people in Wilmington and surrounding impacted communities are unaware about the Tesoro proposal to join the two refineries into one. I reject the additional storage capacity that Tesoro proposes, along with more dangerous pipelines. This project is near an earthquake zone which makes it even more dangerous for us who live so close to the refinery. While we do not know when an earthquake will happen, it will happen sometime. Having so much more stored crude plus pipelines underground would make an event like that even more destructive and dangerous.

G1-11.2

### Response G1-11.2

The proposed project has complied with the public process required by CEQA Guidelines § 15087. As explained in detail in Master Response 1, the DEIR was circulated for an extended length of time. The public comment period closed on June 10, 2016, after two extensions. A 94-day public review and comment period (March 8, 2016 through June 10, 2016) was provided, which exceeds CEQA requirements. A public hearing on the Title V permit and public meeting on the DEIR was held on May 17, 2016. Copies of the DEIR were made available in neighborhood public libraries. Notices were published and distributed for the original public comment period, the two extensions, and the public hearing on the Title V permit and public meeting on the DEIR.

In addition, Tesoro independently offered and provided community outreach to over 100 entities including public agencies, community organizations, neighborhood organizations, business associations, and other interested parties to explain the scope of the proposed project and the potential environmental effects of the proposed project. The community meetings were held on April 4, 11, and 14, 2016 in Carson, Wilmington, and Long Beach, respectively. Tesoro has identified that a total of 277 people attended the meetings.

The proposed project has been fully analyzed for potential hazard impacts, including those associated with pipelines, storage tanks, and process units regardless of the cause of release (e.g., human error, equipment failure, sabotage, terrorism, natural disaster, or civil uprising). Section 4.3 of the FEIR found that hazards associated with the Naphtha Isomerization Unit, new crude oil storage tanks, the SARP, and interconnecting pipelines are potentially significant due to hazards associated with worst-case release scenarios. A Worst-Case Consequence Analysis was presented in Appendix C and discussed in Section 4.3 of the FEIR. See Master Response 9 for additional information regarding the hazards analyses of pipelines and storage tanks, including impacts associated with earthquakes.

### Comment G1-11.3

Since most people in our communities are not aware about this project, I request more time to notify people so that this process can receive enough public input. This larger than usual project should have more public participation before deciding on it. I myself would like you to consider denying a permit for this project because it is putting a much larger, additional threat on our lives. The quality of life in Wilmington and surrounding communities is already very poor in terms of illnesses due to the air quality from many polluting sources such as Tesoro. I reject the project.

G1-11.3

### Response G1-11.3

As explained in Response G1-11.2, notice was provided to the community through the mail and in the newspaper. The proposed project was also discussed at public hearings and meetings.

As explained in Section 4.2.2.2 of the DEIR, upon completion, the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project emissions are described in detail in Section 4.2 of the DEIR and are summarized in Table 4.2-4 (see pages 4-16 through 4-18). The proposed project will result in local overall reductions in GHG emissions, as described in Section 5.2 of the FEIR and summarized in Table 5.2-8 (see page 5-26).

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project's potential health impacts from all pollutants. The proposed project's potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD's cancer risk significance threshold of ten in one million (see FEIR Section 4.2.2.5). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD's non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a

**APPENDIX G1: RESPONSE TO COMMENTS**

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significant adverse health impact. Master Response 14 explains the potential localized impacts to the surrounding community.

Comment Letter No. G1-12

05/23/2016 09:25 FAX

002

Date 5/22/16

Jillian Wong  
Program Supervisor, CEQA  
AQMD  
21865 Copley Drive  
Diamond Bar, CA 91765

RE: my input on the Tesoro Integration Project.

Dear Ms. Wong,

My name is Gonzalo Romero and I live at 1653 W. Anaheim St. Harbor City, CA 90710 Apt. 9

I am writing to give my opinion on the Tesoro project merger since I was unable to attend the public hearing last May 17, in Carson.

I would like my opinion be considered in your decision about the project. I reject the Tesoro merger. I reject new storage tanks, and I reject more pipelines for the project. We already have our share of petroleum related hazards accumulated in Wilmington. I do not want to trade some emission reductions for storage tanks which is what this project is offering. I know there are methods to reduce the emissions of offloading to capture the emissions. No need for storage tanks. We should be cutting down on more dangerous material not expanding. Tesoro will add 8 more storage tanks which is a huge expansion. In addition, those tanks may be used to stored crude that is different than the current type.

G1-12.1

I would also like to request more time for public participation. Many people in Wilmington and surrounding impacted communities are unaware about the Tesoro proposal to join the two refineries into one. I reject the additional storage capacity that Tesoro proposes, along with more dangerous pipelines. This project is near an earthquake zone which makes it even more dangerous for us who live so close to the refinery. While we do not know when an earthquake will happen, it will happen sometime. Having so much more stored crude plus pipelines underground would make an event like that even more destructive and dangerous.

G1-12.2

Since most people in our communities are not aware about this project, I request more time to notify people so that this process can receive enough public input. This larger than usual project should have more public participation before deciding on it. I myself would like you to consider denying a permit for this project because it is putting a much larger, additional threat on our lives. The quality of life in Wilmington and surrounding communities is already very poor in terms of illnesses due to the air quality from many polluting sources such as Tesoro. I reject the project.

G1-12.3

Please add my comment about this project. If possible, I would like to know that you received my comments.

Thank you,

  
1-310-402-3207

Response to Comment Letter No. G1-12

Gonzalo Romero

Comment G1-12.1

Dear Ms. Wong,  
My name is Gonzalo Romero and I live at 1653 W. Anaheim St. Apt 9  
Harbor City CA 90710  
I am writing to give my opinion on the Tesoro project merger since I was unable to attend the public hearing last May 17, in Carson.  
  
I would like my opinion be considered in your decision about the project. I reject the Tesoro merger. I reject new storage tanks, and I reject more pipelines for the project. We already have our share of petroleum related hazards accumulated in Wilmington. I do not want to trade some emission reductions for storage tanks which is what this project is offering. I know there are methods to reduce the emissions of offloading to capture the emissions. No need for storage tanks. We should be cutting down on more dangerous material not expanding. Tesoro will add 8 more storage tanks which is a huge expansion. In addition, those tanks may be used to stored crude that is different than the current type.

G1-12.1

Response G1-12.1

The comment regarding the rejection of the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

As explained in Master Response 7, the proposed project is not a merger. Tesoro acquired the Carson Operations from BP in 2013. The Carson and Wilmington Operations have already merged. The pre-existing Carson and Wilmington Operations have been operating as one Refinery since the acquisition. As explained in Section 2.1 of the DEIR, the proposed project is designed to better integrate the Carson and Wilmington Operations, which will improve processing efficiency and reduce emissions.

The proposed project includes constructing new and replacement storage tanks, but this component of the proposed project does not increase crude oil capacity at the Refinery. The new and replacement storage tanks are proposed to provide sufficient crude oil storage capacity to allow crude oil tankers to offload more quickly at the Wilmington Operations Long Beach Marine Terminal and in one visit to the dock at Marine Terminal 1. This increase in crude oil storage capacity means that marine vessels will spend less time maneuvering or at dock or anchor in the Port because of improved offloading efficiency (i.e., quicker offloading and the elimination of or reduction of demurrage costs and the need for anchorage while waiting for available storage tank space to finish offloading). The DEIR did not take credit for emission reductions from marine vessel operations. However, annual emission reductions from improved marine vessel offloading efficiency were estimated and can be found in Master Response 6. Based on this analysis, daily marine vessel emissions would not increase and annual emissions would be substantially reduced.

With respect to offloading emission control, the new and replacement crude oil storage tanks are connected to the marine terminals, and the marine vessels unload directly into the crude oil receiving tanks. Because the new and replacement crude oil storage tanks will be permitted and

constructed to comply with BACT, there are no associated unloading racks or unloading emissions other than fugitive emissions associated with the piping used to transfer crude oil from the marine terminals. Therefore, offloading emissions will be controlled to the maximum extent possible and there will be no additional, unutilized opportunity to reduce emissions through an offloading capture method.

Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity; it would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the 6,000 bbl/day potential crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

As explained in Master Response 4, the proposed project is not designed to facilitate a crude oil blend switch and the Refinery will not process different crude oil as a result of the proposed project beyond what was analyzed in the DEIR. Thus, because the new and replacement storage tanks are being installed to store crude oil for processing at the Refinery—not for third party sale and use—the tanks likewise will not store crude oil of a different type than that currently being processed at the Refinery. Additionally, as explained in Master Response 9, the DEIR fully analyzes any potential hazard impacts related to the increase in storage tanks.

**Comment G1-12.2**

I would also like to request more time for public participation. Many people in Wilmington and surrounding impacted communities are unaware about the Tesoro proposal to join the two refineries into one. I reject the additional storage capacity that Tesoro proposes, along with more dangerous pipelines. This project is near an earthquake zone which makes it even more dangerous for us who live so close to the refinery. While we do not know when an earthquake will happen, it will happen sometime. Having so much more stored crude plus pipelines underground would make an event like that even more destructive and dangerous.

G1-12.2

**Response G1-12.2**

The proposed project has complied with the public process required by CEQA Guidelines § 15087. As explained in detail in Master Response 1, the DEIR was circulated for an extended length of time. The public comment period closed on June 10, 2016, after two extensions. A 94-day public review and comment period (March 8, 2016 through June 10, 2016) was provided, which exceeds CEQA requirements. A public hearing on the Title V permit and public meeting on the DEIR was held on May 17, 2016. Copies of the DEIR were made available in neighborhood public libraries. Notices were published and distributed for the original public comment period, the two extensions, and the public hearing on the Title V permit and public meeting on the DEIR.

In addition, Tesoro independently offered and provided community outreach to over 100 entities including public agencies, community organizations, neighborhood organizations, business associations, and other interested parties to explain the scope of the proposed project and the potential environmental effects of the proposed project. The community meetings were held on April 4, 11, and 14, 2016 in Carson, Wilmington, and Long Beach, respectively. Tesoro has identified that a total of 277 people attended the meetings.

The proposed project has been fully analyzed for potential hazard impacts, including those associated with pipelines, storage tanks, and process units regardless of the cause of release (e.g., human error, equipment failure, sabotage, terrorism, natural disaster, or civil uprising). Section 4.3 of the FEIR found that hazards associated with the Naphtha Isomerization Unit, new crude oil storage tanks, the SARP, and interconnecting pipelines are potentially significant due to hazards associated with worst-case release scenarios. A Worst-Case Consequence Analysis was presented in Appendix C and discussed in Section 4.3 of the FEIR. See Master Response 9 for additional information regarding the hazards analyses of pipelines and storage tanks, including impacts associated with earthquakes.

### Comment G1-12.3

Since most people in our communities are not aware about this project, I request more time to notify people so that this process can receive enough public input. This larger than usual project should have more public participation before deciding on it. I myself would like you to consider denying a permit for this project because it is putting a much larger, additional threat on our lives. The quality of life in Wilmington and surrounding communities is already very poor in terms of illnesses due to the air quality from many polluting sources such as Tesoro. I reject the project.

G1-12.3

### Response G1-12.3

As explained in Response G1-12.2, notice was provided to the community through the mail and in the newspaper. The proposed project was also discussed at public hearings and meetings.

As explained in Section 4.2.2.2 of the DEIR, upon completion, the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project emissions are described in detail in Section 4.2 of the DEIR and are summarized in Table 4.2-4 (see pages 4-16 through 4-18). The proposed project will result in local overall reductions in GHG emissions, as described in Section 5.2 of the FEIR and summarized in Table 5.2-8 (see page 5-26).

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project's potential health impacts from all pollutants. The proposed project's potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD's cancer risk significance threshold of ten in one million (see FEIR Section 4.2.2.5). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD's non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a

**APPENDIX G1: RESPONSE TO COMMENTS**

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significant adverse health impact. Master Response 14 explains the potential localized impacts to the surrounding community.

Comment Letter No. G1-13

05/23/2018 09:26 FAX

003

Date 5-22-2018

Jillian Wong  
Program Supervisor, CEQA  
AQMD  
21865 Copley Drive  
Diamond Bar, CA 91765

RE: my input on the Tesoro Integration Project.

Dear Ms. Wong,

My name is Daniel Pordero and I live at 2718 E 120<sup>th</sup> St L.B.

I am writing to give my opinion on the Tesoro project merger since I was unable to attend the public hearing last May 17, in Carson.

I would like my opinion be considered in your decision about the project. I reject the Tesoro merger. I reject new storage tanks, and I reject more pipelines for the project. We already have our share of petroleum related hazards accumulated in Wilmington. I do not want to trade some emission reductions for storage tanks which is what this project is offering. I know there are methods to reduce the emissions of offloading to capture the emissions. No need for storage tanks. We should be cutting down on more dangerous material not expanding. Tesoro will add 8 more storage tanks which is a huge expansion. In addition, those tanks may be used to stored crude that is different than the current type.

G1-13.1

I would also like to request more time for public participation. Many people in Wilmington and surrounding impacted communities are unaware about the Tesoro proposal to join the two refineries into one. I reject the additional storage capacity that Tesoro proposes, along with more dangerous pipelines. This project is near an earthquake zone which makes it even more dangerous for us who live so close to the refinery. While we do not know when an earthquake will happen, it will happen sometime. Having so much more stored crude plus pipelines underground would make an event like that even more destructive and dangerous.

G1-13.2

Since most people in our communities are not aware about this project, I request more time to notify people so that this process can receive enough public input. This larger than usual project should have more public participation before deciding on it. I myself would like you to consider denying a permit for this project because it is putting a much larger, additional threat on our lives. The quality of life in Wilmington and surrounding communities is already very poor in terms of illnesses due to the air quality from many polluting sources such as Tesoro. I reject the project.

G1-13.3

Please add my comment about this project. If possible, I would like to know that you received my comments.

Thank you,

Daniel Pordero

310-218-2521

Response to Comment Letter No. G1-13

Daniel Cordero

Comment G1-13.1

Dear Ms. Wong,  
My name is DANIEL CORDERO and I live at 2718 E 120<sup>th</sup> ST L.R.  
I am writing to give my opinion on the Tesoro project merger since I was unable to attend the public hearing last May 17, in Carson.  
I would like my opinion be considered in your decision about the project. I reject the Tesoro merger. I reject new storage tanks, and I reject more pipelines for the project. We already have our share of petroleum related hazards accumulated in Wilmington. I do not want to trade some emission reductions for storage tanks which is what this project is offering. I know there are methods to reduce the emissions of offloading to capture the emissions. No need for storage tanks. We should be cutting down on more dangerous material not expanding. Tesoro will add 8 more storage tanks which is a huge expansion. In addition, those tanks may be used to stored crude that is different than the current type.

G1-13.1

Response G1-13.1

The comment regarding the rejection of the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

As explained in Master Response 7, the proposed project is not a merger. Tesoro acquired the Carson Operations from BP in 2013. The Carson and Wilmington Operations have already merged. The pre-existing Carson and Wilmington Operations have been operating as one Refinery since the acquisition. As explained in Section 2.1 of the DEIR, the proposed project is designed to better integrate the Carson and Wilmington Operations, which will improve processing efficiency and reduce emissions.

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With respect to offloading emission control, the new and replacement crude oil storage tanks are connected to the marine terminals, and the marine vessels unload directly into the crude oil receiving tanks. Because the new and replacement crude oil storage tanks will be permitted and

constructed to comply with BACT, there are no associated unloading racks or unloading emissions other than fugitive emissions associated with the piping used to transfer crude oil from the marine terminals. Therefore, offloading emissions will be controlled to the maximum extent possible and there will be no additional, unutilized opportunity to reduce emissions through an offloading capture method.

Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity; it would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the 6,000 bbl/day potential crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

As explained in Master Response 4, the proposed project is not designed to facilitate a crude oil blend switch and the Refinery will not process different crude oil as a result of the proposed project beyond what was analyzed in the DEIR. Thus, because the new and replacement storage tanks are being installed to store crude oil for processing at the Refinery—not for third party sale and use—the tanks likewise will not store crude oil of a different type than that currently being processed at the Refinery. Additionally, as explained in Master Response 9, the DEIR fully analyzes any potential hazard impacts related to the increase in storage tanks.

**Comment G1-13.2**

I would also like to request more time for public participation. Many people in Wilmington and surrounding impacted communities are unaware about the Tesoro proposal to join the two refineries into one. I reject the additional storage capacity that Tesoro proposes, along with more dangerous pipelines. This project is near an earthquake zone which makes it even more dangerous for us who live so close to the refinery. While we do not know when an earthquake will happen, it will happen sometime. Having so much more stored crude plus pipelines underground would make an event like that even more destructive and dangerous.

G1-13.2

**Response G1-13.2**

The proposed project has complied with the public process required by CEQA Guidelines § 15087. As explained in detail in Master Response 1, the DEIR was circulated for an extended length of time. The public comment period closed on June 10, 2016, after two extensions. A 94-day public review and comment period (March 8, 2016 through June 10, 2016) was provided, which exceeds CEQA requirements. A public hearing on the Title V permit and public meeting on the DEIR was held on May 17, 2016. Copies of the DEIR were made available in neighborhood public libraries. Notices were published and distributed for the original public comment period, the two extensions, and the public hearing on the Title V permit and public meeting on the DEIR.

In addition, Tesoro independently offered and provided community outreach to over 100 entities including public agencies, community organizations, neighborhood organizations, business associations, and other interested parties to explain the scope of the proposed project and the potential environmental effects of the proposed project. The community meetings were held on April 4, 11, and 14, 2016 in Carson, Wilmington, and Long Beach, respectively. Tesoro has identified that a total of 277 people attended the meetings.

The proposed project has been fully analyzed for potential hazard impacts, including those associated with pipelines, storage tanks, and process units regardless of the cause of release (e.g., human error, equipment failure, sabotage, terrorism, natural disaster, or civil uprising). Section 4.3 of the FEIR found that hazards associated with the Naphtha Isomerization Unit, new crude oil storage tanks, the SARP, and interconnecting pipelines are potentially significant due to hazards associated with worst-case release scenarios. A Worst-Case Consequence Analysis was presented in Appendix C and discussed in Section 4.3 of the FEIR. See Master Response 9 for additional information regarding the hazards analyses of pipelines and storage tanks, including impacts associated with earthquakes.

### Comment G1-13.3

Since most people in our communities are not aware about this project, I request more time to notify people so that this process can receive enough public input. This larger than usual project should have more public participation before deciding on it. I myself would like you to consider denying a permit for this project because it is putting a much larger, additional threat on our lives. The quality of life in Wilmington and surrounding communities is already very poor in terms of illnesses due to the air quality from many polluting sources such as Tesoro. I reject the project.

G1-13.3

### Response G1-13.3

As explained in Response G1-13.2, notice was provided to the community through the mail and in the newspaper. The proposed project was also discussed at public hearings and meetings.

As explained in Section 4.2.2.2 of the DEIR, upon completion, the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NOx, SOx, PM10, and PM2.5 emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project emissions are described in detail in Section 4.2 of the DEIR and are summarized in Table 4.2-4 (see pages 4-16 through 4-18). The proposed project will result in local overall reductions in GHG emissions, as described in Section 5.2 of the FEIR and summarized in Table 5.2-8 (see page 5-26).

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project's potential health impacts from all pollutants. The proposed project's potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD's cancer risk significance threshold of ten in one million (see FEIR Section 4.2.2.5). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD's non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a

**APPENDIX G1: RESPONSE TO COMMENTS**

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significant adverse health impact. Master Response 14 explains the potential localized impacts to the surrounding community.

Comment Letter No. G1-14

05/23/2016 09:26 FAX

004

Date 5/22/16

Jillian Wong  
Program Supervisor, CEQA  
AQMD  
21865 Copley Drive  
Diamond Bar, CA 91765

RE: my input on the Tesoro Integration Project.

Dear Ms. Wong,

My name is Maria G. Ortega and I live at 750 E. Carson St #114, Carson CA 90745

I am writing to give my opinion on the Tesoro project merger since I was unable to attend the public hearing last May 17, in Carson.

I would like my opinion be considered in your decision about the project, I reject the Tesoro merger, I reject new storage tanks, and I reject more pipelines for the project. We already have our share of petroleum related hazards accumulated in Wilmington. I do not want to trade some emission reductions for storage tanks which is what this project is offering. I know there are methods to reduce the emissions of offloading to capture the emissions. No need for storage tanks. We should be cutting down on more dangerous material not expanding. Tesoro will add 8 more storage tanks which is a huge expansion. In addition, those tanks may be used to stored crude that is different than the current type.

G1-14.1

I would also like to request more time for public participation. Many people in Wilmington and surrounding impacted communities are unaware about the Tesoro proposal to join the two refineries into one. I reject the additional storage capacity that Tesoro proposes, along with more dangerous pipelines. This project is near an earthquake zone which makes it even more dangerous for us who live so close to the refinery. While we do not know when an earthquake will happen, it will happen sometime. Having so much more stored crude plus pipelines underground would make an event like that even more destructive and dangerous.

G1-14.2

Since most people in our communities are not aware about this project, I request more time to notify people so that this process can receive enough public input. This larger than usual project should have more public participation before deciding on it. I myself would like you to consider denying a permit for this project because it is putting a much larger, additional threat on our lives. The quality of life in Wilmington and surrounding communities is already very poor in terms of illnesses due to the air quality from many polluting sources such as Tesoro. I reject the project.

G1-14.3

Please add my comment about this project. If possible, I would like to know that you received my comments.

Thank you,

Maria G. Ortega  
Maria Ortega  
310-351-4410

Response to Comment Letter No. G1-14

Maria G Ortega

Comment G1-14.1

Dear Ms. Wong,

My name is Maria G. Ortega and I live at 750 E. Carson St #114, Carson CA 90745

I am writing to give my opinion on the Tesoro project merger since I was unable to attend the public hearing last May 17, in Carson.

I would like my opinion be considered in your decision about the project. I reject the Tesoro merger. I reject new storage tanks, and I reject more pipelines for the project. We already have our share of petroleum related hazards accumulated in Wilmington. I do not want to trade some emission reductions for storage tanks which is what this project is offering. I know there are methods to reduce the emissions of offloading to capture the emissions. No need for storage tanks. We should be cutting down on more dangerous material not expanding. Tesoro will add 8 more storage tanks which is a huge expansion. In addition, those tanks may be used to stored crude that is different than the current type.

G1-14.1

Response G1-14.1

The comment regarding the rejection of the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

As explained in Master Response 7, the proposed project is not a merger. Tesoro acquired the Carson Operations from BP in 2013. The Carson and Wilmington Operations have already merged. The pre-existing Carson and Wilmington Operations have been operating as one Refinery since the acquisition. As explained in Section 2.1 of the DEIR, the proposed project is designed to better integrate the Carson and Wilmington Operations, which will improve processing efficiency and reduce emissions.

The proposed project includes constructing new and replacement storage tanks, but this component of the proposed project does not increase crude oil capacity at the Refinery. The new and replacement storage tanks are proposed to provide sufficient crude oil storage capacity to allow crude oil tankers to offload more quickly at the Wilmington Operations Long Beach Marine Terminal and in one visit to the dock at Marine Terminal 1. This increase in crude oil storage capacity means that marine vessels will spend less time maneuvering or at dock or anchor in the Port because of improved offloading efficiency (i.e., quicker offloading and the elimination of or reduction of demurrage costs and the need for anchorage while waiting for available storage tank space to finish offloading). The DEIR did not take credit for emission reductions from marine vessel operations. However, annual emission reductions from improved marine vessel offloading efficiency were estimated and can be found in Master Response 6. Based on this analysis, daily marine vessel emissions would not increase and annual emissions would be substantially reduced.

With respect to offloading emission control, the new and replacement crude oil storage tanks are connected to the marine terminals, and the marine vessels unload directly into the crude oil receiving tanks. Because the new and replacement crude oil storage tanks will be permitted and

constructed to comply with BACT, there are no associated unloading racks or unloading emissions other than fugitive emissions associated with the piping used to transfer crude oil from the marine terminals. Therefore, offloading emissions will be controlled to the maximum extent possible and there will be no additional, unutilized opportunity to reduce emissions through an offloading capture method.

Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity; it would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the 6,000 bbl/day potential crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

As explained in Master Response 4, the proposed project is not designed to facilitate a crude oil blend switch and the Refinery will not process different crude oil as a result of the proposed project beyond what was analyzed in the DEIR. Thus, because the new and replacement storage tanks are being installed to store crude oil for processing at the Refinery—not for third party sale and use—the tanks likewise will not store crude oil of a different type than that currently being processed at the Refinery. Additionally, as explained in Master Response 9, the DEIR fully analyzes any potential hazard impacts related to the increase in storage tanks.

**Comment G1-14.2**

I would also like to request more time for public participation. Many people in Wilmington and surrounding impacted communities are unaware about the Tesoro proposal to join the two refineries into one. I reject the additional storage capacity that Tesoro proposes, along with more dangerous pipelines. This project is near an earthquake zone which makes it even more dangerous for us who live so close to the refinery. While we do not know when an earthquake will happen, it will happen sometime. Having so much more stored crude plus pipelines underground would make an event like that even more destructive and dangerous.

G1-14.2

**Response G1-14.2**

The proposed project has complied with the public process required by CEQA Guidelines § 15087. As explained in detail in Master Response 1, the DEIR was circulated for an extended length of time. The public comment period closed on June 10, 2016, after two extensions. A 94-day public review and comment period (March 8, 2016 through June 10, 2016) was provided, which exceeds CEQA requirements. A public hearing on the Title V permit and public meeting on the DEIR was held on May 17, 2016. Copies of the DEIR were made available in neighborhood public libraries. Notices were published and distributed for the original public comment period, the two extensions, and the public hearing on the Title V permit and public meeting on the DEIR.

In addition, Tesoro independently offered and provided community outreach to over 100 entities including public agencies, community organizations, neighborhood organizations, business associations, and other interested parties to explain the scope of the proposed project and the potential environmental effects of the proposed project. The community meetings were held on April 4, 11, and 14, 2016 in Carson, Wilmington, and Long Beach, respectively. Tesoro has identified that a total of 277 people attended the meetings.

The proposed project has been fully analyzed for potential hazard impacts, including those associated with pipelines, storage tanks, and process units regardless of the cause of release (e.g., human error, equipment failure, sabotage, terrorism, natural disaster, or civil uprising). Section 4.3 of the FEIR found that hazards associated with the Naphtha Isomerization Unit, new crude oil storage tanks, the SARP, and interconnecting pipelines are potentially significant due to hazards associated with worst-case release scenarios. A Worst-Case Consequence Analysis was presented in Appendix C and discussed in Section 4.3 of the FEIR. See Master Response 9 for additional information regarding the hazards analyses of pipelines and storage tanks, including impacts associated with earthquakes.

### Comment G1-14.3

Since most people in our communities are not aware about this project, I request more time to notify people so that this process can receive enough public input. This larger than usual project should have more public participation before deciding on it. I myself would like you to consider denying a permit for this project because it is putting a much larger, additional threat on our lives. The quality of life in Wilmington and surrounding communities is already very poor in terms of illnesses due to the air quality from many polluting sources such as Tesoro. I reject the project.

G1-14.3

### Response G1-14.3

As explained in Response G1-14.2, notice was provided to the community through the mail and in the newspaper. The proposed project was also discussed at public hearings and meetings.

As explained in Section 4.2.2.2 of the DEIR, upon completion, the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project emissions are described in detail in Section 4.2 of the DEIR and are summarized in Table 4.2-4 (see pages 4-16 through 4-18). The proposed project will result in local overall reductions in GHG emissions, as described in Section 5.2 of the FEIR and summarized in Table 5.2-8 (see page 5-26).

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project's potential health impacts from all pollutants. The proposed project's potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD's cancer risk significance threshold of ten in one million (see FEIR Section 4.2.2.5). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD's non-cancer chronic and acute

## **APPENDIX G1: RESPONSE TO COMMENTS**

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hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact. Master Response 14 explains the potential localized impacts to the surrounding community.

Comment Letter No. G1-15

05/23/2016 09:26 FAX

005

Date 05/22/16  
Jillian Wong  
Program Supervisor, CEQA  
AQMD  
21865 Copley Drive  
Diamond Bar, CA 91765

RE: my input on the Tesoro Integration Project.

Dear Ms. Wong,

My name is Joaquin Velasco and I live at 1149 N. WILMINGTON BLVD #21 WILMINGTON CA 90744

I am writing to give my opinion on the Tesoro project merger since I was unable to attend the public hearing last May 17, in Carson.

I would like my opinion be considered in your decision about the project. I reject the Tesoro merger. I reject new storage tanks, and I reject more pipelines for the project. We already have our share of petroleum related hazards accumulated in Wilmington. I do not want to trade some emission reductions for storage tanks which is what this project is offering. I know there are methods to reduce the emissions of offloading to capture the emissions. No need for storage tanks. We should be cutting down on more dangerous material not expanding. Tesoro will add 8 more storage tanks which is a huge expansion. In addition, those tanks may be used to stored crude that is different than the current type.

G1-15.1

I would also like to request more time for public participation. Many people in Wilmington and surrounding impacted communities are unaware about the Tesoro proposal to join the two refineries into one. I reject the additional storage capacity that Tesoro proposes, along with more dangerous pipelines. This project is near an earthquake zone which makes it even more dangerous for us who live so close to the refinery. While we do not know when an earthquake will happen, it will happen sometime. Having so much more stored crude plus pipelines underground would make an event like that even more destructive and dangerous.

G1-15.2

Since most people in our communities are not aware about this project, I request more time to notify people so that this process can receive enough public input. This larger than usual project should have more public participation before deciding on it. I myself would like you to consider denying a permit for this project because it is putting a much larger, additional threat on our lives. The quality of life in Wilmington and surrounding communities is already very poor in terms of illnesses due to the air quality from many polluting sources such as Tesoro. I reject the project.

G1-15.3

Please add my comment about this project. If possible, I would like to know that you received my comments.

Thank you,

Joaquin Velasco 310-896-8348

Response to Comment Letter No. G1-15

Joaquin Velasco

Comment G1-15.1

Dear Ms. Wong,  
My name is Joaquin Velasco and I live at 1149 N. WILMINGTON BLVD #21 WILMINGTON CA 90744  
I am writing to give my opinion on the Tesoro project merger since I was unable to attend the public hearing last May 17, in Carson.  
I would like my opinion be considered in your decision about the project. I reject the Tesoro merger. I reject new storage tanks, and I reject more pipelines for the project. We already have our share of petroleum related hazards accumulated in Wilmington. I do not want to trade some emission reductions for storage tanks which is what this project is offering. I know there are methods to reduce the emissions of offloading to capture the emissions. No need for storage tanks. We should be cutting down on more dangerous material not expanding. Tesoro will add 8 more storage tanks which is a huge expansion. In addition, those tanks may be used to stored crude that is different than the current type.

G1-15.1

Response G1-15.1

The comment regarding the rejection of the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

As explained in Master Response 7, the proposed project is not a merger. Tesoro acquired the Carson Operations from BP in 2013. The Carson and Wilmington Operations have already merged. The pre-existing Carson and Wilmington Operations have been operating as one Refinery since the acquisition. As explained in Section 2.1 of the DEIR, the proposed project is designed to better integrate the Carson and Wilmington Operations, which will improve processing efficiency and reduce emissions.

The proposed project includes constructing new and replacement storage tanks, but this component of the proposed project does not increase crude oil capacity at the Refinery. The new and replacement storage tanks are proposed to provide sufficient crude oil storage capacity to allow crude oil tankers to offload more quickly at the Wilmington Operations Long Beach Marine Terminal and in one visit to the dock at Marine Terminal 1. This increase in crude oil storage capacity means that marine vessels will spend less time maneuvering or at dock or anchor in the Port because of improved offloading efficiency (i.e., quicker offloading and the elimination of or reduction of demurrage costs and the need for anchorage while waiting for available storage tank space to finish offloading). The DEIR did not take credit for emission reductions from marine vessel operations. However, annual emission reductions from improved marine vessel offloading efficiency were estimated and can be found in Master Response 6. Based on this analysis, daily marine vessel emissions would not increase and annual emissions would be substantially reduced.

With respect to offloading emission control, the new and replacement crude oil storage tanks are connected to the marine terminals, and the marine vessels unload directly into the crude oil receiving tanks. Because the new and replacement crude oil storage tanks will be permitted and

constructed to comply with BACT, there are no associated unloading racks or unloading emissions other than fugitive emissions associated with the piping used to transfer crude oil from the marine terminals. Therefore, offloading emissions will be controlled to the maximum extent possible and there will be no additional, unutilized opportunity to reduce emissions through an offloading capture method.

Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity; it would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the 6,000 bbl/day potential crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

As explained in Master Response 4, the proposed project is not designed to facilitate a crude oil blend switch and the Refinery will not process different crude oil as a result of the proposed project beyond what was analyzed in the DEIR. Thus, because the new and replacement storage tanks are being installed to store crude oil for processing at the Refinery—not for third party sale and use—the tanks likewise will not store crude oil of a different type than that currently being processed at the Refinery. Additionally, as explained in Master Response 9, the DEIR fully analyzes any potential hazard impacts related to the increase in storage tanks.

### Comment G1-15.2

I would also like to request more time for public participation. Many people in Wilmington and surrounding impacted communities are unaware about the Tesoro proposal to join the two refineries into one. I reject the additional storage capacity that Tesoro proposes, along with more dangerous pipelines. This project is near an earthquake zone which makes it even more dangerous for us who live so close to the refinery. While we do not know when an earthquake will happen, it will happen sometime. Having so much more stored crude plus pipelines underground would make an event like that even more destructive and dangerous.

G1-15.2

### Response G1-15.2

The proposed project has complied with the public process required by CEQA Guidelines § 15087. As explained in detail in Master Response 1, the DEIR was circulated for an extended length of time. The public comment period closed on June 10, 2016, after two extensions. A 94-day public review and comment period (March 8, 2016 through June 10, 2016) was provided, which exceeds CEQA requirements. A public hearing on the Title V permit and public meeting on the DEIR was held on May 17, 2016. Copies of the DEIR were made available in neighborhood public libraries. Notices were published and distributed for the original public comment period, the two extensions, and the public hearing on the Title V permit and public meeting on the DEIR.

In addition, Tesoro independently offered and provided community outreach to over 100 entities including public agencies, community organizations, neighborhood organizations, business associations, and other interested parties to explain the scope of the proposed project and the potential environmental effects of the proposed project. The community meetings were held on April 4, 11, and 14, 2016 in Carson, Wilmington, and Long Beach, respectively. Tesoro has identified that a total of 277 people attended the meetings.

The proposed project has been fully analyzed for potential hazard impacts, including those associated with pipelines, storage tanks, and process units regardless of the cause of release (e.g., human error, equipment failure, sabotage, terrorism, natural disaster, or civil uprising). Section 4.3 of the FEIR found that hazards associated with the Naphtha Isomerization Unit, new crude oil storage tanks, the SARP, and interconnecting pipelines are potentially significant due to hazards associated with worst-case release scenarios. A Worst-Case Consequence Analysis was presented in Appendix C and discussed in Section 4.3 of the FEIR. See Master Response 9 for additional information regarding the hazards analyses of pipelines and storage tanks, including impacts associated with earthquakes.

### Comment G1-15.3

Since most people in our communities are not aware about this project, I request more time to notify people so that this process can receive enough public input. This larger than usual project should have more public participation before deciding on it. I myself would like you to consider denying a permit for this project because it is putting a much larger, additional threat on our lives. The quality of life in Wilmington and surrounding communities is already very poor in terms of illnesses due to the air quality from many polluting sources such as Tesoro. I reject the project.

G1-15.3

### Response G1-15.3

As explained in Response G1-15.2, notice was provided to the community through the mail and in the newspaper. The proposed project was also discussed at public hearings and meetings.

As explained in Section 4.2.2.2 of the DEIR, upon completion, the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project emissions are described in detail in Section 4.2 of the DEIR and are summarized in Table 4.2-4 (see pages 4-16 through 4-18). The proposed project will result in local overall reductions in GHG emissions, as described in Section 5.2 of the FEIR and summarized in Table 5.2-8 (see page 5-26).

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project's potential health impacts from all pollutants. The proposed project's potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD's cancer risk significance threshold of ten in one million (see FEIR Section 4.2.2.5). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD's non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a

**APPENDIX G1: RESPONSE TO COMMENTS**

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significant adverse health impact. Master Response 14 explains the potential localized impacts to the surrounding community.

Comment Letter No. G1-16

05/23/2016 09:27 FAX

006

Date: 5-22-16

Jillian Wong  
Program Supervisor, CEQA  
AQMD  
21865 Copley Drive  
Diamond Bar, CA 91765

RE: my input on the Tesoro Integration Project.

Dear Ms. Wong,

My name is Nellie Cordero and I live at 2718 E. 220th St. Carson Ca

I am writing to give my opinion on the Tesoro project merger since I was unable to attend the public hearing last May 17, in Carson. 90745

I would like my opinion be considered in your decision about the project. I reject the Tesoro merger. I reject new storage tanks, and I reject more pipelines for the project. We already have our share of petroleum related hazards accumulated in Wilmington. I do not want to trade some emission reductions for storage tanks which is what this project is offering. I know there are methods to reduce the emissions of offloading to capture the emissions. No need for storage tanks. We should be cutting down on more dangerous material not expanding. Tesoro will add 8 more storage tanks which is a huge expansion. In addition, those tanks may be used to stored crude that is different than the current type.

G1-16.1

I would also like to request more time for public participation. Many people in Wilmington and surrounding impacted communities are unaware about the Tesoro proposal to join the two refineries into one. I reject the additional storage capacity that Tesoro proposes, along with more dangerous pipelines. This project is near an earthquake zone which makes it even more dangerous for us who live so close to the refinery. While we do not know when an earthquake will happen, it will happen sometime. Having so much more stored crude plus pipelines underground would make an event like that even more destructive and dangerous.

G1-16.2

Since most people in our communities are not aware about this project, I request more time to notify people so that this process can receive enough public input. This larger than usual project should have more public participation before deciding on it. I myself would like you to consider denying a permit for this project because it is putting a much larger, additional threat on our lives. The quality of life in Wilmington and surrounding communities is already very poor in terms of illnesses due to the air quality from many polluting sources such as Tesoro. I reject the project.

G1-16.3

Please add my comment about this project. If possible, I would like to know that you received my comments.

Thank you,

Nellie Cordero

Response to Comment Letter No. G1-16

Nellie Cordero

Comment G1-16.1

Dear Ms. Wong,  
My name is Nellie Cordero and I live at 2718 E. 220th St Carson CA 90745  
I am writing to give my opinion on the Tesoro project merger since I was unable to attend the public hearing last May 17, in Carson.  
I would like my opinion be considered in your decision about the project. I reject the Tesoro merger. I reject new storage tanks, and I reject more pipelines for the project. We already have our share of petroleum related hazards accumulated in Wilmington. I do not want to trade some emission reductions for storage tanks which is what this project is offering. I know there are methods to reduce the emissions of offloading to capture the emissions. No need for storage tanks. We should be cutting down on more dangerous material not expanding. Tesoro will add 8 more storage tanks which is a huge expansion. In addition, those tanks may be used to stored crude that is different than the current type.

G1-16.1

Response G1-16.1

The comment regarding the rejection of the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

As explained in Master Response 7, the proposed project is not a merger. Tesoro acquired the Carson Operations from BP in 2013. The Carson and Wilmington Operations have already merged. The pre-existing Carson and Wilmington Operations have been operating as one Refinery since the acquisition. As explained in Section 2.1 of the DEIR, the proposed project is designed to better integrate the Carson and Wilmington Operations, which will improve processing efficiency and reduce emissions.

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With respect to offloading emission control, the new and replacement crude oil storage tanks are connected to the marine terminals, and the marine vessels unload directly into the crude oil receiving tanks. Because the new and replacement crude oil storage tanks will be permitted and

constructed to comply with BACT, there are no associated unloading racks or unloading emissions other than fugitive emissions associated with the piping used to transfer crude oil from the marine terminals. Therefore, offloading emissions will be controlled to the maximum extent possible and there will be no additional, unutilized opportunity to reduce emissions through an offloading capture method.

Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity; it would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the 6,000 bbl/day potential crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

As explained in Master Response 4, the proposed project is not designed to facilitate a crude oil blend switch and the Refinery will not process different crude oil as a result of the proposed project beyond what was analyzed in the DEIR. Thus, because the new and replacement storage tanks are being installed to store crude oil for processing at the Refinery—not for third party sale and use—the tanks likewise will not store crude oil of a different type than that currently being processed at the Refinery. Additionally, as explained in Master Response 9, the DEIR fully analyzes any potential hazard impacts related to the increase in storage tanks.

### Comment G1-16.2

I would also like to request more time for public participation. Many people in Wilmington and surrounding impacted communities are unaware about the Tesoro proposal to join the two refineries into one. I reject the additional storage capacity that Tesoro proposes, along with more dangerous pipelines. This project is near an earthquake zone which makes it even more dangerous for us who live so close to the refinery. While we do not know when an earthquake will happen, it will happen sometime. Having so much more stored crude plus pipelines underground would make an event like that even more destructive and dangerous.

G1-16.2

### Response G1-16.2

The proposed project has complied with the public process required by CEQA Guidelines § 15087. As explained in detail in Master Response 1, the DEIR was circulated for an extended length of time. The public comment period closed on June 10, 2016, after two extensions. A 94-day public review and comment period (March 8, 2016 through June 10, 2016) was provided, which exceeds CEQA requirements. A public hearing on the Title V permit and public meeting on the DEIR was held on May 17, 2016. Copies of the DEIR were made available in neighborhood public libraries. Notices were published and distributed for the original public comment period, the two extensions, and the public hearing on the Title V permit and public meeting on the DEIR.

In addition, Tesoro independently offered and provided community outreach to over 100 entities including public agencies, community organizations, neighborhood organizations, business associations, and other interested parties to explain the scope of the proposed project and the potential environmental effects of the proposed project. The community meetings were held on April 4, 11, and 14, 2016 in Carson, Wilmington, and Long Beach, respectively. Tesoro has identified that a total of 277 people attended the meetings.

The proposed project has been fully analyzed for potential hazard impacts, including those associated with pipelines, storage tanks, and process units regardless of the cause of release (e.g., human error, equipment failure, sabotage, terrorism, natural disaster, or civil uprising). Section 4.3 of the FEIR found that hazards associated with the Naphtha Isomerization Unit, new crude oil storage tanks, the SARP, and interconnecting pipelines are potentially significant due to hazards associated with worst-case release scenarios. A Worst-Case Consequence Analysis was presented in Appendix C and discussed in Section 4.3 of the FEIR. See Master Response 9 for additional information regarding the hazards analyses of pipelines and storage tanks, including impacts associated with earthquakes.

### Comment G1-16.3

Since most people in our communities are not aware about this project, I request more time to notify people so that this process can receive enough public input. This larger than usual project should have more public participation before deciding on it. I myself would like you to consider denying a permit for this project because it is putting a much larger, additional threat on our lives. The quality of life in Wilmington and surrounding communities is already very poor in terms of illnesses due to the air quality from many polluting sources such as Tesoro. I reject the project.

G1-16.3

### Response G1-16.3

As explained in Response G1-16.2, notice was provided to the community through the mail and in the newspaper. The proposed project was also discussed at public hearings and meetings.

As explained in Section 4.2.2.2 of the DEIR, upon completion, the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project emissions are described in detail in Section 4.2 of the DEIR and are summarized in Table 4.2-4 (see pages 4-16 through 4-18). The proposed project will result in local overall reductions in GHG emissions, as described in Section 5.2 of the FEIR and summarized in Table 5.2-8 (see page 5-26).

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project's potential health impacts from all pollutants. The proposed project's potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD's cancer risk significance threshold of ten in one million (see FEIR Section 4.2.2.5). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD's non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a

**APPENDIX G1: RESPONSE TO COMMENTS**

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significant adverse health impact. Master Response 14 explains the potential localized impacts to the surrounding community.

Comment Letter No. G1-17

05/23/2016 09:27 FAX

007

Date 05/22/16

Jillian Wong  
Program Supervisor, CEQA  
AQMD  
21865 Copley Drive  
Diamond Bar, CA 91765

RE: my input on the Tesoro Integration Project.

Dear Ms. Wong,

My name is A. Bantiste and I live at 728 3/4 King Ave Wilmington CA 91744

I am writing to give my opinion on the Tesoro project merger since I was unable to attend the public hearing last May 17, in Carson.

I would like my opinion be considered in your decision about the project. I reject the Tesoro merger, I reject new storage tanks, and I reject more pipelines for the project. We already have our share of petroleum related hazards accumulated in Wilmington. I do not want to trade some emission reductions for storage tanks which is what this project is offering. I know there are methods to reduce the emissions of offloading to capture the emissions. No need for storage tanks. We should be cutting down on more dangerous material not expanding. Tesoro will add 8 more storage tanks which is a huge expansion. In addition, those tanks may be used to stored crude that is different than the current type.

G1-17.1

I would also like to request more time for public participation. Many people in Wilmington and surrounding impacted communities are unaware about the Tesoro proposal to join the two refineries into one. I reject the additional storage capacity that Tesoro proposes, along with more dangerous pipelines. This project is near an earthquake zone which makes it even more dangerous for us who live so close to the refinery. While we do not know when an earthquake will happen, it will happen sometime. Having so much more stored crude plus pipelines underground would make an event like that even more destructive and dangerous.

G1-17.2

Since most people in our communities are not aware about this project, I request more time to notify people so that this process can receive enough public input. This larger than usual project should have more public participation before deciding on it. I myself would like you to consider denying a permit for this project because it is putting a much larger, additional threat on our lives. The quality of life in Wilmington and surrounding communities is already very poor in terms of illnesses due to the air quality from many polluting sources such as Tesoro. I reject the project.

G1-17.3

Please add my comment about this project. If possible, I would like to know that you received my comments.

Thank you,

A Bantiste 310-830-4745

Response to Comment Letter No. G1-17

G Bautista

Comment G1-17.1

Dear Ms. Wong,

My name is G. Bautista and I live at 208 1/2 Wilmington Ave Wilmington CA 90744

I am writing to give my opinion on the Tesoro project merger since I was unable to attend the public hearing last May 17, in Carson.

I would like my opinion be considered in your decision about the project. I reject the Tesoro merger, I reject new storage tanks, and I reject more pipelines for the project. We already have our share of petroleum related hazards accumulated in Wilmington. I do not want to trade some emission reductions for storage tanks which is what this project is offering. I know there are methods to reduce the emissions of offloading to capture the emissions. No need for storage tanks. We should be cutting down on more dangerous material not expanding. Tesoro will add 8 more storage tanks which is a huge expansion. In addition, those tanks may be used to stored crude that is different than the current type.

G1-17.1

Response G1-17.1

The comment regarding the rejection of the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

As explained in Master Response 7, the proposed project is not a merger. Tesoro acquired the Carson Operations from BP in 2013. The Carson and Wilmington Operations have already merged. The pre-existing Carson and Wilmington Operations have been operating as one Refinery since the acquisition. As explained in Section 2.1 of the DEIR, the proposed project is designed to better integrate the Carson and Wilmington Operations, which will improve processing efficiency and reduce emissions.

The proposed project includes constructing new and replacement storage tanks, but this component of the proposed project does not increase crude oil capacity at the Refinery. The new and replacement storage tanks are proposed to provide sufficient crude oil storage capacity to allow crude oil tankers to offload more quickly at the Wilmington Operations Long Beach Marine Terminal and in one visit to the dock at Marine Terminal 1. This increase in crude oil storage capacity means that marine vessels will spend less time maneuvering or at dock or anchor in the Port because of improved offloading efficiency (i.e., quicker offloading and the elimination of or reduction of demurrage costs and the need for anchorage while waiting for available storage tank space to finish offloading). The DEIR did not take credit for emission reductions from marine vessel operations. However, annual emission reductions from improved marine vessel offloading efficiency were estimated and can be found in Master Response 6. Based on this analysis, daily marine vessel emissions would not increase and annual emissions would be substantially reduced.

With respect to offloading emission control, the new and replacement crude oil storage tanks are connected to the marine terminals, and the marine vessels unload directly into the crude oil receiving tanks. Because the new and replacement crude oil storage tanks will be permitted and

constructed to comply with BACT, there are no associated unloading racks or unloading emissions other than fugitive emissions associated with the piping used to transfer crude oil from the marine terminals. Therefore, offloading emissions will be controlled to the maximum extent possible and there will be no additional, unutilized opportunity to reduce emissions through an offloading capture method.

Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity; it would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the 6,000 bbl/day potential crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

As explained in Master Response 4, the proposed project is not designed to facilitate a crude oil blend switch and the Refinery will not process different crude oil as a result of the proposed project beyond what was analyzed in the DEIR. Thus, because the new and replacement storage tanks are being installed to store crude oil for processing at the Refinery—not for third party sale and use—the tanks likewise will not store crude oil of a different type than that currently being processed at the Refinery. Additionally, as explained in Master Response 9, the DEIR fully analyzes any potential hazard impacts related to the increase in storage tanks.

**Comment G1-17.2**

I would also like to request more time for public participation. Many people in Wilmington and surrounding impacted communities are unaware about the Tesoro proposal to join the two refineries into one. I reject the additional storage capacity that Tesoro proposes, along with more dangerous pipelines. This project is near an earthquake zone which makes it even more dangerous for us who live so close to the refinery. While we do not know when an earthquake will happen, it will happen sometime. Having so much more stored crude plus pipelines underground would make an event like that even more destructive and dangerous.

G1-17.2

**Response G1-17.2**

The proposed project has complied with the public process required by CEQA Guidelines § 15087. As explained in detail in Master Response 1, the DEIR was circulated for an extended length of time. The public comment period closed on June 10, 2016, after two extensions. A 94-day public review and comment period (March 8, 2016 through June 10, 2016) was provided, which exceeds CEQA requirements. A public hearing on the Title V permit and public meeting on the DEIR was held on May 17, 2016. Copies of the DEIR were made available in neighborhood public libraries. Notices were published and distributed for the original public comment period, the two extensions, and the public hearing on the Title V permit and public meeting on the DEIR.

In addition, Tesoro independently offered and provided community outreach to over 100 entities including public agencies, community organizations, neighborhood organizations, business associations, and other interested parties to explain the scope of the proposed project and the potential environmental effects of the proposed project. The community meetings were held on April 4, 11, and 14, 2016 in Carson, Wilmington, and Long Beach, respectively. Tesoro has identified that a total of 277 people attended the meetings.

The proposed project has been fully analyzed for potential hazard impacts, including those associated with pipelines, storage tanks, and process units regardless of the cause of release (e.g., human error, equipment failure, sabotage, terrorism, natural disaster, or civil uprising). Section 4.3 of the FEIR found that hazards associated with the Naphtha Isomerization Unit, new crude oil storage tanks, the SARP, and interconnecting pipelines are potentially significant due to hazards associated with worst-case release scenarios. A Worst-Case Consequence Analysis was presented in Appendix C and discussed in Section 4.3 of the FEIR. See Master Response 9 for additional information regarding the hazards analyses of pipelines and storage tanks, including impacts associated with earthquakes.

### Comment G1-17.3

Since most people in our communities are not aware about this project, I request more time to notify people so that this process can receive enough public input. This larger than usual project should have more public participation before deciding on it. I myself would like you to consider denying a permit for this project because it is putting a much larger, additional threat on our lives. The quality of life in Wilmington and surrounding communities is already very poor in terms of illnesses due to the air quality from many polluting sources such as Tesoro. I reject the project.

G1-17.3

### Response G1-17.3

As explained in Response G1-17.2, notice was provided to the community through the mail and in the newspaper. The proposed project was also discussed at public hearings and meetings.

As explained in Section 4.2.2.2 of the DEIR, upon completion, the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project emissions are described in detail in Section 4.2 of the DEIR and are summarized in Table 4.2-4 (see pages 4-16 through 4-18). The proposed project will result in local overall reductions in GHG emissions, as described in Section 5.2 of the FEIR and summarized in Table 5.2-8 (see page 5-26).

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project's potential health impacts from all pollutants. The proposed project's potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD's cancer risk significance threshold of ten in one million (see FEIR Section 4.2.2.5). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD's non-cancer chronic and acute

## **APPENDIX G1: RESPONSE TO COMMENTS**

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hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact. Master Response 14 explains the potential localized impacts to the surrounding community.

Comment Letter No. G1-18

**From:** Douglas Novoa [<mailto:anovoa1@yahoo.com>]  
**Sent:** Wednesday, May 25, 2016 11:03 AM  
**To:** Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>  
**Subject:** Proposed Title V permits and Public Meeting on DEIR proposed by Tesoro Refining and Marketing Company, LLC

Good morning Ms. Jillian Wong:

My name is Douglas Antonio Novoa Gonzalez and I am a resident that lives surrounded by refineries (Wilmington, Carson, Torrance). I am against given more permits to Tesoro or any other refinery in the South Bay due to the harmful environmental pollutants by the way of the gases emitted by oil refineries that can cause detrimental health effects on humans and even death. Oil refineries hide the truth to the public and buy the support of crooked politicians so their permits and policies are approve, but the undeniable truth confirm by large amounts of research is that respiratory problems such as as asthma, coughing, chest pain, choking, bronchitis, skin irritations, nausea, eye problems, headaches, birth defects, leukemia and cancers are highly visible in oil refinery workers as well as residents of areas that live nearby oil refineries. Enough is enough, people of color, are sick and tired that our voices are not being heard by environmental organizations and government institutions that their primary job is to protect the environment, but are paid off by corporate and refinery money. Please consider the environmental repercussions to the diverse communities in the South Bay area, and deny the permit/revision to Tesoro, I'll leave you with a Thomas Jefferson quote: Each act/art of leadership/government consists and depends in the art of honesty. Thank you, Douglas Antonio Novoa Gonzalez.

G1-18.1

**Response to Comment Letter No. G1-18**

**Douglas Antonio Novoa Gonzalez**

**Comment G1-18.1**

Good morning Ms. Jillian Wong:

My name is Douglas Antonio Novoa Gonzalez and I am a resident that lives surrounded by refineries (Wilmington, Carson, Torrance). I am against given more permits to Tesoro or any other refinery in the South Bay due to the harmful environmental pollutants by the way of the gases emitted by oil refineries that can cause detrimental health effects on humans and even death. Oil refineries hide the truth to the public and buy the support of crooked politicians so their permits and policies are approve, but the undeniable truth confirm by large amounts of research is that respiratory problems such as as asthma, coughing, chest pain, choking, bronchitis, skin irritations, nausea, eye problems, headaches, birth defects, leukemia and cancers are highly visible in oil refinery workers as well as residents of areas that live nearby oil refineries. Enough is enough, people of color, are sick and tired that our voices are not being heard by environmental organizations and government institutions that their primary job is to protect the environment, but are paid off by corporate and refinery money. Please consider the environmental repercussions to the diverse communities in the South Bay area, and deny the permit/revision to Tesoro, I'll leave you with a Thomas Jefferson quote: Each act/art of leadership/government consists and depends in the art of honesty. Thank you, Douglas Antonio Novoa Gonzalez.

G1-18.1

**Response G1-18.1**

The comment regarding opposition to the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

As explained in Section 4.2.2.2 of the DEIR, upon completion, the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NOx, SOx, PM10, and PM2.5 emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project emissions are described in detail in Section 4.2 of the DEIR and are summarized in Table 4.2-4 (see pages 4-16 through 4-18). The proposed project will result in local overall reductions in GHG emissions, as described in Section 5.2 of the FEIR and summarized in Table 5.2-8 (see page 5-26).

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project's potential health impacts from all pollutants. The proposed project's potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD's cancer risk significance threshold of ten in one million (see FEIR Section 4.2.2.5). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD's non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact.

Neither the CEQA Statutes nor Guidelines require an analysis of environmental justice impacts. The SCAQMD, however, has a strong record of addressing environmental justice issues since the SCAQMD's Environmental Justice program began in 1997. Since that time, the SCAQMD has instituted a number of community initiatives to help improve air quality for low income

## **APPENDIX G1: RESPONSE TO COMMENTS**

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residents and residents of color in the Basin. The programs and initiatives have been continually reviewed and updated. As a result, the SCAQMD's Environmental Justice program goes beyond a single project, and encompasses a unified regional approach to reducing impacts to the Basin's most impacted communities. Master Response 14 addresses environmental justice regarding the proposed project.

Comment Letter No. G1-19

----- Original message -----

From: [det310@juno.com](mailto:det310@juno.com)

Date: 6/5/2016 2:11 PM (GMT-08:00)

To: Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>

Subject: DEIR - Project Title: Tesoro Refining & Marketing Company LLC Los Angeles Refinery Integration and Compliance Project

**San Pedro Peninsula Homeowners United, Inc.**

Post Office Box 6455, San Pedro, CA 90734

[sphomeunited@gmail.com](mailto:sphomeunited@gmail.com) - Fax: (310) 548-4255

June 3, 2016

Ms. Jillian Wong  
South Coast Air Quality Management District  
21865 Copley Drive,  
Diamond Bar, CA 91765-4178

Re: DEIR- Project Title: Tesoro Refining & Marketing Company LLC Los Angeles Refinery Integration and Compliance Project Project Applicant: Tesoro Refining and Marketing LLC SCH No.: 2014091020 Project Location: Tesoro Refining & Marketing Company LLC Los Angeles Refinery is located at 2350 East 223rd Street, Carson, CA 90749 and 2101 East Pacific Coast Highway, Wilmington, Los Angeles County, California 90744

Dear Ms. Wong and AQMD Board,

The approval of this Tesoro expansion project impacts a very large and dense population in the South Bay / LA Harbor region.

Issues related to air pollution and overall safety to population from such hazardous sites in our midst have been of increasing concern over the past several years. In a world that has become far wiser about the consequences of fossil fuel use with a trend to move into cleaner, safer energy, it is disturbing to see an already enormous oil and gas refinery, like this one, expand. While some of the project attempts to paint a picture of environmental gain by the use of newer, cleaner technologies, it is apparent that there will, in fact, be increased emissions overall from the expansion. Not only that, but of grave concern particularly to our homeowners, is the increase in butane and propane gas to and from the facility. Butane and propane gases are highly explosive commodities that we are well familiar with. There is already a direct connection to this Wilmington Tesoro refinery regarding a long time issue of concern to our San Pedro homeowners. I shall attempt to explain;

G1-19.1

Currently, Tesoros Wilmington facility is sending by pipeline its excess butane gas to the Plains All American Pipeline / Rancho LPG storage site located miles from their own facility, and a scant 1,000 feet from pre-existing homes and schools in San Pedro. This 43 year old facility has two 12.5 million gallon butane gas tanks and (5) 300,000 gallon propane tanks on No. Gaffey Street. In 1973, the facility was exempted from proper CEQA proceedings, building permits, API set back standards, fire regulations, and is sitting in a documented Earthquake Rupture Zone of mag. potential 7.3. Ranchos two

G1-19.2

unpermitted butane tanks were built to a seismic substandard of 5.5 when constructed! The blast radius from a 12.5 million gallon butane tanks is over 3 miles! There are 600+ new homes being constructed now that fall within 1/2-3/4 mile of this site! Why would this vulnerable off-site storage of such an explosive commodity be allowed from a refinery?!! The refinery should be held accountable for storing its own butane gas! This DEIR indicates that there will be an increase in butane gas! It indicates that there will be more rail transport of this gas which dramatically increases risk to the population. There will also be an increase in crude oil. The recent crude oil rail explosions have been due to the fact that the new crude has a higher content of lighter fuels, including butane. Each 30,000 gallon rail car of butane has a blast radius of over 1/2 mile! So, it is deeply concerning that the increased volatility to the area due to this elevated explosiveness from increased rail transport may well not be fully analyzed or considered in this DEIR. Of specific concern to us, is that BP/Tesoro has claimed that the reason for storing butane off-site at Rancho has been due to a lack of storage tanks for it on their own property in Wilmington. So, it is painfully obvious that this projected increase in butane gas volume, which will be accompanied by Tesoros self-produced butane from increased refining, is only going to **magnify** their on-site deficiency in storing their own butane! Nowhere in this document could we find a reference to storage for increased volumes of butane.

G1-19.2  
cont'd.

There IS a correlation of butane and propane gas to air quality. However, that comes from the aftermath of the explosion and fires due to the volatility of these gases. These extremely dangerous commodities seem to escape responsible scrutiny repeatedly. Liquefied Petroleum Gas explodes with great force causing major blast waves. LPG fires cannot be extinguished with water, burn at temperatures over 3400 degrees, cause burns to humans for miles, and ignite other combustibles for great distances. And, LPG fires must simply burn themselves out. It is critical to remember all of the other toxic chemicals and fuels that will be involved in an incident from an LPG explosion and fire on premises. So, the analysis from an air quality perspective *must* include this hazardous potential in a prudent approach to planning and safety.

We do not see that in this document.

We are concentrated in our focus of this DEIR on the butane issues. We fully support our colleagues in the environmental community on their educated responses related to air pollution and emissions from this expansion. It is most disheartening to find that we are still allowing certain communities to bear the deadly burden of big oil interests.

Our homeowners continue to hope that the AQMD, and other governmental agencies like the EPA, will develop a stronger resolve in protecting our citizens and our environment. We especially hope that you will acknowledge the irresponsible activity that Tesoro is currently employing in the off-site storage of their excess butane at Rancho LPG, and ensure that it is discontinued before any approvals with this project occur.

G1-19.3

Respectfully,

/s/

Chuck Hart  
President  
.jg

**Response to Comment Letter No. G1-19**

**San Pedro Peninsula Homeowners United, Inc.**

**Comment G1-19.1**

The approval of this Tesoro expansion project impacts a very large and dense population in the South Bay / LA Harbor region.

Issues related to air pollution and overall safety to population from such hazardous sites in our midst have been of increasing concern over the past several years. In a world that has become far wiser about the consequences of fossil fuel use with a trend to move into cleaner, safer energy, it is disturbing to see an already enormous oil and gas refinery, like this one, expand. While some of the project attempts to paint a picture of environmental gain by the use of newer, cleaner technologies, it is apparent that there will, in fact, be increased emissions overall from the expansion. Not only that, but of grave concern particularly to our homeowners, is the increase in butane and propane gas to and from the facility. Butane and propane gases are highly explosive commodities that we are well familiar with. There is already a direct connection to this Wilmington Tesoro refinery regarding a long time issue of concern to our San Pedro homeowners. I shall attempt to explain;

G1-19.1

**Response G1-19.1**

Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity. It would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the potential 6,000 bbl/day crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

As explained in Section 4.2.2.2 of the DEIR, upon completion, the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project emissions are described in detail in Section 4.2 of the DEIR and are summarized in Table 4.2-4 (see pages 4-16 through 4-18). The proposed project will result in local overall reductions in GHG emissions, as described in Section 5.2 of the FEIR and summarized in Table 5.2-8 (see page 5-26).

As explained in Master Response 10, the Rancho LPG facility is an existing facility that is not owned or operated by Tesoro. Additionally, Tesoro does not lease tankage at Rancho LPG. Tesoro regularly sells LPG on the open market and Rancho LPG is a customer. However, none of the LPG stored at the Rancho LPG facility in San Pedro is owned by Tesoro. It should be noted that the proposed project will reduce the excess LPG available for third-party sales (see Master Response 10).

**APPENDIX G1: RESPONSE TO COMMENTS**

Further, the Rancho LPG facility operates independently of, and is not part of, the proposed project. Thus, comments regarding risks related to the Rancho Facility do not raise issues relating to the proposed project or the DEIR and no response is necessary under CEQA.

**Comment G1-19.2**

Currently, Tesoros Wilmington facility is sending by pipeline its excess butane gas to the Plains All American Pipeline / Rancho LPG storage site located miles from their own facility, and a scant 1,000 feet from pre-existing homes and schools in San Pedro. This 43 year old facility has two 12.5 million gallon butane gas tanks and (5) 300,000 gallon propane tanks on No. Gaffey Street. In 1973, the facility was exempted from proper CEQA proceedings, building permits, API set back standards, fire regulations, and is sitting in a documented Earthquake Rupture Zone of mag. potential 7.3. Ranchos two unpermitted butane tanks were built to a seismic substandard of 5.5 when constructed! The blast radius from a 12.5 million gallon butane tanks is over 3 miles! There are 600+ new homes being constructed now that fall within 1/2-3/4 mile of this site! Why would this vulnerable off-site storage of such an explosive commodity be allowed from a refinery??!! The refinery should be held accountable for storing its own butane gas! This DEIR indicates that there will be an increase in butane gas! It indicates that there will be more rail transport of this gas which dramatically increases risk to the population. There will also be an increase in crude oil. The recent crude oil rail explosions have been due to the fact that the new crude has a higher content of lighter fuels, including butane. Each 30,000 gallon rail car of butane has a blast radius of over 1/2 mile! So, it is deeply concerning that the increased volatility to the area due to this elevated explosiveness from increased rail transport may well not be fully analyzed or considered in this DEIR. Of specific concern to us, is that BP/Tesoro has claimed that the reason for storing butane off-site at Rancho has been due to a lack of storage tanks for it on their own property in Wilmington. So, it is painfully obvious that this projected increase in butane gas volume, which will be accompanied by Tesoros self-produced butane from increased refining, is only going to **magnify** their on-site deficiency in storing their own butane! Nowhere in this document could we find a reference to storage for increased volumes of butane.

G1-19.2

There IS a correlation of butane and propane gas to air quality. However, that comes from the aftermath of the explosion and fires due to the volatility of these gases. These extremely dangerous commodities seem to escape responsible scrutiny repeatedly. Liquefied Petroleum Gas explodes with great force causing major blast waves. LPG fires cannot be extinguished with water, burn at temperatures over 3400 degrees, cause burns to humans for miles, and ignite other combustibles for great distances. And, LPG fires must simply burn themselves out. It is critical to remember all of the other toxic chemicals and fuels that will be involved in an incident from an LPG explosion and fire on premises. So, the analysis from an air quality perspective *must* include this hazardous potential in a prudent approach to planning and safety.  
We do not see that in this document.

G1-19.2  
cont'd.

We are concentrated in our focus of this DEIR on the butane issues. We fully support our colleagues in the environmental community on their educated responses related to air pollution and emissions from this expansion. It is most disheartening to find that we are still allowing certain communities to bear the deadly burden of big oil interests.

**Response G1-19.2**

As explained in Response G1-19.1, the Rancho LPG facility is an existing facility that is not owned or operated by Tesoro. Additionally, Tesoro does not lease tankage at Rancho LPG. Thus, comments regarding risks related to the Rancho Facility do not raise issues relating to the proposed project or the DEIR and no response is necessary under CEQA.

The potential hazard impacts of the proposed project have been fully analyzed, including hazards related to explosive materials (see FEIR Section 4.3 pages 4-45 through 4-69 and Master Response 9). The Refinery currently receives LPG railcar deliveries. The proposed project will not increase the number of deliveries. The additional ten railcars associated with the proposed project will be added to existing trains. The potential risks associated with rail transport were

analyzed in FEIR Section 4.3.2.5.2. The Worst-Case Consequence Analysis for the proposed project carefully evaluated the proposed modifications to existing equipment and proposed new units (see FEIR Appendix C).

As explained in detail in Sections 2.5.3 and 2.5.4 and Appendix F of the DEIR, Master Response 4, and Response G1-78.94, the Refinery is currently processing a blend of various crude oils and will continue to do so with or without the proposed project. The proposed project will not result in a substantial change in the crude oil blend processed by the Refinery.

The DEIR analyzed the potential increase in crude oil processing of up to 6,000 bbl/day associated with the modification of the DCU H-100 heater permit description. The increase in crude oil processing rate is not related to any specific crude oil source. Master Response 4 explains that the Refinery's sources of crude oils have and will continue to vary with or without the proposed project. By using worst-case crude oil properties (see Response G1-78.157), the DEIR fully analyzed the potential impacts associated with storing various crude oils in the new and replacement storage tanks and with transferring various crude oils via the associated piping. There would be no additional impacts, beyond those analyzed in the DEIR, for the new and replacement storage tanks if different light or heavy crude oil is processed at the Refinery (see Section 4.2.2.2 of the FEIR). The proposed project does not facilitate or encourage sourcing crude oil from any particular location. In other words, the improved offloading efficiency provides a benefit regardless of the type of crude oil transported by marine vessel.

Light and heavy crude oil is currently delivered, stored, and processed at the Refinery and will continue to be delivered, stored, and processed with or without the proposed project. The impact analysis in the DEIR accounts for the variety of crude oils that have been and will be handled by the Refinery. For example, the TAC concentrations of crude oils in storage tanks associated with the proposed project were based on a worst-case hybrid analysis of the toxic content of the crude oils currently and potentially processed at the Refinery, including Bakken and heavy Canadian crude oil. The hybrid TAC speciation was prepared by selecting the highest concentration of each toxic compound from the entire speciated data set of all the crude oils analyzed.

There have been previous volatility issues associated with the transport of Bakken crude oil. However, regulations have since been adopted that require a reduction in volatility of Bakken crude oil that is transported. For example, in December 2014, the Industrial Commission of North Dakota issued an order regarding conditioning of Bakken crude oil and limiting the RVP of crude oil provided for transport to 13.7 RVP. Thus, Bakken crude oil transported to the West Coast will be pipeline quality (i.e., qualified for safe transport) and will not have as high a vapor pressure as the Bakken crude oil produced at the wellhead. As with other U. S. crude oil production operations, the order adopted by the State of North Dakota will require that crude oil production facilities remove a significant portion of the light ends (ethane, propane, butane and pentane) prior to offering the crude oil for shipment to refineries for processing.

Because of Bakken crude oil's purported volatility, concerns were raised in the media as to whether Bakken crude oil was properly classified as a Class 3 hazardous material under U.S. DOT regulations. A Class 3 hazardous material is generally a flammable or combustible liquid that does not meet the regulatory classification requirements for other hazardous characteristics,

such as toxicity, corrosivity, radioactivity or explosiveness. However, those concerns have since been resolved by repeated analysis and testing that demonstrates Bakken crude oil to be a Class 3 hazardous material, similar to other light sweet crude oils. After considering the information, the PHMSA Deputy Administrator testified to Congress that Bakken crude oil is accurately classified as a Hazard Class 3 Flammable Liquid.<sup>73</sup> This is consistent with the sampling and testing Tesoro has completed on Bakken crude oil. Therefore, Bakken crude oil has properties similar to other light crude oils, and is not classified as explosive.

As explained in subsequent responses, which are listed in Table 78-94.1, Bakken and heavy Canadian crude oils are similar to other light and heavy crude oils currently processed by the Refinery. As described in Master Response 4 and Response G1-78.150, in the future, as now, any Bakken or heavy Canadian crude oils processed would have to be combined with other crude oils to create a crude oil blend that matches the Refinery's processing capabilities and permit limitations. This is what has occurred with Bakken, heavy Canadian, and many other heavy and light crude oils that were utilized in the baseline period, and is what will continue after implementation of the proposed project. It is correct to say that Tesoro makes ongoing efforts to provide "advantaged crude oil", as that term is used by Tesoro (i.e., any economically advantaged crude oil capable of being processed at each of Tesoro's refineries). Providing "advantaged crude oil" to Tesoro refineries, including the Los Angeles Refinery, is occurring independent of the proposed project. Any increased use of Bakken or heavy Canadian crude oils, or any other specific crude oils, would not be caused by the proposed project. The proposed project's impacts were analyzed in detail using worst-case assumptions (e.g., the maximum vapor pressure of crude oil allowable by SCAQMD rules), which accounts for any impacts from increased use of Bakken or heavy Canadian crude oil. Response G1-78.111 specifically addresses crude oil corrosivity. Responses G1-81.65 and G1-81.67 address greenhouse gases and crude oil production.

### Comment G1-19.3

Our homeowners continue to hope that the AQMD, and other governmental agencies like the EPA, will develop a stronger resolve in protecting our citizens and our environment. We especially hope that you will acknowledge the irresponsible activity that Tesoro is currently employing in the off-site storage of their excess butane at Rancho LPG, and ensure that it is discontinued before any approvals with this project occur.

G1-19.3

### Response G1-19.3

As explained in Response G1-19.1, the Rancho LPG facility is an existing facility that is not owned or operated by Tesoro. Additionally, Tesoro does not lease tankage at Rancho LPG. Thus, comments regarding risks related to the Rancho Facility do not raise issues relating to the proposed project or the DEIR and no response is necessary under CEQA.

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<sup>73</sup> Written statement of Timothy P. Butters Before the Subcommittees on Energy and Oversight Committee on Science, Space and Technology, U.S. House of Representatives at page 12 (Sept. 9, 2014).

Comment Letter No. G1-20

Dear Dr. Wong:

I write in opposition to the Proposed Title V Significant Permit Revisions and the Draft Environmental Impact Report (DEIR) for Tesoro Refining & Marketing Co., LLC's Carson and Wilmington Sites, Facility ID#s 174655 and 800436.

G1-20.1

The project will hinder our progress in meeting the goals of COP21 as well as multiple California environmental objectives.

G1-20.2

Tesoro is falsely promoting the merger as a pollution reduction project. The proposed project will admittedly increase VOC emissions in our communities which already suffer from some of the worst air quality in the country, which cause high rates of asthma and other diseases. Emissions of NOx, SOx, PMs and toxins will remain the same, which serves no benefit to the public, if such claims are even true.

The project will increase refining capacity and add over 3 million barrels of new storage, which is the equivalent of a new oil terminal. This expansion creates real concern that Tesoro will start importing, storing and/or refining dirty and dangerous crudes like Canadian Tar Sands and Bakken Shale into the Los Angeles Harbor area. The overall environmental impacts of such crudes are not addressed in the DEIR.

G1-20.3

The project will put the community and Los Angeles/Long Beach Harbors at risk due to increased amount of highly explosive materials, including additional LGP rail car deliveries, carrying butane and propane. The project will create increased risks of toxic release hazards at a number of areas of the mega-refinery. The project furthers the environmental degradation in an area severely impacted by environmental pollutants and further jeopardizes the health and safety of the community, which is inconsistent with environmental justice needs.

G1-20.4

The project would allow Tesoro to have an anti-competitive advantage by giving it an even larger share of the California oil market, which could increase prices for consumers. This has already proven to be a huge source of windfall profits for the oil companies and should no longer be ignored.

G1-20.5

In sum, the Title V application should be rejected and the DEIR should be sent back for revisions.

G1-20.6

Respectfully,

John Brooks  
741 Malat Dr. Newbury Park, CA 91320

**Response to Comment Letter No. G1-20**

**John Brooks**

**Comment G1-20.1**

Dear Dr. Wong:

I write in opposition to the Proposed Title V Significant Permit Revisions and the Draft Environmental Impact Report (DEIR) for Tesoro Refining & Marketing Co., LLC's Carson and Wilmington Sites, Facility ID#s 174655 and 800436.

G1-20.1

**Response G1-20.1**

The comment regarding opposition to the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

**Comment G1-20.2**

The project will hinder our progress in meeting the goals of COP21 as well as multiple California environmental objectives.

G1-20.2

**Response G1-20.2**

The 21<sup>st</sup> yearly session of the Conference of Parties (COP21) was held in Paris, France in 2015 for nations to negotiate the Paris Agreement, a global agreement on the reduction of climate change. The aim of the convention, as explained in Article 2 of the Paris Agreement, was to 1) hold the increase in the global average temperature to well below 2° Celsius above pre-industrial levels and to pursue efforts to limit the temperature increase to 1.5° Celsius above pre-industrial levels, recognizing that this would significantly reduce the risks and impacts of climate change; 2) increasing the ability to adapt to the adverse impacts of climate change and foster climate resilience and low greenhouse gas emissions development, in a manner that does not threaten food production; 3) make finance flows consistent with a pathway towards low greenhouse gas emissions and climate-resilient development. Furthermore, countries aim to reach "global peaking of greenhouse gas emissions as soon as possible".

The proposed project will result in local reductions of GHG emissions as summarized in Table 5.2-8 on page 5-26 of the DEIR. The cumulative impact of GHG emissions is explained in Section 5.2.2 of the FEIR. GHG emissions produced by combusting the fuels produced by the Refinery are included in, and regulated by, the AB32 GHG Cap and Trade Program. Therefore, the proposed project will not hinder the progress of COP21.

The comment also claims that the project will hinder multiple California environmental objectives. The comment does not specify which objectives will be hindered. As explained in Section 4.2.2.2 of the DEIR, upon completion, operation of the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NOx, SOx, PM10, and PM2.5 emissions, and, as explained in Section 5.2.2.3 of the FEIR, local GHG

emission reductions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project emissions are explained in detail in Section 4.2 of the DEIR and are summarized in Table 4.2-4 (see pages 4-16 through 4-18).

Additionally, the proposed project will comply with all local, state, and federal regulations. See, for example, Section 4.3.2.2 of the DEIR and Section 4.3.2.6 of the FEIR for hazards and hazardous material. Therefore, the proposed project will not hinder the progress of California environmental objectives.

**Comment G1-20.3**

Tesoro is falsely promoting the merger as a pollution reduction project. The proposed project will admittedly increase VOC emissions in our communities which already suffer from some of the worst air quality in the country, which cause high rates of asthma and other diseases. Emissions of NOx, SOx, PMs and toxins will remain the same, which serves no benefit to the public, if such claims are even true.

The project will increase refining capacity and add over 3 million barrels of new storage, which is the equivalent of a new oil terminal. This expansion creates real concern that Tesoro will start importing, storing and/or refining dirty and dangerous crudes like Canadian Tar Sands and Bakken Shale into the Los Angeles Harbor area. The overall environmental impacts of such crudes are not addressed in the DEIR.

G1-20.3

**Response G1-20.3**

As explained in Master Response 7, the proposed project is not a merger. Tesoro acquired the Carson Operations from BP in 2013. The Carson and Wilmington Operations have already merged, and the two pre-existing refinery operations have been operating as one Refinery since the acquisition. As described in Section 2.1 of the DEIR, the proposed project is designed to better integrate the Carson and Wilmington Operations, which will improve processing efficiency and reduce emissions.

Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity. It would further integrate the Refinery's Carson and Wilmington Operations. Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the potential 6,000 bbl/day crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

As explained in Response G1-20.2, operation of the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NOx, SOx, PM10, and PM2.5 emissions, and local GHG emission. The increase in VOC emissions associated with the proposed project was found to be less than significant.

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project's potential health impacts from all pollutants. The proposed project's potential cancer

and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD's cancer risk significance threshold of ten in one million (see FEIR Section 4.2.2.5). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD's non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact.

As explained in detail in Sections 2.5.3 and 2.5.4 and Appendix F of the DEIR, Master Response 4, and Response G1-78.94, the Refinery is currently processing a blend of various crude oils and will continue to do so with or without the proposed project. The proposed project will not result in a substantial change in the crude oil blend processed by the Refinery.

The DEIR analyzed the potential increase in crude oil processing of up to 6,000 bbl/day associated with the modification of the DCU H-100 heater permit description. The increase in crude oil processing rate is not related to any specific crude oil source. Master Response 4 explains that the Refinery's sources of crude oils have and will continue to vary with or without the proposed project. By using worst-case crude oil properties (see Response G1-78.157), the DEIR fully analyzed the potential impacts associated with storing various crude oils in the new and replacement storage tanks and with transferring various crude oils via the associated piping. There would be no additional impacts, beyond those analyzed in the DEIR, for the new and replacement storage tanks if different light or heavy crude oil is processed at the Refinery (see Section 4.2.2.2 of the FEIR). The proposed project does not facilitate or encourage sourcing crude oil from any particular location. In other words, the improved offloading efficiency provides a benefit regardless of the type of crude oil transported by marine vessel.

Light and heavy crude oil is currently delivered, stored, and processed at the Refinery and will continue to be delivered, stored, and processed with or without the proposed project. The impact analysis in the DEIR accounts for the variety of crude oils that have been and will be handled by the Refinery. For example, the TAC concentrations of crude oils in storage tanks associated with the proposed project were based on a worst-case hybrid analysis of the toxic content of the crude oils currently and potentially processed at the Refinery, including Bakken and heavy Canadian crude oil. The hybrid TAC speciation was prepared by selecting the highest concentration of each toxic compound from the entire speciated data set of all the crude oils analyzed.

As explained in subsequent responses, which are listed in Table 78-94.1, Bakken and heavy Canadian crude oils are similar to other light and heavy crude oils currently processed by the Refinery. As described in Master Response 4 and Response G1-78.150, in the future, as now, any Bakken or heavy Canadian crude oils processed would have to be combined with other crude oils to create a crude oil blend that matches the Refinery's processing capabilities and permit limitations. This is what has occurred with Bakken, heavy Canadian, and many other heavy and light crude oils that were utilized in the baseline period, and is what will continue after implementation of the proposed project. It is correct to say that Tesoro makes ongoing efforts to provide "advantaged crude oil", as that term is used by Tesoro (i.e., any economically advantaged crude oil capable of being processed at each of Tesoro's refineries). Providing "advantaged crude oil" to Tesoro refineries, including the Los Angeles Refinery, is occurring

independent of the proposed project. Any increased use of Bakken or heavy Canadian crude oils, or any other specific crude oils, at the Refinery would not be caused by the proposed project. The proposed project's impacts were analyzed in detail using worst-case assumptions (e.g., the maximum vapor pressure of crude oil allowable by SCAQMD rules), which accounts for any impacts from increased use of Bakken or heavy Canadian crude oil. Response G1-78.111 specifically addresses crude oil corrosivity. Responses G1-81.65 and G1-81.67 address greenhouse gases and crude oil production.

**Comment G1-20.4**

The project will put the community and Los Angeles/Long Beach Harbors at risk due to increased amount of highly explosive materials, including additional LPG rail car deliveries, carrying butane and propane. The project will create increased risks of toxic release hazards at a number of areas of the mega-refinery. The project furthers the environmental degradation in an area severely impacted by environmental pollutants and further jeopardizes the health and safety of the community, which is inconsistent with environmental justice needs.

G1-20.4

**Response G1-20.4**

The proposed project has been fully analyzed for hazard impacts, including risks related to explosive materials (see Section 4.3 pages 4-45 through 4-69 of the FEIR and Master Response 9). The comment claims that there will be an increase in LPG railcar deliveries as a result of the proposed project. The Refinery currently receives LPG railcar deliveries. The proposed project will not increase the number of deliveries because the additional ten railcars associated with the proposed project will be added to existing trains. The potential transport risks associated with rail transport are analyzed in Section 4.3.2.5.2 of the FEIR.

The Worst-Case Consequence Analysis for the proposed project evaluated the proposed modifications to existing equipment and proposed new units (see Appendix C of the FEIR). The comment that the proposed project will increase risks of toxic release hazards in "a number of areas" is unspecific. Without further detail, a specific response cannot be provided.

Neither the CEQA Statutes nor Guidelines require an analysis of environmental justice impacts. The SCAQMD, however, has a strong record of addressing environmental justice issues since the SCAQMD's Environmental Justice program began in 1997. Since that time, the SCAQMD has instituted a number of community initiatives to help improve air quality for low income residents and residents of color in the Basin. The programs and initiatives have been continually reviewed and updated. As a result, the SCAQMD's Environmental Justice program goes beyond a single project, and encompasses a unified regional approach to reducing impacts to the Basin's most impacted communities. Master Response 14 addresses environmental justice regarding the proposed project.

**Comment G1-20.5**

The project would allow Tesoro to have an anti-competitive advantage by giving it an even larger share of the California oil market, which could increase prices for consumers. This has already proven to be a huge source of windfall profits for the oil companies and should no longer be ignored.

G1-20.5

**Response G1-20.5**

The comment regarding profits does not raise any issues related to the proposed project or the DEIR. Therefore, no further response is necessary under CEQA.

In June 2013, Tesoro purchased the adjacent BP Carson Operations. Prior to the acquisition, the proposed transaction underwent a nine-month investigation by the Federal Trade Commission and the California Attorney General's office to address potential antitrust concerns. Both government agencies found that the acquisition of the BP Carson operations did not violate anti-trust laws and would not give Tesoro an unlawful anti-competitive advantage. The proposed project involves further integrating the Refinery's Wilmington and Carson Operations. The two pre-existing refinery operations have been operating as one Refinery since the acquisition. As described in Section 2.1 of the DEIR, the proposed project is designed to better integrate the existing Carson and Wilmington Operations, which will improve processing efficiency and reduce emissions. See Section 2.2 of the DEIR, which further explains the objectives of the proposed project.

As part of this process, Tesoro agreed to maintain average daily historical fuel production levels for the Carson and Wilmington Operations for at least three years after the acquisition of Carson Operations. Further detail, including statements taken from the Federal Trade Commission and California Attorney General's reports, can be found on page 2-1 of the DEIR.

Further, as explained in Master Response 7, the proposed project is not an expansion of the Refinery and thus will not give Tesoro a larger share of the oil market. The proposed project further integrates the two existing Carson and Wilmington Operations, enabling emission reductions through the shutdown of the Wilmington Operations FCCU, while maintaining the integrated Refinery's overall transportation fuel production capability.

The issues raised regarding Tesoro acquiring a larger share of the oil market and manipulating prices as a result of the proposed project are incorrect. The consumer price of gasoline in California will not increase as a result of the proposed project. There are many factors that determine the price of transportation fuels, such as gasoline. These include the cost of crude oil, distribution and marketing costs, refining costs, and federal and state taxes. The marketplace and market conditions, such as supply and demand, determine the price consumers pay at the pump, not one refinery's operational efficiencies. Manipulation of fuel prices is unlawful and is monitored by the California Attorney General and the California Energy Commission. All refineries, including the Los Angeles Refinery, must comply with all applicable laws and regulations.

**Comment G1-20.6**

In sum, the Title V application should be rejected and the DEIR should be sent back for revisions.

G1-20.6

**Response G1-20.6**

The comment regarding the rejection of the Title V application does not raise issues related to the proposed project or the DEIR. No evidence was provided to support the rejection of the Title V permit. The comment is noted and no response is necessary under CEQA. The comment asserts that the DEIR should be sent back for revisions. However, no evidence was provided in the comment requiring a revision of the DEIR.

Comment Letter No. G1-21

----- Original message -----

From: [mehionocapine@sbcglobal.net](mailto:mehionocapine@sbcglobal.net)  
Date: 6/5/2016 1:00 PM (GMT-08:00)  
To: Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>  
Cc: Danny Luong <[dluong@aqmd.gov](mailto:dluong@aqmd.gov)>, [organizer@southbay350.org](mailto:organizer@southbay350.org)  
Subject: Proposed Tesoro Merger, Facility ID#s 174655 and 800436

Dear Dr. Wong:

I write in opposition to the Proposed Title V Significant Permit Revisions and the Draft Environmental Impact Report (DEIR) for Tesoro Refining & Marketing Co., LLC's Carson and Wilmington Sites, Facility ID#s 174655 and 800436.

Tesoro is falsely promoting the merger as a pollution reduction project. The proposed project will admittedly increase VOC emissions in our communities which already suffer from some of the worst air quality in the country, which cause high rates of asthma and other diseases. Emissions of NOx, SOx, PMs and toxins will remain the same, which serves no benefit to the public, if such claims are even true.

The project will increase refining capacity and add over 3 million barrels of new storage, which is the equivalent of a new oil terminal. This expansion creates real concern that Tesoro will start importing, storing and/or refining dirty and dangerous crudes like Canadian Tar Sands and Bakken Shale into the Los Angeles Harbor area. The overall environmental impacts of such crudes are not addressed in the DEIR.

The project will put the community and Los Angeles/Long Beach Harbors at risk due to increased amount of highly explosive materials, including additional LGP rail car deliveries, carrying butane and propane. The project will create increased risks of toxic release hazards at a number of areas of the mega-refinery.

***Furthermore, the DEIR should address the extent to which a "green" alternative — dedication of the merger and expansion of the facilities for the purpose of collecting and refining feedstock for, and exporting biomass-based alternative "green" fuels, such as biodiesel and renewable diesel — would sufficiently mitigate the project's environmental impacts, within the scope of the project proposed.***

In sum, the Title V application should be rejected and the DEIR should be sent back for revisions.

Thank you for your consideration:

Name:

Address:

G1-21.1

G1-21.2

G1-21.3

G1-21.4

G1-21.5

G1-21.6

**Response to Comment Letter No. G1-21**

**mchionocapine@sbcglobal.net**

**Comment G1-21.1**

Dear Dr. Wong:  
I write in opposition to the Proposed Title V Significant Permit Revisions and the Draft Environmental Impact Report (DEIR) for Tesoro Refining & Marketing Co., LLC's Carson and Wilmington Sites, Facility ID#s 174655 and 800436.

G1-21.1

**Response G1-21.1**

The comment regarding opposition to the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

**Comment G1-21.2**

Tesoro is falsely promoting the merger as a pollution reduction project. The proposed project will admittedly increase VOC emissions in our communities which already suffer from some of the worst air quality in the country, which cause high rates of asthma and other diseases. Emissions of NO<sub>x</sub>, SO<sub>x</sub>, PMs and toxins will remain the same, which serves no benefit to the public, if such claims are even true.

G1-21.2

**Response G1-21.2**

As explained in Master Response 7, the proposed project is not a merger. Tesoro acquired the Carson Operations from BP in 2013. The Carson and Wilmington Operations have already merged. The pre-existing Carson and Wilmington Operations have been operating as one Refinery since the acquisition. As described in Section 2.1 of the DEIR, the proposed project is designed to better integrate the Carson and Wilmington Operations, which will improve processing efficiency and reduce emissions.

The comment claims that the proposed project will not result in an emissions benefit. This statement is incorrect. As explained in Section 4.2.2.2 of the DEIR, upon completion, the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project emissions are described in detail in Section 4.2 of the DEIR and are summarized in Table 4.2-4 (see pages 4-16 through 4-18). The proposed project will result in local overall reductions in GHG emissions, as described in Section 5.2 of the FEIR and summarized in Table 5.2-8 (see page 5-26).

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project's potential health impacts from all pollutants. The proposed project's potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD's cancer risk significance threshold of ten in one million (see FEIR Section 4.2.2.5). The non-cancer chronic

and acute hazard indices were found to be below the SCAQMD's non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact.

**Comment G1-21.3**

The project will increase refining capacity and add over 3 million barrels of new storage, which is the equivalent of a new oil terminal. This expansion creates real concern that Tesoro will start importing, storing and/or refining dirty and dangerous crudes like Canadian Tar Sands and Bakken Shale into the Los Angeles Harbor area. The overall environmental impacts of such crudes are not addressed in the DEIR.

G1-21.3

**Response G1-21.3**

Although the proposed project includes adding new storage tanks, this component of the proposed project would not increase the crude oil throughput capacity at the Refinery. Instead, the new crude oil storage tanks would allow the Refinery to reduce transportation emissions associated with marine vessels that deliver crude oil. As explained in the DEIR (see pages 4-26 through 4-29) and Master Response 6, the proposed project will increase the crude oil storage capacity at the Refinery, which will reduce the amount of time that marine vessels spend at the Port and the associated emissions.

Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity. It would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the potential 6,000 bbl/day crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

As explained in detail in Sections 2.5.3 and 2.5.4 and Appendix F of the DEIR, Master Response 4 and Response G1-78.94, the Refinery is currently processing a blend of various crude oils and will continue to do so with or without the proposed project. The proposed project will not result in a substantial change in the crude oil blend processed by the Refinery.

The DEIR analyzed the potential increase in crude oil processing of up to 6,000 bbl/day associated with the modification of the DCU H-100 heater permit description. The increase in crude oil processing rate is not related to any specific crude oil source. Master Response 4 explains that the sources of crude oils have and will continue to vary with or without the proposed project. By using worst-case crude oil properties (see Response G1-78.157), the DEIR fully analyzed the potential impacts associated with storing various crude oils in the new and replacement storage tanks and with transferring various crude oils via the associated piping. There would be no additional impacts, beyond those analyzed in the DEIR, for the new and replacement storage tanks if different light or heavy crude oil is processed at the Refinery (see Section 4.2.2.2 of the FEIR). The proposed project does not facilitate or encourage sourcing

crude oil from any particular location. In other words, the improved offloading efficiency provides a benefit regardless of the type of crude oil transported by marine vessel.

Light and heavy crude oil is currently delivered, stored, and processed at the Refinery and will continue to be delivered, stored, and processed with or without the proposed project. The impact analysis in the DEIR accounts for the variety of crude oils that have been and will be handled by the Refinery. For example, the TAC concentrations of crude oils in storage tanks associated with the proposed project were based on a worst-case hybrid analysis of the toxic content of the crude oils currently and potentially processed at the Refinery, including Bakken and heavy Canadian crude oil. The hybrid TAC speciation was prepared by selecting the highest concentration of each toxic compound from the entire speciated data set of all the crude oils analyzed.

As explained in subsequent responses, which are listed in Table 78-94.1, Bakken and heavy Canadian crude oils are similar to other light and heavy crude oils currently processed by the Refinery. As described in Master Response 4 and Response G1-78.150, in the future, as now, any Bakken or heavy Canadian crude oils processed would have to be combined with other crude oils to create a crude oil blend that matches the Refinery's processing capabilities and permit limitations. This is what has occurred with Bakken, heavy Canadian, and many other heavy and light crude oils that were utilized in the baseline period, and is what will continue after implementation of the proposed project. It is correct to say that Tesoro makes ongoing efforts to provide "advantaged crude oil", as that term is used by Tesoro (i.e., any economically advantaged crude oil capable of being processed at each of Tesoro's refineries). Providing "advantaged crude oil" to Tesoro refineries, including the Los Angeles Refinery, is occurring independent of the proposed project. Any increased use of Bakken or heavy Canadian crude oils, or any other specific crude oils, at the Refinery would not be caused by the proposed project. The proposed project's impacts were analyzed in detail using worst-case assumptions (e.g., the maximum vapor pressure of crude oil allowable by SCAQMD rules), which accounts for any impacts from increased use of Bakken or heavy Canadian crude oil. Response G1-78.111 specifically addresses crude oil corrosivity. Responses G1-81.65 and G1-81.67 address greenhouse gases and crude oil production. Therefore, the DEIR fully evaluated the potential impacts of the proposed project.

#### Comment G1-21.4

The project will put the community and Los Angeles/Long Beach Harbors at risk due to increased amount of highly explosive materials, including additional LGP rail car deliveries, carrying butane and propane. The project will create increased risks of toxic release hazards at a number of areas of the mega-refinery.

□ G1-21.4

#### Response G1-21.4

Section 3.3.6 of the DEIR describes existing Refinery safety systems at the Tesoro Refinery. As explained in Section 4.3 and Appendix C of the FEIR and Master Response 9, the proposed project has been fully analyzed for hazard impacts based on a worst-case consequence analysis. This includes proposed project equipment, including pipelines and storage tanks, and process units regardless of the cause of release (e.g., human error, equipment failure, sabotage, terrorism, natural disaster, or civil uprising). The DEIR found that hazards associated with the Naphtha

Isomerization Unit, new crude oil storage tanks, the SARP, and interconnecting pipelines are potentially significant based on worst-case release scenarios.

The hazard analysis takes a worst-case approach by assuming that the entire contents of a tank or other equipment would rapidly be released, and that no safety measures are implemented that could reduce the severity of an accidental release. It is expected that hazard impacts would be less than analyzed because the Refinery has safety measures in place and specified employees are trained regarding safety measures. Further, the DEIR imposes measures to mitigate hazard impacts (see Section 4.3.3 of the DEIR). Finally, as described in Section 3.3.7 of the DEIR, the Refinery is subject to many laws and regulations that address safety and emergency responses in the event of an accident. Nonetheless, the DEIR conservatively concluded that hazard impacts would remain significant.

The Refinery currently receives LPG railcar deliveries, and the proposed project will not increase the number of deliveries. The additional ten railcars will be added to existing trains. The potential risks associated with rail transport are analyzed in Section 4.3.2.5.2 of the FEIR.

**Comment G1-21.5**

*Furthermore, the DEIR should address the extent to which a "green" alternative — dedication of the merger and expansion of the facilities for the purpose of collecting and refining feedstock for, and exporting biomass-based alternative "green" fuels, such as biodiesel and renewable diesel — would sufficiently mitigate the project's environmental impacts, within the scope of the project proposed.*

G1-21.5

**Response G1-21.5**

As explained in Response G1-21.2, the proposed project is not a merger. As explained in Response G1-21.3, the proposed project is not an expansion.

Chapter 6 of the DEIR discusses alternatives to the proposed project in detail, a summary of which can be found on page 6-54. The DEIR found that while several of the alternatives discussed meet many of the project objectives, none of the project alternatives would eliminate the potentially significant adverse construction air quality and hazard impacts except Alternative 1, the No Project Alternative. As a result, when balancing environmental impacts with achieving project objectives, the proposed project was the preferred choice as it would most effectively meet all project objectives.

An alternative involving the production of biofuels and biomass-based fuels was not considered because it is outside the scope of the proposed project and would not accomplish any project objectives. The proposed project objectives to further integrate the Carson and Wilmington Operations do not include creation of a new process unit and associated infrastructure for biofuels (see DEIR Section 2.2). Biofuels are regulated separately from petroleum fuels. Therefore, the production of biofuels would need to be segregated from the normal operations of the Refinery in order to properly manage biofuels. The production of biofuels does not occur at the Refinery. Therefore, the infrastructure to receive and process biofuels feedstocks is not present at the Refinery.

The proposed project involves the further integration of the existing Tesoro Carson and Wilmington Operations (see page 2-1 of the DEIR). The Refinery processes a petroleum crude oil blend that is constrained by regulatory requirements and the Refinery's configuration. A change towards biofuels and biomass-based alternative fuels, as suggested in the comment, would involve modifications in refining processes that are outside the scope of the proposed project (e.g., adding storage for feedstocks and products and installing a process unit and all support equipment, or isolating and reconfiguring an existing unit and support equipment, which would alter the Refinery configuration and its ability to maintain transportation fuel production levels). Such a process unit change cannot be incorporated "within the scope of the project proposed" as suggested in the comment.

**Comment G1-21.6**

In sum, the Title V application should be rejected and the DEIR should be sent back for revisions.  
Thank you for your consideration:

□ G1-21.6

**Response G1-21.6**

The comment regarding the rejection of the Title V application does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA. The comment asserts that the DEIR should be sent back for revisions. However, no evidence was provided in the comment requiring revision of the DEIR.

Comment Letter No. G1-22

----- Original message -----

From: Sherry Lear <[learlaw@earthlink.net](mailto:learlaw@earthlink.net)>  
Date: 6/6/2016 10:25 PM (GMT-08:00)  
To: Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>  
Cc: Danny Luong <[dluong@aqmd.gov](mailto:dluong@aqmd.gov)>, [organizer@southbay350.org](mailto:organizer@southbay350.org)  
Subject: Proposed Tesoro Merger, Facility ID#s 174655 and 800436

Dear Dr. Wong:

I hereby provide my public comment on the Proposed Title V Significant Permit Revisions and the Draft Environmental Impact Report (DEIR) for Tesoro Refining & Marketing Co., LLC's Carson and Wilmington Sites, Facility ID#s 174655 and 800436.

G1-22.1

As a local resident, I am opposed to this project. The project will create the largest refinery on the West Coast in an area that already suffers from some of the worst air quality in the United States due to the existence of 6 oil refineries, two large ports, multiple major freeways and a large concentration of urban refining.

The project would include adding some 3.4 million barrels of storage, which is the equivalent of a new oil terminal. The large crude storage tanks make the project a likely source to store, refine and/or export large volumes of dangerous crude oils, including increased imports of highly explosive fracked Bakken Shale and highly corrosive, high carbon Canadian Tar Sands. The DEIR does not consider the increased environmental impacts of greenhouse gases due to extraction and transportation of these dirty crudes. Tesoro has recently obtained approval for a 2-year extension of a crude-by-rail to marine terminal in Vancouver, Washington and has bragged to its shareholders of its "West Coast Strategy" to bring cheaper crude to its refineries. At the same time, this merger would give Tesoro an even bigger share of the oil market and allow it manipulate prices.

G1-22.2

While the project would lead to a decrease in CO2 emissions, this is only the result of the required shut down of the FCCU at the Wilmington facility which the State of California required as a condition for approval of Tesoro's purchase of the facility. Tesoro should not be granted any air pollution credits to offset for other air pollution expansions that are part of the proposed project.

G1-22.3

Tesoro is intentionally misleading the public by claiming that this project is an air pollution reduction and efficiency project. In reality, the only air pollution reduction would be in CO2, which comes from the required shutdown of the FCCU, which will occur with or without the merger. In reality, the project will increase emissions in our community including VOCs and have neutral impacts on NOx, SOx, Particulate matter and toxic emissions. Moreover, the DEIR

APPENDIX G1: RESPONSE TO COMMENTS

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seems to overstate the existing amount of emissions while overstating the potential emissions after the Project is completed. This calls the accuracy of the DEIR into question.

G1-22.3  
cont'd.

The project calls for the modification of many major processing units inside the refinery including building new sulfur processing units. The project would add to LPG rail car deliveries, including butane and propane, which cause a major concern for our communities because of the risk of explosion from such rail cars in what is not only a densely populated area but a major center for commerce for the entire State of California.

G1-22.4

The DEIR identifies potential explosion and toxic release risks due to the Project including BLEVE hazard (Boiling Liquid Expanding Vapor Explosion) from LPG rail unloading, and toxic release hazards from the Hydrocracker Unit, Catalytic Reforming Unit (CRU), Propane Sales Treating Unit (PSTU), and Sulfuric Acid Recovery Plant (SARP) areas.

Our region is overdue for a major earthquake and the dangers from large tanks full of hazardous and explosive materials are an unacceptable risk for our community.

G1-22.5

The DEIR claims new emissions from flaring at the project would be "zero" even though many new equipment connections would be added to the flares. This does not seem accurate. This is just one of a number of deficiencies in the DEIR and Title V permit application, which failed to include alternatives that would have lesser effects.

G1-22.6

The Project is being touted as a boost to our local economy. In reality, the jobs created during the project will be temporary and there is no guarantee that they will be filled by local residents. History has shown us that mergers such as this are often designed to streamline operations by eliminating jobs, which would be a detriment to our communities.

G1-22.7

Again, I am opposed to the Merger Project and request that the Title V permit not be issued and that the DEIR be sent back for re-drafting to include potential and real expected impacts which have not been addressed.

G1-22.8

Sherry Lear

San Pedro, CA

**Response to Comment Letter No. G1-22**

**Sherry Lear**

**Comment G1-22.1**

I hereby provide my public comment on the Proposed Title V Significant Permit Revisions and the Draft Environmental Impact Report (DEIR) for Tesoro Refining & Marketing Co., LLC's Carson and Wilmington Sites, Facility ID#s 174655 and 800436.

As a local resident, I am opposed to this project. The project will create the largest refinery on the West Coast in an area that already suffers from some of the worst air quality in the United States due to the existence of 6 oil refineries, two large ports, multiple major freeways and a large concentration of urban refining.

G1-22.1

**Response G1-22.1**

The comment regarding opposition to the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

With regard to the comment that the Refinery is the "largest on the West Coast," Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity. It would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the potential 6,000 bbl/day crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

Air quality issues relating to the proposed project are addressed in Section 4.2 of the DEIR and are summarized in Table 4.2-4 on pages 4-16 through 4-18. Cumulative impacts of the proposed project, including cumulative air quality impacts, are analyzed in Chapter 5 of the FEIR and are further explained in Master Response 16. Local health effects have been analyzed and are described in Master Response 3. Environmental justice issues are discussed in Master Response 14.

**Comment G1-22.2**

The project would include adding some 3.4 million barrels of storage, which is the equivalent of a new oil terminal. The large crude storage tanks make the project a likely source to store, refine and/or export large volumes of dangerous crude oils, including increased imports of highly explosive fracked Bakken Shale and highly corrosive, high carbon Canadian Tar Sands. The DEIR does not consider the increased environmental impacts of greenhouse gases due to extraction and transportation of these dirty crudes. Tesoro has recently obtained approval for a 2-year extension of a crude-by-rail to marine terminal in Vancouver, Washington and has bragged to its shareholders of its "West Coast Strategy" to bring cheaper crude to its refineries. At the same time, this merger would give Tesoro an even bigger share of the oil market and allow it manipulate prices.

G1-22.2

### Response G1-22.2

The proposed project includes constructing new and replacement storage tanks, but this component of the proposed project does not increase crude oil capacity at the Refinery. The new and replacement storage tanks are proposed to provide sufficient crude oil storage capacity to allow crude oil tankers to offload more quickly at the Wilmington Operations Long Beach Marine Terminal and in one visit to the dock at Marine Terminal 1. This increase in crude oil storage capacity means that marine vessels will spend less time maneuvering or at dock or anchor in the Port because of improved offloading efficiency (i.e., quicker offloading and the elimination of or reduction of demurrage costs and the need for anchorage while waiting for available storage tank space to finish offloading). The DEIR did not take credit for emission reductions from marine vessel operations. However, annual emission reductions from improved marine vessel offloading efficiency were estimated and can be found in Master Response 6. Based on this analysis, daily marine vessel emissions would not increase and annual emissions would be substantially reduced.

As explained in detail in Sections 2.5.3 and 2.5.4 and Appendix F of the DEIR, Master Response 4, and Response G1-78.94, the Refinery is currently processing a blend of various crude oils and the proposed project will not result in a substantial change in the crude oil blend processed by the Refinery.

The DEIR analyzed the potential increase in crude oil processing of up to 6,000 bbl/day associated with the modification of the DCU H-100 heater permit description. The increase in crude oil processing rate is not related to any specific crude oil source. Master Response 4 explains that the Refinery's sources of crude oils have and will continue to vary with or without the proposed project. By using worst-case crude oil properties (see Response G1-78.157), the DEIR fully analyzed the potential impacts associated with storing various crude oils in the new and replacement storage tanks and with transferring various crude oils via the associated piping. There would be no additional impacts, beyond those analyzed in the DEIR, for the new and replacement storage tanks if different light or heavy crude oil is processed at the Refinery (see Section 4.2.2.2 of the FEIR). The proposed project does not facilitate or encourage sourcing crude oil from any particular location. In other words, the improved offloading efficiency provides a benefit regardless of the type of crude oil transported by marine vessel.

Light and heavy crude oil is currently delivered, stored, and processed at the Refinery and will continue to be delivered, stored, and processed with or without the proposed project. The impact analysis in the DEIR accounts for the variety of crude oils that have been and will be handled by the Refinery. For example, the TAC concentrations of crude oils in storage tanks associated with the proposed project were based on a worst-case hybrid analysis of the toxic content of the crude oils currently and potentially processed at the Refinery, including Bakken and heavy Canadian crude oil. The hybrid TAC speciation was prepared by selecting the highest concentration of each toxic compound from the entire speciated data set of all the crude oils analyzed.

There have been previous volatility issues associated with the transport of Bakken crude oil. However, regulations have since been adopted that require a reduction in volatility of Bakken crude oil that is transported. For example, on December 9, 2014, the Industrial Commission of

North Dakota issued Order 25417 regarding conditioning of Bakken crude oil and limiting the RVP of crude oil provided for transport to 13.7 RVP. Thus, Bakken crude oil transported to the West Coast will be pipeline quality (i.e., qualified for safe transport) and will not have as high a vapor pressure as the Bakken crude oil produced at the wellhead. As with other U. S. crude oil production operations, the order adopted by the State of North Dakota will require that crude oil production facilities remove a significant portion of the light ends (ethane, propane, butane and pentane) prior to offering the crude oil for shipment to refineries for processing.

Because of Bakken crude oil's purported volatility, concerns were raised in the media as to whether Bakken crude oil was properly classified as a Class 3 hazardous material under U.S. DOT regulations. A Class 3 hazardous material is generally a flammable or combustible liquid that does not meet the regulatory classification requirements for other hazardous characteristics, such as toxicity, corrosivity, radioactivity or explosiveness. However, those concerns have since been resolved by repeated analysis and testing that demonstrates Bakken crude oil to be a Class 3 hazardous material, similar to other light sweet crude oils. After considering the information, the PHMSA Deputy Administrator testified to Congress that Bakken crude oil is accurately classified as a Hazard Class 3 Flammable Liquid.<sup>74</sup> This is consistent with the sampling and testing Tesoro has completed on Bakken crude oil. Therefore, Bakken crude oil has properties similar to other light crude oils, and is not classified as explosive.

As explained in subsequent responses, which are listed in Table 78-94.1, Bakken and heavy Canadian crude oils are similar to other light and heavy crude oils currently processed by the Refinery. As described in Master Response 4 and Response G1-78.150, in the future, as now, any Bakken or heavy Canadian crude oils processed would have to be combined with other crude oils to create a crude oil blend that matches the Refinery's processing capabilities and permit limitations. This is what has occurred with Bakken, heavy Canadian, and many other heavy and light crude oils that were utilized in the baseline period, and is what will continue after implementation of the proposed project. It is correct to say that Tesoro makes ongoing efforts to provide "advantaged crude oil", as that term is used by Tesoro (i.e., any economically advantaged crude oil capable of being processed at each of Tesoro's refineries. Providing" advantaged crude oil" to Tesoro refineries, including the Los Angeles Refinery, is occurring independent of the proposed project. Any increased use of Bakken or heavy Canadian crude oils, or any other specific crude oils, would not be caused by the proposed project. The proposed project's impacts were analyzed in detail using worst-case assumptions (e.g., the maximum vapor pressure of crude oil allowable by SCAQMD rules), which accounts for any impacts from increased use of Bakken or heavy Canadian crude oil. Response G1-78.111 specifically addresses crude oil corrosivity. Responses G1-81.65 and G1-81.67 address greenhouse gases and crude oil production.

The proposed project does not expand the Refinery beyond the 6,000 bbl/day described in Response G1-22.1.

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<sup>74</sup> Written statement of Timothy P. Butters Before the Subcommittees on Energy and Oversight Committee on Science, Space and Technology, U.S. House of Representatives at page 12 (Sept. 9, 2014).

Responses G1-81.65 and G1-81.67 explain that the DEIR does not need to analyze the environmental impacts from crude oil production because the proposed project will not cause any changes to that industry.

As explained in Section 4.1.2.5 of the DEIR and Master Response 8, the Vancouver Energy Project is wholly independent from the proposed project and is undergoing separate environmental review by the Washington State EFSEC. That review includes the evaluation of transportation hazards. Additionally, as described in Master Response 8, the Final EIS has not yet been issued for the Vancouver Energy Project, and the project has not been approved.

The comment notes a two-year ". . . extension of a crude-by-rail to marine terminal in Vancouver, Washington. . ." The lease for the site for the proposed Vancouver Energy Project was extended eight months, not two years, while the Vancouver Energy Project permitting process continues.

Statements made by Tesoro regarding sourcing "advantaged crude oils" as used by Tesoro, including Bakken crude oil, are typically made with regard to its West Coast system, which includes the Kenai Refinery in Alaska, the Anacortes Refinery in Washington, and the two California refineries in Martinez and Los Angeles<sup>75</sup>, not specifically the Los Angeles Refinery. As explained in Response G1-78.94, it is correct to say that Tesoro makes ongoing efforts to provide "advantaged crude oil", as that term is used by Tesoro (i.e., any economically advantaged crude oil capable of being processed at each of Tesoro's refineries. Providing "advantaged crude oil" to Tesoro refineries, including the Los Angeles Refinery, is occurring, and will continue to occur, with or without the proposed project. Additionally, Responses G1-81.22 through G1-81.24 explain corporate statements made by Tesoro that, when put in proper context, do not support claims that the proposed project is dependent on processing any particular type of crude oil. There are no corporate statements that state or even imply that the proposed project is designed to facilitate a change in the crude oil blend processed by the Refinery.

The issues raised regarding Tesoro acquiring a larger share of the oil market and manipulating prices as a result of the proposed project are incorrect. As explained in Master Response 7, the proposed project is neither an expansion of the Refinery nor a merger. Tesoro acquired the Carson Operations from BP in 2013. The Carson and Wilmington Operations have already merged. The two pre-existing refinery operations have been operating as one Refinery since the acquisition. As described in Section 2.1 of the DEIR, the proposed project is designed to better integrate the existing Carson and Wilmington Operations, which will improve processing

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<sup>75</sup> The reference to the "West Coast system" that appears in Tesoro's corporate presentations and statements is a term that is used with varying meanings based on the context of the presentation or statement. Analyst day and earning statements presentations are given to an audience that routinely participates in the presentations and is familiar with Tesoro's corporate structure and financial performance. Therefore, some of the references are not intended to be as explicit as they would be to an uninformed audience. At times, the term refers to Tesoro's four west coast refineries, but it can also refer to those four refineries as well as Tesoro Logistics or a distribution system to third-party clients on the west coast. Thus, the context surrounding the use of this phrase is always necessary to understand the speaker's intended meaning, but the phrase is not used to refer only to the Los Angeles Refinery in isolation.

efficiency and reduce emissions. See Section 2.2 of the DEIR, which further explains the objectives of the proposed project.

The consumer price of gasoline in California will not increase as a result of the proposed project, which further integrates two existing Carson and Wilmington Operations, enabling emissions reductions while maintaining the integrated Refinery's overall fuel production capability. There are many factors that determine the price of transportation fuels, such as gasoline. These include the cost of crude oil, distribution and marketing costs, refining costs, and federal and state taxes. The marketplace and market conditions, such as supply and demand, determine the price consumers pay at the pump, not one refinery's operational efficiencies. Manipulation of fuel prices is unlawful and is monitored by the California Attorney General and the California Energy Commission. All refineries, including the Los Angeles Refinery, must comply with all applicable laws and regulations.

**Comment G1-22.3**

While the project would lead to a decrease in CO2 emissions, this is only the result of the required shut down of the FCCU at the Wilmington facility which the State of California required as a condition for approval of Tesoro's purchase of the facility. Tesoro should not be granted any air pollution credits to offset for other air pollution expansions that are part of the proposed project.

Tesoro is intentionally misleading the public by claiming that this project is an air pollution reduction and efficiency project. In reality, the only air pollution reduction would be in CO2, which comes from the required shutdown of the FCCU, which will occur with or without the merger. In reality, the project will increase emissions in our community including VOCs and have neutral impacts on NOx, SOx, Particulate matter and toxic emissions. Moreover, the DEIR

seems to overstate the existing amount of emissions while overstating the potential emissions after the Project is completed. This calls the accuracy of the DEIR into question.

G1-22.3

G1-22.3  
cont'd.

**Response G1-22.3**

As described in Master Response 13, the comment incorrectly claims that the shutdown of the Wilmington Operations FCCU was a condition of approval for Tesoro's acquisition of the BP Carson Refinery and ARCO branded service stations, and therefore, the baseline for air quality impacts should not include emissions from the Wilmington Operations FCCU. Consistent with applicable law, the District properly concluded that the baseline includes the existing operation of the Wilmington Operations FCCU. The Federal Trade Commission and the California Attorney General both reviewed Tesoro's proposed acquisition to ensure that the acquisition would not violate federal and state antitrust laws. After a nine-month review, on May 17, 2013, the agencies announced that they had resolved any potential antitrust concerns with the proposed acquisition.

During the antitrust review process, Tesoro submitted documents to the FTC and the California Attorney General stating that Tesoro intended to make certain modifications at the combined Refinery that would allow Tesoro to achieve specified "synergies" between the Wilmington and Carson Operations. Among other changes, Tesoro explained, Tesoro planned to replace some of

the combined Refinery's fluid catalytic cracking unit ("FCCU") capacity with additional hydrotreater capacity.

In connection with her approval of the acquisition, the Attorney General entered into an agreement with Tesoro. In this agreement Tesoro agreed to maintain CARBOB capacity for three years, maintain the ARCO brand, and not eliminate jobs for a period of two years. Tesoro also agreed to provide an annual report on the actions taken to achieve the specified synergies, including actions designed to replace FCCU capacity with hydrotreater capacity.<sup>76</sup>

Thus, it is not accurate to say that the Attorney General required Tesoro to shut down the Wilmington Operations FCCU as a condition of approval. Rather, the Attorney General required Tesoro to provide an annual report on the implementation of Tesoro's existing plans to modify the combined Refinery by, among other things, replacing FCCU capacity with hydrotreater capacity. Moreover, operation of the Wilmington Operations FCCU is part of the baseline environmental conditions and the proposed project enables the Wilmington Operations FCCU to be shutdown.

As explained in Section 4.2.2.2 and Table 4.2-4 of the DEIR and Master Response 13, emission reductions are appropriately credited to the proposed project. Further information about the purchase of the BP Carson Refinery by Tesoro can be found on Page 2-1 of the DEIR. Section 4.2.2.2 of the DEIR explains that the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project will result in local reductions in GHG emissions as discussed in Section 5.2 of the DEIR and as summarized in Table 5.2-8 (see page 5-26 of the DEIR).

As explained in Response G1-22.2, the proposed project is not a merger.

The comment claims that the DEIR has overstated the existing amount of emissions and the potential emissions after the project is completed. The comment is not specific about which emissions have been overstated, and which calculations or baseline are in question. Further, this comment is unsupported.

A conservative analysis of expected emissions as a result of the proposed project is included in Section 4.2 of the DEIR and is summarized on pages 4-16 through 4-18 in Table 4.2-4. Additionally, assumptions and detailed calculations can be found in Appendix B-3.

Baseline emissions are reported on page 3-9 in Table 3.2-4 of the DEIR and are based on annual emission fee reports submitted to the SCAQMD in 2012 and 2013. The baseline selected for the proposed project is accurate and appropriate, as detailed in Master Response 12.

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<sup>76</sup> See Attachment E, Kathleen Foote for Kamala Harris, letter to Robert Weisenmiller, May 17, 2013. In the letter, the Attorney General uses the term "distillate desulfurization unit" to refer to additional hydrotreating capacity. The letter notes that replacing FCCU capacity with "desulfurization" capacity will benefit the environment by reducing emissions and greenhouse gases.

**Comment G1-22.4**

The project calls for the modification of many major processing units inside the refinery including building new sulfur processing units. The project would add to LPG rail car deliveries, including butane and propane, which cause a major concern for our communities because of the risk of explosion from such rail cars in what is not only a densely populated area but a major center for commerce for the entire State of California.

The DEIR identifies potential explosion and toxic release risks due to the Project including BLEVE hazard (Boiling Liquid Expanding Vapor Explosion) from LPG rail unloading, and toxic release hazards from the Hydrocracker Unit, Catalytic Reforming Unit (CRU), Propane Sales Treating Unit (PSTU), and Sulfuric Acid Recovery Plant (SARP) areas.

G1-22.4

**Response G1-22.4**

The proposed project does not propose to build new sulfur processing units, but includes the SARP, which will allow regeneration of sulfuric acid. The potential hazard impacts of the proposed project have been fully analyzed, including hazards related to explosive materials (see Section 4.3 pages 4-45 through 4-69 of the FEIR and Master Response 9). The Refinery currently receives LPG railcar deliveries. The proposed project will not increase the number of deliveries. The additional ten railcars associated with the proposed project will be added to existing trains. The potential risks associated with rail transport were analyzed in Section 4.3.2.5.2 of the FEIR. The Worst-Case Consequence Analysis for the proposed project carefully evaluated the proposed modifications to existing equipment and proposed new units (see Appendix C of the FEIR).

This comment accurately states the potential hazards explained and analyzed in the DEIR. No response is necessary.

**Comment G1-22.5**

Our region is overdue for a major earthquake and the dangers from large tanks full of hazardous and explosive materials are an unacceptable risk for our community.

G1-22.5

**Response G1-22.5**

Section 3.3.6 of the DEIR describes existing Refinery safety systems at the Tesoro Refinery. As explained in Section 4.3 and Appendix C of the FEIR and Master Response 9, the proposed project has been fully analyzed for hazard impacts based on a worst-case consequence analysis. This includes proposed project equipment, including pipelines and storage tanks, and process units regardless of the cause of release (e.g., human error, equipment failure, sabotage, terrorism, natural disaster, or civil uprising). The DEIR found that hazards associated with the Naphtha Isomerization Unit, new crude oil storage tanks, the SARP, and interconnecting pipelines are potentially significant based on worst-case release scenarios. Additionally, the hazards analyses regarding the potential impact of earthquakes and other natural disasters have been fully analyzed as explained in Master Response 9.

The hazard analysis takes a worst-case approach by assuming that the entire contents of a tank or other equipment would rapidly be released, and that no safety measures are implemented that could reduce the severity of an accidental release. It is expected that hazard impacts would be less than analyzed because the Refinery has safety measures in place and specified employees are trained regarding safety measures. Further, the DEIR imposes measures to mitigate hazard impacts (see Section 4.3.3 of the DEIR). Finally, as described in Section 3.3.7 of the DEIR, the Refinery is subject to many laws and regulations that address safety and emergency responses in the event of an accident. Nonetheless, the DEIR conservatively concluded that hazard impacts would remain significant.

**Comment G1-22.6**

The DEIR claims new emissions from flaring at the project would be “zero” even though many new equipment connections would be added to the flares. This does not seem accurate. This is just one of a number of deficiencies in the DEIR and Title V permit application, which failed to include alternatives that would have lesser effects.

G1-22.6

**Response G1-22.6**

The proposed project will not increase flaring emissions. Part of the piping associated with unit modifications includes installation of new pressure relief valves that will tie into the various existing Refinery flare gas recovery systems and flares. Master Response 15 explains the operation of the flare gas recovery system and flares. Under normal operating conditions, pressure relief valves vent to the flare gas recovery systems. The pressure relief valves allow gases to vent to the flares, which are safety equipment, during emergency conditions when the flare gas recovery system capacity is exceeded. There will be no routine venting to the flare system or the flare gas recovery systems from any of the modifications. As explained in Master Response 15 and Response G1-78.207, the number of pressure relief valves tied in to the flare systems is not indicative of flaring emissions. The proposed project will not increase flaring with the installation of new or modified process units because flaring from normal operations is prohibited by SCAQMD Rule 1118.

As explained in Master Response 15 and Response G1-78.207, the amount (hours) of flaring and emissions from flaring have decreased since the additional requirements in SCAQMD Rule 1118 were implemented.

The comment provides no specific evidence as to deficiencies in the DEIR or the Title V permit. Chapter 6 of the DEIR explains alternatives to the proposed project in detail, a summary of which can be found on page 6-54. The DEIR found that while several of the alternatives explained meet many of the project objectives, none of the project alternatives would eliminate the potentially significant adverse construction air quality and hazard impacts, except Alternative 1, the No Project Alternative. As a result, when balancing environmental impacts with achieving project objectives, the proposed project was the preferred choice as it would most effectively meet all project objectives.

**Comment 22.7**

The Project is being touted as a boost to our local economy. In reality, the jobs created during the project will be temporary and there is no guarantee that they will be filled by local residents. History has shown us that mergers such as this are often designed to streamline operations by eliminating jobs, which would be a detriment to our communities.

G1-22.7

**Response 22.7**

The new jobs created are expected to be approximately 1,800 construction jobs that are not expected to be long-term. The Refinery has stated its intention to hire Union labor and may require increasing the geographic scope of the labor pool to meet Union requirements. While construction jobs are temporary, the proposed project is expected to take approximately five years to complete. During the construction period, local businesses are expected to benefit from the increased workforce at the Refinery.

The comment does not refer to the environmental analysis of the proposed project in the DEIR; instead it refers to economic and social effects. Pursuant to CEQA, economic and social effects of a project shall not be treated as significant effects on the environment unless a chain of cause and effect through economic or social effects of the project can be identified that result in physical changes to the environment (CEQA Guidelines § 15131). No economic or social effects of the proposed project were identified that resulted in physical changes to the environment. Therefore, no further response is necessary.

The acquisition of the BP Carson Refinery was completed in 2013 and the Refinery staffing has remained relatively unchanged. The proposed project does not eliminate permanent Refinery positions.

As explained in Response G1-22.2, the proposed project is not a merger.

**Comment G1-22.8**

Again, I am opposed to the Merger Project and request that the Title V permit not be issued and that the DEIR be sent back for re-drafting to include potential and real expected impacts which have not been addressed.

G1-22.8

**Response G1-22.8**

As explained in Response G1-22.2, the proposed project is not a merger.

The comment regarding opposition to the proposed project and requesting that the Title V permit not be issued does not raise issues related to the proposed project or the DEIR. The DEIR fully analyzed the proposed project's potential impacts and the comment does not provide any new information of environmental impacts that was not analyzed or that changes the significance conclusions made in the DEIR. Therefore, no revision or recirculation of the DEIR is necessary under CEQA.

Comment Letter No. G1-23

----- Original message -----

From: Felicia Bander <[feliciabander@gmail.com](mailto:feliciabander@gmail.com)>

Date: 6/6/2016 8:49 AM (GMT-08:00)

To: Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>

Subject: Tesoro merger project

I am very much opposed to this project. The people living in the Carson/Wilmington area suffer hugely from our air quality. Asthma is rampant, especially among school children, and respiratory ailments gravely affect the entire population, including the elderly.

Communities want thriving business opportunities, but with the hugely serious threat of climate change posed by fossil fuels, we must transition to investment in jobs and businesses in the renewable energy fields. There are abundant employment and business opportunities to be had by diverting our energy use to cleaner, sustainable energy sources.

The job of the AQMD is to IMPROVE AIR QUALITY. Approval of the Tesoro merger locks the already-heavily polluted Wilmington area into decades more of dangerously unhealthy air quality and IT NEEDS TO BE DENIED. The JOB OF THE AQMD is to PROTECT THE AIR QUALITY OF THE PEOPLE.

Sent from my iPhone

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]  
]

G1-23.1  
G1-23.2  
G1-23.3

**Response to Comment Letter No. G1-23**

**Felicia Bander**

**Comment G1-23.1**

I am very much opposed to this project. The people living in the Carson/Wilmington area suffer hugely from our air quality. Asthma is rampant, especially among school children, and respiratory ailments gravely affect the entire population, including the elderly.

]

G1-23.1

**Response G1-23.1**

The comment regarding opposition to the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project's potential health impacts from all pollutants. The proposed project's potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD's cancer risk significance threshold of ten in one million (see FEIR Section 4.2.2.5). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD's non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact.

Neither the CEQA Statutes nor Guidelines require an analysis of environmental justice impacts. The SCAQMD, however, has a strong record of addressing environmental justice issues since the SCAQMD's Environmental Justice program began in 1997. Since that time, the SCAQMD has instituted a number of community initiatives to help improve air quality for low income residents and residents of color in the Basin. The programs and initiatives have been continually reviewed and updated. As a result, the SCAQMD's Environmental Justice program goes beyond a single project, and encompasses a unified regional approach to reducing impacts to the Basin's most impacted communities. Master Response 14 addresses environmental justice regarding the proposed project.

**Comment G1-23.2**

Communities want thriving business opportunities, but with the hugely serious threat of climate change posed by fossil fuels, we must transition to investment in jobs and businesses in the renewable energy fields. There are abundant employment and business opportunities to be had by diverting our energy use to cleaner, sustainable energy sources.

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G1-23.2

**Response G1-23.2**

The comment does not raise any issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

**Comment G1-23.3**

The job of the AQMD is to IMPROVE AIR QUALITY. Approval of the Tesoro merger locks the already-heavily polluted Wilmington area into decades more of dangerously unhealthy air quality and IT NEEDS TO BE DENIED. The JOB OF THE AQMD is to PROTECT THE AIR QUALITY OF THE PEOPLE.

G1-23.3

**Response G1-23.3**

As explained in Master Response 7, the proposed project is not a merger. Tesoro acquired the Carson Operations from BP in 2013. The Carson and Wilmington Operations have already merged. The two pre-existing refinery operations have been operating as one Refinery since the acquisition. As described in Section 2.1 of the DEIR, the proposed project is designed to better integrate the existing Carson and Wilmington Operations, which will improve processing efficiency and reduce emissions.

As explained in Section 4.2.2.2 of the DEIR, upon completion, the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project emissions are described in detail in Section 4.2 of the DEIR and are summarized in Table 4.2-4 (see pages 4-16 through 4-18). The proposed project will result in local overall reductions in GHG emissions, as described in Section 5.2 of the FEIR and summarized in Table 5.2-8 (see page 5-26). Additionally, as explained in Response G1-23.1, local health effects as a result of the proposed project have been found to be less than significant.

Comment Letter No. G1-24

----- Original message -----

From: Lisa Tanaka O'Malley <[lomalley@aqmd.gov](mailto:lomalley@aqmd.gov)>  
Date: 6/7/2016 9:58 AM (GMT-08:00)  
To: Ian MacMillan <[imacmillan@aqmd.gov](mailto:imacmillan@aqmd.gov)>, Danny Luong <[dluong@aqmd.gov](mailto:dluong@aqmd.gov)>  
Cc: Derrick Alatorre <[dalatorre@aqmd.gov](mailto:dalatorre@aqmd.gov)>, Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>, Stan Myles <[smyles@aqmd.gov](mailto:smyles@aqmd.gov)>  
Subject: FW: Tesoro's Refinery Expansion

Dear Ian and Danny,

Stan Myles received the below email from a resident expressing concerns about the Tesoro project. If appropriate, please add to the public testimony and/or comments.

Thank you,  
Lisa

-----Original Message-----

From: Stan Myles  
Sent: Monday, June 6, 2016 2:12 PM  
To: Lisa Tanaka O'Malley <[lomalley@aqmd.gov](mailto:lomalley@aqmd.gov)>  
Cc: Lori Langrell <[llangrell@aqmd.gov](mailto:llangrell@aqmd.gov)>, Stan Myles <[smyles@aqmd.gov](mailto:smyles@aqmd.gov)>  
Subject: FW: Tesoro's Refinery Expansion

Lisa,  
Mr. John Winkler a Miraflores Home Owner in San Pedro sent the below list of concerns regarding the Tesoro's Refinery Expansion.  
Stan

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From: John Winkler [jhwinkler@me.com]  
Sent: Monday, June 06, 2016 11:26 AM  
To: Stan Myles  
Subject: Tesoro's Refinery Expansion

Dear Stan Myles,

In regards to the expansion of Tesoro's refinery, this poses a high risk to the community of Carson and Wilmington and should be denied.

On the same subject of risk, I live within the blast zone of Rancho LPG on North Gaffey Street in San Pedro. Since the South Coast Air Quality Management District representatives are addressing Carson's safety, it would be appreciated if San Pedro can have the 25 million+ gallons of butane addressed as it is too close to residents, schools and businesses.

It would be very much appreciated if you can address the safety concerns and risk factors, as their operation at Rancho sits on a Earthquake fault. Thank you for any help and I look forward in hearing from you.

John Winkler  
Miraflores Home Owner  
San Pedro

G1-24-1  
 G1-24.2  
 G1-24.3

**Response to Comment Letter No. G1-24**

**John Winkler**

**Comment G1-24.1**

Dear Stan Myles,  
In regards to the expansion of Tesoro's refinery, this poses a high risk to the community of Carson and Wilmington and should be denied.

□ G1-24-1

**Response G1-24.1**

The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity. It would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the potential 6,000 bbl/day crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

The comment does not specifically identify proposed project components that pose a high risk to the communities of Carson and Wilmington. The proposed project has been fully analyzed for health risks as described in in Section 4.2.2.5 of the FEIR and Master Response 3. Additionally, the proposed project has been fully analyzed for hazard impacts (see Section 4.3 pages 4-45 through 4-69 of the FEIR, and Master Response 9).

The comment regarding the requested denial of the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

**Comment G1-24.2**

On the same subject of risk, I live within the blast zone of Rancho LPG on North Gaffey Street in San Pedro. Since the South Coast Air Quality Management District representatives are addressing Carson's safety, it would be appreciated if San Pedro can have the 25 million+ gallons of butane addressed as it is too close to residents, schools and businesses.

□ G1-24.2

**Response G1-24.2**

As explained in Master Response 10, the Rancho LPG facility is an existing facility that is not owned or operated by Tesoro. Additionally, Tesoro does not lease tankage at Rancho LPG. Tesoro regularly sells LPG on the open market and Rancho LPG is a customer. However, none of the LPG stored at the Rancho LPG facility in San Pedro is owned by Tesoro. It should be noted that the proposed project will reduce the excess LPG available for third-party sales (see Master Response 10).

## APPENDIX G1: RESPONSE TO COMMENTS

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Further, the Rancho LPG facility operates independently of, and is not part of, the proposed project. Thus, comments regarding risks related to the Rancho Facility do not raise issues relating to the proposed project or the DEIR or the proposed project and no response is necessary under CEQA.

### Comment G1-24.3

It would be very much appreciated if you can address the safety concerns and risk factors, as their operation at Rancho sits on a Earthquake fault. Thank you for any help and I look forward in hearing from you.

G1-24.3

### Response G1-24.3

As explained in Response G1-24.2, the Rancho LPG Facility is not associated with the proposed project. As explained in Response G1-24.1, hazard impacts, including those associated earthquakes and other natural disasters, have been fully analyzed in the DEIR.

Comment Letter No. G1-25

----- Forwarded message -----

From: Andrea Leon-Grossmann <[ladigicom@aol.com](mailto:ladigicom@aol.com)>  
Date: Jun 7, 2016 2:48 PM  
Subject: Proposed Tesoro Merger, Facility ID#s 174655 and 800436  
To: Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>  
Cc: Danny Luong <[dluong@aqmd.gov](mailto:dluong@aqmd.gov)>,organizer@southbay350.org

Dear Dr. Wong:

I hereby provide my public comment on the Proposed Title V Significant Permit Revisions and the Draft Environmental Impact Report (DEIR) for Tesoro Refining & Marketing Co., LLC's Carson and Wilmington Sites, Facility ID#s 174655 and 800436.

G1-25.1

As a local resident, I am opposed to this project. The project will create the largest refinery on the West Coast in an area that already suffers from some of the worst air quality in the United States due to the existence of 6 oil refineries, two large ports, multiple major freeways and a large concentration of urban refining.

The project would include adding some 3.4 million barrels of storage, which is the equivalent of a new oil terminal. The large crude storage tanks make the project a likely source to store, refine and/or export large volumes of dangerous crude oils, including increased imports of highly explosive fracked Bakken Shale and highly corrosive, high carbon Canadian Tar Sands. The DEIR does not consider the increased environmental impacts of greenhouse gases due to extraction and transportation of these dirty crudes. Tesoro has recently obtained approval for a 2-year extension of a crude-by-rail to marine terminal in Vancouver, Washington and has bragged to its shareholders of its "West Coast Strategy" to bring cheaper crude to its refineries. At the same time, this merger would give Tesoro an even bigger share of the oil market and allow it manipulate prices.

G1-25.2

While the project would lead to a decrease in CO2 emissions, this is only the result of the required shut down of the FCCU at the Wilmington facility which the State of California required as a condition for approval of Tesoro's purchase of the facility. Tesoro should not be granted any air pollution credits to offset for other air pollution expansions that are part of the proposed project.

Tesoro is intentionally misleading the public by claiming that this project is an air pollution reduction and efficiency project. In reality, the only air pollution reduction would be in CO2, which comes from the required shutdown of the FCCU, which will occur with or without the merger. In reality, the project will increase emissions in our community including VOCs and have neutral impacts on NOx, SOx, Particulate matter and toxic emissions. Moreover, the DEIR seems to overstate the existing amount of emissions while overstating the potential emissions after the Project is completed. This calls the accuracy of the DEIR into question.

G1-25.3

The project calls for the modification of many major processing units inside the refinery including building new sulfur processing units. The project would add to LPG rail car deliveries, including butane and propane, which cause a major concern for our communities because of the risk of explosion from such rail cars in what is not only a densely populated area but a major center for commerce for the entire State of California.

G1-25.4

The DEIR identifies potential explosion and toxic release risks due to the Project including BLEVE hazard (Boiling Liquid Expanding Vapor Explosion) from LPG rail unloading, and toxic release hazards from the Hydrocracker Unit, Catalytic Reforming Unit (CRU), Propane Sales Treating Unit (PSTU), and Sulfuric Acid Recovery Plant (SARP) areas.

**APPENDIX G1: RESPONSE TO COMMENTS**

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Our region is overdue for a major earthquake and the dangers from large tanks full of hazardous and explosive materials are an unacceptable risk for our community. G1-25.5

The DEIR claims new emissions from flaring at the project would be "zero" even though many new equipment connections would be added to the flares. This does not seem accurate. This is just one of a number of deficiencies in the DEIR and Title V permit application, which failed to include alternatives that would have lesser effects. G1-25.6

The Project is being touted as a boost to our local economy. In reality, the jobs created during the project will be temporary and there is no guarantee that they will be filled by local residents. History has shown us that mergers such as this are often designed to streamline operations by eliminating jobs, which would be a detriment to our communities. G1-25.7

Again, I am opposed to the Merger Project and request that the Title V permit not be issued and that the DEIR be sent back for re-drafting to include potential and real expected impacts which have not been addressed. G1-25.8

Name: Andrea Leon-Grossmann  
Address: 10757 Ashby Ave, Los Angeles, CA 90064

## Response to Comment Letter No. G1-25

**Andrea Leon-Grossman**

### Comment G1-25.1

I hereby provide my public comment on the Proposed Title V Significant Permit Revisions and the Draft Environmental Impact Report (DEIR) for Tesoro Refining & Marketing Co., LLC's Carson and Wilmington Sites, Facility ID#s 174655 and 800436.

As a local resident, I am opposed to this project. The project will create the largest refinery on the West Coast in an area that already suffers from some of the worst air quality in the United States due to the existence of 6 oil refineries, two large ports, multiple major freeways and a large concentration of urban refining.

G1-25.1

### Response G1-25.1

The comment regarding opposition to the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

With regard to the comment that the Refinery is the “largest on the West Coast,” Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity. It would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the potential 6,000 bbl/day crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

Air quality issues relating to the proposed project are addressed in Section 4.2 of the DEIR and are summarized in Table 4.2-4 on pages 4-16 through 4-18. Cumulative impacts of the proposed project, including cumulative air quality impacts, are analyzed in Chapter 5 of the DEIR and are further explained in Master Response 16. Local health effects have been analyzed and are described in Master Response 3. Environmental justice issues are discussed in Master Response 14.

### Comment G1-25.2

The project would include adding some 3.4 million barrels of storage, which is the equivalent of a new oil terminal. The large crude storage tanks make the project a likely source to store, refine and/or export large volumes of dangerous crude oils, including increased imports of highly explosive fracked Bakken Shale and highly corrosive, high carbon Canadian Tar Sands. The DEIR does not consider the increased environmental impacts of greenhouse gases due to extraction and transportation of these dirty crudes. Tesoro has recently obtained approval for a 2-year extension of a crude-by-rail to marine terminal in Vancouver, Washington and has bragged to its shareholders of its "West Coast Strategy" to bring cheaper crude to its refineries. At the same time, this merger would give Tesoro an even bigger share of the oil market and allow it manipulate prices.

G1-25.2

### Response G1-25.2

The proposed project includes constructing new and replacement storage tanks, but this component of the proposed project does not increase crude oil capacity at the Refinery. The new and replacement storage tanks are proposed to provide sufficient crude oil storage capacity to allow crude oil tankers to offload more quickly at the Wilmington Operations Long Beach Marine Terminal and in one visit to the dock at Marine Terminal 1. This increase in crude oil storage capacity means that marine vessels will spend less time maneuvering or at dock or anchor in the Port because of improved offloading efficiency (i.e., quicker offloading and the elimination of or reduction of demurrage costs and the need for anchorage while waiting for available storage tank space to finish offloading). The DEIR did not take credit for emission reductions from marine vessel operations. However, annual emission reductions from improved marine vessel offloading efficiency were estimated and can be found in Master Response 6. Based on this analysis, daily marine vessel emissions would not increase and annual emissions would be substantially reduced.

As explained in detail in Sections 2.5.3 and 2.5.4 and Appendix F of the DEIR, Master Response 4, and Response G1-78.94, the Refinery is currently processing a blend of various crude oils and the proposed project will not result in a substantial change in the crude oil blend processed by the Refinery.

The DEIR analyzed the potential increase in crude oil processing of up to 6,000 bbl/day associated with the modification of the DCU H-100 heater permit description. The increase in crude oil processing rate is not related to any specific crude oil source. Master Response 4 explains that the Refinery's sources of crude oils have and will continue to vary with or without the proposed project. By using worst-case crude oil properties (see Response G1-78.157), the DEIR fully analyzed the potential impacts associated with storing various crude oils in the new and replacement storage tanks and with transferring various crude oils via the associated piping. There would be no additional impacts, beyond those analyzed in the DEIR, for the new and replacement storage tanks if different light or heavy crude oil is processed at the Refinery (see Section 4.2.2.2 of the FEIR). The proposed project does not facilitate or encourage sourcing crude oil from any particular location. In other words, the improved offloading efficiency provides a benefit regardless of the type of crude oil transported by marine vessel.

Light and heavy crude oil is currently delivered, stored, and processed at the Refinery and will continue to be delivered, stored, and processed with or without the proposed project. The impact analysis in the DEIR accounts for the variety of crude oils that have been and will be handled by the Refinery. For example, the TAC concentrations of crude oils in storage tanks associated with the proposed project were based on a worst-case hybrid analysis of the toxic content of the crude oils currently and potentially processed at the Refinery, including Bakken and heavy Canadian crude oil. The hybrid TAC speciation was prepared by selecting the highest concentration of each toxic compound from the entire speciated data set of all the crude oils analyzed.

There have been previous volatility issues associated with the transport of Bakken crude oil. However, regulations have since been adopted that require a reduction in volatility of Bakken crude oil that is transported. For example, on December 9, 2014, the Industrial Commission of

North Dakota issued Order 25417 regarding conditioning of Bakken crude oil and limiting the RVP of crude oil provided for transport to 13.7 RVP. Thus, Bakken crude oil transported to the West Coast will be pipeline quality (i.e., qualified for safe transport) and will not have as high a vapor pressure as the Bakken crude oil produced at the wellhead. As with other U. S. crude oil production operations, the order adopted by the State of North Dakota will require that crude oil production facilities remove a significant portion of the light ends (ethane, propane, butane and pentane) prior to offering the crude oil for shipment to refineries for processing.

Because of Bakken crude oil's purported volatility, concerns were raised in the media as to whether Bakken crude oil was properly classified as a Class 3 hazardous material under U.S. DOT regulations. A Class 3 hazardous material is generally a flammable or combustible liquid that does not meet the regulatory classification requirements for other hazardous characteristics, such as toxicity, corrosivity, radioactivity or explosiveness. However, those concerns have since been resolved by repeated analysis and testing that demonstrates Bakken crude oil to be a Class 3 hazardous material, similar to other light sweet crude oils. After considering the information, the PHMSA Deputy Administrator testified to Congress that Bakken crude oil is accurately classified as a Hazard Class 3 Flammable Liquid.<sup>77</sup> This is consistent with the sampling and testing Tesoro has completed on Bakken crude oil. Therefore, Bakken crude oil has properties similar to other light crude oils, and is not classified as explosive.

As explained in subsequent responses, which are listed in Table 78-94.1, Bakken and heavy Canadian crude oils are similar to other light and heavy crude oils currently processed by the Refinery. As described in Master Response 4 and Response G1-78.150, in the future, as now, any Bakken or heavy Canadian crude oils processed would have to be combined with other crude oils to create a crude oil blend that matches the Refinery's processing capabilities and permit limitations. This is what has occurred with Bakken, heavy Canadian, and many other heavy and light crude oils that were utilized in the baseline period, and is what will continue after implementation of the proposed project. It is correct to say that Tesoro makes ongoing efforts to provide "advantaged crude oil", as that term is used by Tesoro (i.e., any economically advantaged crude oil capable of being processed at Tesoro's refineries). Providing "advantaged crude oil" to Tesoro refineries, including the Los Angeles Refinery, is occurring independent of the proposed project. Any increased use of Bakken or heavy Canadian crude oils, or any other specific crude oils, would not be caused by the proposed project. The proposed project's impacts were analyzed in detail using worst-case assumptions (e.g., the maximum vapor pressure of crude oil allowable by SCAQMD rules), which accounts for any impacts from increased use of Bakken or heavy Canadian crude oil. Response G1-78.111 specifically addresses crude oil corrosivity. Responses G1-81.65 and G1-81.67 address greenhouse gases and crude oil production.

The proposed project does not expand the Refinery beyond the 6,000 bbl/day described in Response G1-25.1.

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<sup>77</sup> Written statement of Timothy P. Butters Before the Subcommittees on Energy and Oversight Committee on Science, Space and Technology, U.S. House of Representatives at page 12 (Sept. 9, 2014).

Responses G1-81.65 and G1-81.67 explain that the DEIR does not need to analyze the environmental impacts from crude oil production because the proposed project will not cause any changes to that industry.

As explained in Section 4.1.2.5 of the DEIR and Master Response 8, the Vancouver Energy Project is wholly independent from the proposed project and is undergoing separate environmental review by the Washington State EFSEC. That review includes the evaluation of transportation hazards. Additionally, as described in Master Response 8, the Final EIS has not yet been issued for the Vancouver Energy Project, and the project has not been approved.

The comment notes a two-year “. . . extension of a crude-by-rail to marine terminal in Vancouver, Washington. . .” The lease for the site for the proposed Vancouver Energy Project was extended eight months, not two years, while the Vancouver Energy Project permitting process continues.

Statements made by Tesoro regarding sourcing “advantaged crude oils” as used by Tesoro, including Bakken crude oil, are typically made with regard to its West Coast system, which includes the Kenai Refinery in Alaska, the Anacortes Refinery in Washington, and the two California refineries in Martinez and Los Angeles<sup>78</sup>, not specifically the Los Angeles Refinery. As explained in Response G1-78.94, it is correct to say that Tesoro makes ongoing efforts to provide “advantaged crude oil”, as that term is used by Tesoro (i.e., any economically advantaged crude oil capable of being processed at each of Tesoro’s refineries). Providing “advantaged crude oil” to Tesoro refineries, including the Los Angeles Refinery, is occurring, and will continue to occur, with or without the proposed project. Additionally, Responses G1-81.22 through G1-81.24 explain corporate statements made by Tesoro that, when put in proper context, do not support claims that the proposed project is dependent on processing any particular type of crude oil. There are no corporate statements that state or even imply that the proposed project is designed to facilitate a change in the crude oil blend processed by the Refinery.

The issues raised regarding Tesoro acquiring a larger share of the oil market and manipulating prices as a result of the proposed project are incorrect. As explained in Master Response 7, the proposed project is neither an expansion of the Refinery nor a merger. Tesoro acquired the Carson Operations from BP in 2013. The Carson and Wilmington Operations have already merged. The two pre-existing refinery operations have been operating as one Refinery since the acquisition. As described in Section 2.1 of the DEIR, the proposed project is designed to better integrate the existing Carson and Wilmington Operations, which will improve processing

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<sup>78</sup> The reference to the “West Coast system” that appears in Tesoro’s corporate presentations and statements is a term that is used with varying meanings based on the context of the presentation or statement. Analyst day and earning statements presentations are given to an audience that routinely participates in the presentations and is familiar with Tesoro’s corporate structure and financial performance. Therefore, some of the references are not intended to be as explicit as they would be to an uninformed audience. At times, the term refers to Tesoro’s four west coast refineries, but it can also refer to those four refineries as well as Tesoro Logistics or a distribution system to third-party clients on the west coast. Thus, the context surrounding the use of this phrase is always necessary to understand the speaker’s intended meaning, but the phrase is not used to refer only to the Los Angeles Refinery in isolation.

efficiency and reduce emissions. See Section 2.2 of the DEIR, which further explains the objectives of the proposed project.

The consumer price of gasoline in California will not increase as a result of the proposed project, which further integrates two existing Carson and Wilmington Operations, enabling emissions reductions while maintaining the integrated Refinery's overall fuel production capability. There are many factors that determine the price of transportation fuels, such as gasoline. These include the cost of crude oil, distribution and marketing costs, refining costs, and federal and state taxes. The marketplace and market conditions, such as supply and demand, determine the price consumers pay at the pump, not one refinery's operational efficiencies. Manipulation of fuel prices is unlawful and is monitored by the California Attorney General and the California Energy Commission. All refineries, including the Los Angeles Refinery, must comply with all applicable laws and regulations.

**Comment G1-25.3**

While the project would lead to a decrease in CO2 emissions, this is only the result of the required shut down of the FCCU at the Wilmington facility which the State of California required as a condition for approval of Tesoro's purchase of the facility. Tesoro should not be granted any air pollution credits to offset for other air pollution expansions that are part of the proposed project.

Tesoro is intentionally misleading the public by claiming that this project is an air pollution reduction and efficiency project. In reality, the only air pollution reduction would be in CO2, which comes from the required shutdown of the FCCU, which will occur with or without the merger. In reality, the project will increase emissions in our community including VOCs and have neutral impacts on NOx, SOx, Particulate matter and toxic emissions. Moreover, the DEIR seems to overstate the existing amount of emissions while overstating the potential emissions after the Project is completed. This calls the accuracy of the DEIR into question.

G1-25.3

**Response G1-25.3**

As described in Master Response 13, the comment incorrectly claims that the shutdown of the Wilmington Operations FCCU was a condition of approval for Tesoro's acquisition of the BP Carson Refinery and ARCO branded service stations, and therefore, the baseline for air quality impacts should not include emissions from the Wilmington Operations FCCU. Consistent with applicable law, the District properly concluded that the baseline includes the existing operation of the Wilmington Operations FCCU. The Federal Trade Commission and the California Attorney General both reviewed Tesoro's proposed acquisition to ensure that the acquisition would not violate federal and state antitrust laws. After a nine-month review, on May 17, 2013, the agencies announced that they had resolved any potential antitrust concerns with the proposed acquisition.

During the antitrust review process, Tesoro submitted documents to the FTC and the California Attorney General stating that Tesoro intended to make certain modifications at the combined Refinery that would allow Tesoro to achieve specified "synergies" between the Wilmington and Carson Operations. Among other changes, Tesoro explained, Tesoro planned to replace some of the combined Refinery's fluid catalytic cracking unit ("FCCU") capacity with additional hydrotreater capacity.

In connection with her approval of the acquisition, the Attorney General entered into an agreement with Tesoro. In this agreement Tesoro agreed to maintain CARBOB capacity for

three years, maintain the ARCO brand, and not eliminate jobs for a period of two years. Tesoro also agreed to provide an annual report on the actions taken to achieve the specified synergies, including actions designed to replace FCCU capacity with hydrotreater capacity.<sup>79</sup>

Thus, it is not accurate to say that the Attorney General required Tesoro to shut down the Wilmington Operations FCCU as a condition of approval. Rather, the Attorney General required Tesoro to provide an annual report on the implementation of Tesoro's existing plans to modify the combined Refinery by, among other things, replacing FCCU capacity with hydrotreater capacity. Moreover, operation of the Wilmington Operations FCCU is part of the baseline environmental conditions and the proposed project enables the Wilmington Operations FCCU to be shutdown.

As explained in Section 4.2.2.2 and Table 4.2-4 of the DEIR and Master Response 13, emission reductions are appropriately credited to the proposed project. Further information about the purchase of the BP Carson Refinery by Tesoro can be found on Page 2-1 of the DEIR. Section 4.2.2.2 of the DEIR explains that the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project will result in local reductions in GHG emissions as discussed in Section 5.2 of the DEIR and as summarized in Table 5.2-8 (see page 5-26 of the DEIR).

As explained in Response G1-25.2, the proposed project is not a merger.

The comment claims that the DEIR has overstated the existing amount of emissions and the potential emissions after the project is completed. The comment is not specific about which emissions have been overstated, and which calculations or baseline are in question. Further, this comment is unsupported.

A conservative analysis of expected emissions as a result of the proposed project is included in Section 4.2 of the DEIR and is summarized on pages 4-16 through 4-18 in Table 4.2-4. Additionally, assumptions and detailed calculations can be found in Appendix B-3.

Baseline emissions are reported on page 3-9 in Table 3.2-4 of the DEIR and are based on annual emission fee reports submitted to the SCAQMD in 2012 and 2013. The baseline selected for the proposed project is accurate and appropriate, as detailed in Master Response 12.

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<sup>79</sup> See Attachment E, Kathleen Foote for Kamala Harris, letter to Robert Weisenmiller, May 17, 2013. In the letter, the Attorney General uses the term "distillate desulfurization unit" to refer to additional hydrotreating capacity. The letter notes that replacing FCCU capacity with "desulfurization" capacity will benefit the environment by reducing emissions and greenhouse gases.

**Comment G1-25.4**

The project calls for the modification of many major processing units inside the refinery including building new sulfur processing units. The project would add to LPG rail car deliveries, including butane and propane, which cause a major concern for our communities because of the risk of explosion from such rail cars in what is not only a densely populated area but a major center for commerce for the entire State of California.

The DEIR identifies potential explosion and toxic release risks due to the Project including BLEVE hazard (Boiling Liquid Expanding Vapor Explosion) from LPG rail unloading, and toxic release hazards from the Hydrocracker Unit, Catalytic Reforming Unit (CRU), Propane Sales Treating Unit (PSTU), and Sulfuric Acid Recovery Plant (SARP) areas.

G1-25.4

**Response G1-25.4**

The proposed project does not propose to build new sulfur processing units, but includes the SARP, which will allow regeneration of sulfuric acid. The potential hazard impacts of the proposed project have been fully analyzed, including hazards related to explosive materials (see Section 4.3 pages 4-45 through 4-69 of the FEIR and Master Response 9). The Refinery currently receives LPG railcar deliveries. The proposed project will not increase the number of deliveries. The additional ten railcars associated with the proposed project will be added to existing trains. The potential risks associated with rail transport were analyzed in Section 4.3.2.5.2 of the FEIR. The Worst-Case Consequence Analysis for the proposed project carefully evaluated the proposed modifications to existing equipment and proposed new units (see Appendix C of the FEIR).

This comment accurately states the potential hazards explained and analyzed in the DEIR. No response is necessary.

**Comment G1-25.5**

Our region is overdue for a major earthquake and the dangers from large tanks full of hazardous and explosive materials are an unacceptable risk for our community.

G1-25.5

**Response G1-25.5**

Section 3.3.6 of the DEIR describes existing Refinery safety systems at the Tesoro Refinery. As explained in Section 4.3 and Appendix C of the FEIR and Master Response 9, the proposed project has been fully analyzed for hazard impacts based on a worst-case consequence analysis. This includes proposed project equipment, including pipelines and storage tanks, and process units regardless of the cause of release (e.g., human error, equipment failure, sabotage, terrorism, natural disaster, or civil uprising). The DEIR found that hazards associated with the Naphtha Isomerization Unit, new crude oil storage tanks, the SARP, and interconnecting pipelines are potentially significant based on worst-case release scenarios. Additionally, the hazards analyses regarding the potential impact of earthquakes and other natural disasters have been fully analyzed as explained in Master Response 9.

The hazard analysis takes a worst-case approach by assuming that the entire contents of a tank or other equipment would rapidly be released, and that no safety measures are implemented that could reduce the severity of an accidental release. It is expected that hazard impacts would be

less than analyzed because the Refinery has safety measures in place and specified employees are trained regarding safety measures. Further, the DEIR imposes measures to mitigate hazard impacts (see Section 4.3.3 of the DEIR). Finally, as described in Section 3.3.7 of the DEIR, the Refinery is subject to many laws and regulations that address safety and emergency responses in the event of an accident. Nonetheless, the DEIR conservatively concluded that hazard impacts would remain significant.

**Comment G1-25.6**

The DEIR claims new emissions from flaring at the project would be "zero" even though many new equipment connections would be added to the flares. This does not seem accurate. This is just one of a number of deficiencies in the DEIR and Title V permit application, which failed to include alternatives that would have lesser effects.

G1-25.6

**Response G1-25.6**

The proposed project will not increase flaring emissions. Part of the piping associated with unit modifications includes installation of new pressure relief valves that will tie into the various existing Refinery flare gas recovery systems and flares. Master Response 15 explains the operation of the flare gas recovery system and flares. Under normal operating conditions, pressure relief valves vent to the flare gas recovery systems. The pressure relief valves allow gases to vent to the flares, which are safety equipment, during emergency conditions when the flare gas recovery system capacity is exceeded. There will be no routine venting to the flare system or the flare gas recovery systems from any of the modifications. As explained in Master Response 15 and Response G1-78.207, the number of pressure relief valves tied in to the flare systems is not indicative of flaring emissions. The proposed project will not increase flaring with the installation of new or modified process units because flaring from normal operations is prohibited by SCAQMD Rule 1118.

As explained in Master Response 15 and Response G1-78.207, the amount (hours) of flaring and emissions from flaring have decreased since the additional requirements in SCAQMD Rule 1118 were implemented.

The comment provides no specific evidence as to deficiencies in the DEIR or the Title V permit. Chapter 6 of the DEIR explains alternatives to the proposed project in detail, a summary of which can be found on page 6-54. The DEIR found that while several of the alternatives explained meet many of the project objectives, none of the project alternatives would eliminate the potentially significant adverse construction air quality and hazard impacts, except Alternative 1, the No Project Alternative. As a result, when balancing environmental impacts with achieving project objectives, the proposed project was the preferred choice as it would most effectively meet all project objectives.

**Comment G1-25.7**

The Project is being touted as a boost to our local economy. In reality, the jobs created during the project will be temporary and there is no guarantee that they will be filled by local residents. History has shown us that mergers such as this are often designed to streamline operations by eliminating jobs, which would be a detriment to our communities.

G1-25.7

**Response G1-25.7**

The new jobs created are expected to be approximately 1,800 construction jobs that are not expected to be long-term. The Refinery has stated its intention to hire Union labor and may require increasing the geographic scope of the labor pool to meet Union requirements. While construction jobs are temporary, the proposed project is expected to take approximately five years to complete. During the construction period, local businesses are expected to benefit from the increased workforce at the Refinery.

The comment does not refer to the environmental analysis of the proposed project in the DEIR; instead it refers to economic and social effects. Pursuant to CEQA, economic and social effects of a project shall not be treated as significant effects on the environment unless a chain of cause and effect through economic or social effects of the project can be identified that result in physical changes to the environment (CEQA Guidelines § 15131). No economic or social effects of the proposed project were identified that resulted in physical changes to the environment. Therefore, no further response is necessary.

The acquisition of the BP Carson Refinery was completed in 2013 and the Refinery staffing has remained relatively unchanged. The proposed project does not eliminate permanent Refinery positions.

As explained in Response G1-25.2, the proposed project is not a merger.

**Comment G1-25.8**

Again, I am opposed to the Merger Project and request that the Title V permit not be issued and that the DEIR be sent back for re-drafting to include potential and real expected impacts which have not been addressed. G1-25.8

**Response G1-25.8**

As explained in Response G1-25.2, the proposed project is not a merger.

The comment regarding opposition to the proposed project and requesting that the Title V permit not be issued does not raise issues related to the proposed project or the DEIR. The DEIR fully analyzed the proposed project's potential impacts and the comment does not provide any new information of environmental impacts that was not analyzed or that changes the significance conclusions made in the DEIR. Therefore, no revision or recirculation of the DEIR is necessary under CEQA.

Comment Letter No. G1-26

**From:** Ian MacMillan  
**Sent:** Wednesday, June 8, 2016 9:51 PM  
**To:** Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>  
**Subject:** Fwd: Against Tesoro project especially Tanks increase.

Sent on my Samsung Galaxy S@ 6.

----- Original message -----  
**From:** Steve Salas <[letsgetrich1@yahoo.com](mailto:letsgetrich1@yahoo.com)>  
**Date:** 6/8/16 7:47 PM (GMT-08:00)  
**To:** Ian MacMillan <[imacmillan@aqmd.gov](mailto:imacmillan@aqmd.gov)>  
**Subject:** Against Tesoro project especially Tanks increase.

Dear Ian Macmillan

Why does a poor community like Wilmington, Carson, and West Long Beach have to bear the brunt of increasing Millions of Barrel of tanks expansion next door to which add pollution and most concerning blast radius. When it come to a community like San Pedro TANKS Come DOWN! in the name of safety and so on.

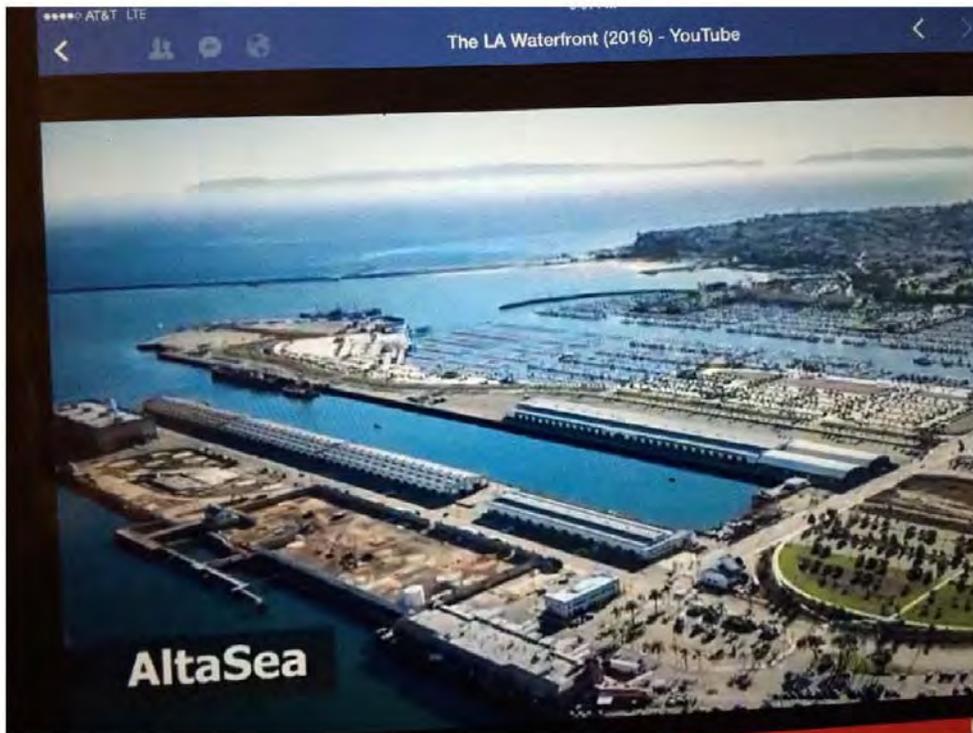
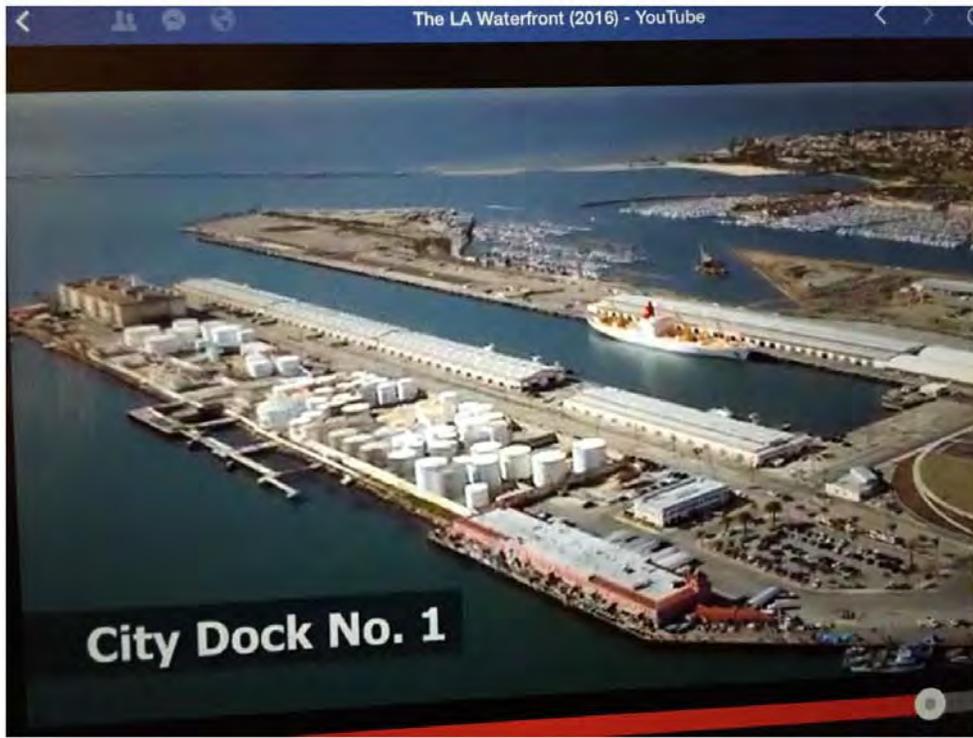
G1-26.1

Thank you for your time  
Steve

Sent from my iPad

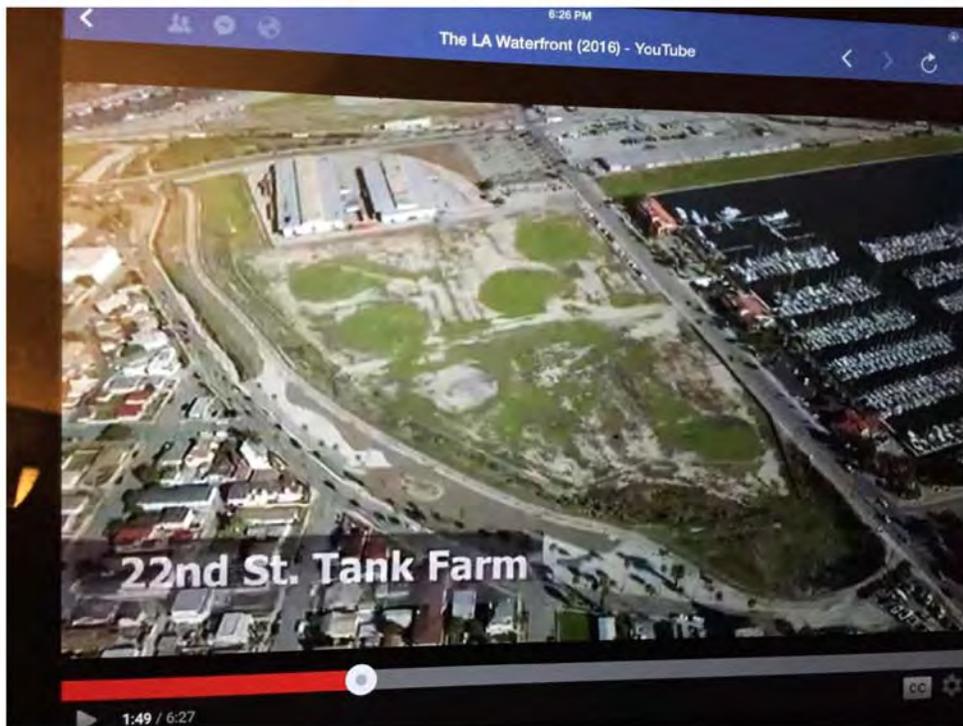
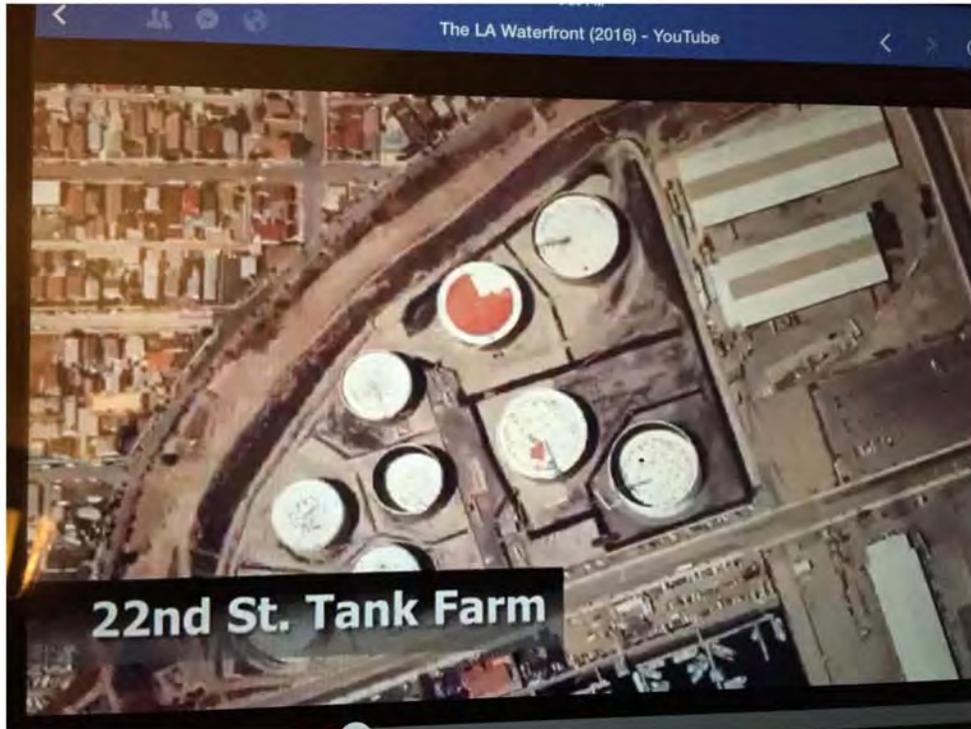
APPENDIX G1: RESPONSE TO COMMENTS

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APPENDIX G1: RESPONSE TO COMMENTS

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## Response to Comment Letter No. G1-26

Steve Salas

### Comment G1-26.1

Why does a poor community like Wilmington, Carson, and West Long Beach have to bear the brunt of increasing Millions of Barrel of tanks expansion next door to which add pollution and most concerning blast radius. When it come to a community like San Pedro TANKS Come DOWN! in the name of safety and so on.

G1-26.1

### Response G1-26.1

Neither the CEQA Statutes nor Guidelines require an analysis of environmental justice impacts. The SCAQMD, however, has a strong record of addressing environmental justice issues since the SCAQMD's Environmental Justice program began in 1997. Since that time, the SCAQMD has instituted a number of community initiatives to help improve air quality for low income residents and residents of color in the Basin. The programs and initiatives have been continually reviewed and updated. As a result, the SCAQMD's Environmental Justice program goes beyond a single project, and encompasses a unified regional approach to reducing impacts to the Basin's most impacted communities. Master Response 14 addresses environmental justice regarding the proposed project.

Increasing storage tank capacity will not significantly increase emissions in Carson, Long Beach, and Wilmington, as suggested by the comment. As explained in Section 4.2.2.2 of the DEIR, upon completion, the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project emissions are described in detail in Section 4.2 of the DEIR and are summarized in Table 4.2-4 (see pages 4-16 through 4-18). The proposed project will result in local overall reductions in GHG emissions, as described in Section 5.2 of the FEIR and summarized in Table 5.2-8 (see page 5-26).

It is assumed that the term "blast radius" refers to the hazards and hazardous materials impacts resulting from new storage tanks. Section 3.3.6 of the DEIR describes existing Refinery safety systems at the Tesoro Refinery. As explained in Section 4.3 and Appendix C of the FEIR and Master Response 9, the proposed project has been fully analyzed for hazard impacts based on a worst-case consequence analysis. This includes proposed project equipment, including pipelines and storage tanks, and process units regardless of the cause of release (e.g., human error, equipment failure, sabotage, terrorism, natural disaster, or civil uprising). The DEIR found that hazards associated with the Naphtha Isomerization Unit, new crude oil storage tanks, the SARP, and interconnecting pipelines are potentially significant based on worst-case release scenarios.

The hazard analysis takes a worst-case approach by assuming that the entire contents of a tank or other equipment would rapidly be released, and that no safety measures are implemented that could reduce the severity of an accidental release. It is expected that hazard impacts would be less than analyzed because the Refinery has safety measures in place and specified employees

## APPENDIX G1: RESPONSE TO COMMENTS

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are trained regarding safety measures. Further, the DEIR imposes measures to mitigate hazard impacts (see Section 4.3.3 of the DEIR). Finally, as described in Section 3.3.7 of the DEIR, the Refinery is subject to many laws and regulations that address safety and emergency responses in the event of an accident. Nonetheless, the DEIR conservatively concluded that hazard impacts would remain significant.

The comment letter contains four images, two are aerial photos of the Port of Los Angeles and two are photos of the 22<sup>nd</sup> Street tank farm. The photographs referenced are part of a public relations promotion for the Port of Los Angeles. There are no comments associated with these images that are related to the proposed project, and no response is necessary under CEQA.

Comment Letter No. G1-27

**From:** Jim and Jan Gardner [<mailto:srendrag@verizon.net>]  
**Sent:** Wednesday, June 8, 2016 9:01 PM  
**To:** Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>; Danny Luong <[dluong@aqmd.gov](mailto:dluong@aqmd.gov)>  
**Subject:** Comments on Tesoro Los Angeles Refinery Integration and Compliance (LARIC)

To Ms. Jillian Wong  
c/o Office of Planning, Rule Development  
and Area Sources/CEQA)  
and  
Mr. Danny Luong  
Senior Enforcement Manager  
South Coast Air Quality Management District

Re: Comments Opposing Approval of both the Draft Environmental Impact Report (DEIR) and the Title V Permit for the Tesoro Los Angeles Refinery Integration and Compliance Project (LARIC)

Dear Ms. Wong and Mr. Luong,

This letter is to oppose the Draft Environmental Impact Report (DEIR) and the Title V Permit for the Tesoro LARIC Project, including construction of massive new storage tanks to hold millions of barrels of crude oil, increase crude oil going through the refinery, add a dozen new pressure relief device connections to flares, increase use of 22 large refinery heaters, import Liquefied Petroleum Gas by rail to the refinery, and more.

G1-27.1

The DEIR and the Title V Permit (which sets permit limits) are inaccurate. They ignore Tesoro's own published plans to bring dangerous N. Dakota Bakken crude oil by rail to the Tesoro Savage Vancouver Washington ship terminal, then by ship to the Los Angeles refinery. This crude oil is particularly explosive. A Bakken crude oil rail accident blew up an entire town in 2013, killing many people. Just last Saturday another crude oil train carrying this material exploded, requiring evacuation of an elementary school, and spilling oil into the Columbia River. Bakken crude also contains high levels of volatile and toxic air contaminants and the DEIR should evaluate this threat. Tesoro's Project could also bring extreme Canadian tar sands crude oil to the LA refinery through the same Tesoro Savage ship terminal. These two crude oils cause increased greenhouse gases and harms to air, land, and water during extraction, and add explosion risks in storage and in refineries.

G1-27.2

The DEIR and Title V permit also failed to count air emissions from flaring during startup, shutdown, and maintenance, other air emissions increases, and failed to set permit conditions that would prevent these increased emissions.

G1-27.3

Our community already suffers from too much air pollution and dangers of petroleum storage, pipelines, and refining. We want to stop the expansion of oil refineries, to start building our safe, healthy, and clean energy future, and to have a fair public process.

G1-27.4

Sincerely,

Jan Gardner, MD

**APPENDIX G1: RESPONSE TO COMMENTS**

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3 Ponderosa Lane  
Rolling Hills Estates, CA 90274

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**Response to Comment Letter No. G1-27**

**Jan Gardner, MD**

**Comment G1-27.1**

This letter is to oppose the Draft Environmental Impact Report (DEIR) and the Title V Permit for the Tesoro LARIC Project, including construction of massive new storage tanks to hold millions of barrels of crude oil, increase crude oil going through the refinery, add a dozen new pressure relief device connections to flares, increase use of 22 large refinery heaters, import Liquefied Petroleum Gas by rail to the refinery, and more.

G1-27.1

**Response G1-27.1**

The comment regarding opposition to the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

Although the proposed project includes adding new storage tanks, this component of the proposed project would not increase the crude oil throughput capacity at the Refinery. Instead, the new crude oil storage tanks would allow the Refinery to reduce transportation emissions associated with marine vessels that deliver crude oil. As explained in the DEIR (see pages 4-26 through 4-29) and Master Response 6, the proposed project will increase the crude oil storage capacity at the Refinery, which will reduce the amount of time that marine vessels spend at the Port and the associated emissions.

Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity. It would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the potential 6,000 bbl/day crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

Master Response 15 and Response G1-78.207 address the new connections of pressure relief valves to the flare gas recovery system, which do not increase flaring.

The comment refers to increased use of 22 Refinery heaters and boilers. Response G1-81.79 addresses heaters and boilers. The DEIR fully analyzed proposed project impacts, including increased use of and modifications to numerous process heaters. As indicated in DEIR Section 4.1.2, in addition to direct impacts, the proposed project may have indirect impacts on downstream equipment, including Refinery heaters, by causing increased utilization from operational changes, even though the equipment is not part of the proposed project. That is downstream equipment that will not be modified in any way, will operate within existing permit limits and no permit modification would be required. The anticipated indirect operational

changes are described in Section 4.1.2 and are included as part of the analysis of operational impacts in Section 4.2.2.2. Even though there is potential for increased operation of the various Refinery heaters, overall the proposed project will result in localized emission reduction benefits.

The Refinery currently receives LPG railcar deliveries. The proposed project will not increase the number of deliveries. The additional ten railcars associated with the proposed project will be added to existing trains. The potential hazards associated with rail transport were analyzed in FEIR Section 4.3.2.5.2. The Worst-Case Consequence Analysis for the proposed project carefully evaluated the proposed modifications to existing equipment and proposed new units (see FEIR Appendix C).

**Comment G1-27.2**

The DEIR and the Title V Permit (which sets permit limits) are inaccurate. They ignore Tesoro's own published plans to bring dangerous N. Dakota Bakken crude oil by rail to the Tesoro Savage Vancouver Washington ship terminal, then by ship to the Los Angeles refinery. This crude oil is particularly explosive. A Bakken crude oil rail accident blew up an entire town in 2013, killing many people. Just last Saturday another crude oil train carrying this material exploded, requiring evacuation of an elementary school, and spilling oil into the Columbia River. Bakken crude also contains high levels of volatile and toxic air contaminants and the DEIR should evaluate this threat. Tesoro's Project could also bring extreme Canadian tar sands crude oil to the LA refinery through the same Tesoro Savage ship terminal. These two crude oils cause increased greenhouse gases and harms to air, land, and water during extraction, and add explosion risks in storage and in refineries.

G1-27.2

**Response G1-27.2**

As described in Section 4.1.2.5 of the DEIR and Master Response 8, the Vancouver Energy Project is wholly independent from the proposed project and is undergoing separate environmental review by the Washington State EFSEC. That review includes evaluation of transportation hazards. Additionally, as explained in Master Response 8, the Final EIS has not yet been issued for the Vancouver Energy Project, and the project has not been approved.

As explained in detail in Sections 2.5.3 and 2.5.4 and Appendix F of the DEIR, Master Response 4, and Response G1-78.94, the Refinery is currently processing a blend of various crude oils and will continue to do so with or without the proposed project. The proposed project will not result in a substantial change in the crude oil blend processed by the Refinery.

The DEIR analyzed the potential increase in crude oil processing of up to 6,000 bbl/day associated with the modification of the DCU H-100 heater permit description. The increase in crude oil processing rate is not related to any specific crude oil source. Master Response 4 explains that the Refinery's sources of crude oils have and will continue to vary with or without the proposed project. By using worst-case crude oil properties (see Response G1-78.157), the DEIR fully analyzed the potential impacts associated with storing various crude oils in the new and replacement storage tanks and with transferring various crude oils via the associated piping. There would be no additional impacts, beyond those analyzed in the DEIR, for the new and replacement storage tanks if different light or heavy crude oil is processed at the Refinery (see Section 4.2.2.2 of the FEIR). The proposed project does not facilitate or encourage sourcing crude oil from any particular location. In other words, the improved offloading efficiency provides a benefit regardless of the type of crude oil transported by marine vessel.

Light and heavy crude oil is currently delivered, stored, and processed at the Refinery and will continue to be delivered, stored, and processed with or without the proposed project. The impact analysis in the DEIR accounts for the variety of crude oils that have been and will be handled by the Refinery. For example, the TAC concentrations of crude oils in storage tanks associated with the proposed project were based on a worst-case hybrid analysis of the toxic content of the crude oils currently and potentially processed at the Refinery, including Bakken and heavy Canadian crude oil. The hybrid TAC speciation was prepared by selecting the highest concentration of each toxic compound from the entire speciated data set of all the crude oils analyzed.

There have been previous volatility issues associated with the transport of Bakken crude oil. However, regulations have since been adopted that require a reduction in volatility of Bakken crude oil that is transported. For example, on December 9, 2014, the Industrial Commission of North Dakota issued Order 25417 regarding conditioning of Bakken crude oil and limiting the RVP of crude oil provided for transport to 13.7 RVP. Thus, Bakken crude oil transported to the West Coast will be pipeline quality (i.e., qualified for safe transport) and will not have as high a vapor pressure as the Bakken crude oil produced at the wellhead. As with other U. S. crude oil production operations, the order adopted by the State of North Dakota will require that crude oil production facilities remove a significant portion of the light ends (ethane, propane, butane and pentane) prior to offering the crude oil for shipment to refineries for processing.

Because of Bakken crude oil's purported volatility, concerns were raised in the media as to whether Bakken crude oil was properly classified as a Class 3 hazardous material under U.S. DOT regulations. A Class 3 hazardous material is generally a flammable or combustible liquid that does not meet the regulatory classification requirements for other hazardous characteristics, such as toxicity, corrosivity, radioactivity or explosiveness. However, those concerns have since been resolved by repeated analysis and testing that demonstrates Bakken crude oil to be a Class 3 hazardous material, similar to other light sweet crude oils. After considering the information, the PHMSA Deputy Administrator testified to Congress that Bakken crude oil is accurately classified as a Hazard Class 3 Flammable Liquid.<sup>80</sup> This is consistent with the sampling and testing Tesoro has completed on Bakken crude oil. Therefore, Bakken crude oil has properties similar to other light crude oils, and is not classified as explosive.

As explained in subsequent responses, which are listed in Table 78-94.1, Bakken and heavy Canadian crude oils are similar to other light and heavy crude oils currently processed by the Refinery. As described in Master Response 4, and Response G1-78.150, in the future, as now, any Bakken or heavy Canadian crude oils processed would have to be combined with other crude oils to create a crude oil blend that matches the Refinery's processing capabilities and permit limitations. This is what has occurred with Bakken, heavy Canadian, and many other heavy and light crude oils that were utilized in the baseline period, and is what will continue after implementation of the proposed project. Any increased use of Bakken or heavy Canadian crude oils at the Refinery would not be caused by the proposed project. The proposed project's impacts were analyzed in detail using worst-case assumptions (e.g., the maximum vapor pressure of crude oil allowable by SCAQMD rules), which accounts for any impacts from increased use

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<sup>80</sup> Written statement of Timothy P. Butters Before the Subcommittees on Energy and Oversight Committee on Science, Space and Technology, U.S. House of Representatives at page 12 (Sept. 9, 2014).

of Bakken or heavy Canadian crude oil. Response G1-78.111 specifically addresses crude oil corrosivity. Responses G1-81.65 and G1-81.67 address greenhouse gases and crude oil production.

The comment also refers to derailment of a train carrying Bakken crude oil in Mosier, Oregon and another unidentifiable derailment. As explained in Response G1-81.57, there are no proposed project modifications to bring crude oil by rail to the Refinery. Thus, the Mosier derailment and other derailments are not relevant to the DEIR analysis or the proposed project. Responses G1-81.65 and G1-81.67 explain that the DEIR does not need to analyze the environmental impacts from crude oil production because the proposed project will not cause any changes to that industry.

The FEIR fully analyzed the potential impacts of the proposed project with respect to greenhouse gas emissions in Section 5.2.2.3 and hazards in Section 4.3.2.

**Comment G1-27.3**

The DEIR and Title V permit also failed to count air emissions from flaring during startup, shutdown, and maintenance, other air emissions increases, and failed to set permit conditions that would prevent these increased emissions.

]

G1-27.3

**Response G1-27.3**

Startup and shutdown emissions, as well as emergency flaring, are discussed in detail in Master Response 15.

As explained in Master Response 15, the Refinery strives for startups, shutdowns, and maintenance without flaring. In any event, there are no new process units associated with the proposed project that would be expected to flare during startup or shutdown. No additional permit conditions are needed to control startup and shutdown emissions.

Emission changes as a result of the proposed project have been fully analyzed and are described in Section 4.2 of the DEIR. An emissions summary can be found on pages 4-16 through 4-18 in Table 4.2-4. Further, the Title V permit limits will be equal to or more restrictive than the emissions analyzed in the DEIR.

The comment also refers to “other air emission increases” that were not accounted for in the DEIR and the Title V permit. The comment lacks specificity. Without further detail regarding these other air emissions, a specific response cannot be provided.

**Comment G1-27.4**

Our community already suffers from too much air pollution and dangers of petroleum storage, pipelines, and refining. We want to stop the expansion of oil refineries, to start building our safe, healthy, and clean energy future, and to have a fair public process.

]

G1-27.4

**Response G1-27.4**

The proposed project's local health effects have been analyzed and are discussed in Master Response 3. Potential hazard impacts, including those related to material storage and pipelines, are explained in Master Response 9. The proposed project is not an expansion of the Refinery. See Response G1-27.1 and Master Responses 6 and 7 for a detailed description of the potential 6,000 bbl/day crude oil capacity increase associated with the proposed project.

The proposed project has complied with the public process required by CEQA Guidelines § 15087. As explained in detail in Master Response 1, the DEIR was circulated for an extended length of time. The public comment period closed on June 10, 2016, after two extensions. A 94-day public review and comment period (March 8, 2016 through June 10, 2016) was provided, which exceeds CEQA requirements. A public hearing on the Title V permit and public meeting on the DEIR was held on May 17, 2016. Copies of the DEIR were made available in neighborhood public libraries. Notices were published and distributed for the original public comment period, the two extensions, and the public hearing on the Title V permit and public meeting on the DEIR.

In addition, Tesoro independently offered and provided community outreach to over 100 entities including public agencies, community organizations, neighborhood organizations, business associations, and other interested parties to explain the scope of the proposed project and the potential environmental effects of the proposed project. The community meetings were held on April 4, 11, and 14, 2016 in Carson, Wilmington, and Long Beach, respectively. Tesoro has identified that a total of 277 people attended the meetings.

Comment Letter No. G1-28

**From:** Ian MacMillan  
**Sent:** Wednesday, June 8, 2016 9:53 PM  
**To:** Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>  
**Subject:** Fwd: Tesoro project does not address Banning park enough or mitigation

See attached images too.

Sent on my Samsung Galaxy S@ 6

----- Original message -----

**From:** Steve Salas <[letsgetrich1@yahoo.com](mailto:letsgetrich1@yahoo.com)>  
**Date:** 6/8/16 8:29 PM (GMT-08:00)  
**To:** Ian MacMillan <[imacmillan@aqmd.gov](mailto:imacmillan@aqmd.gov)>  
**Subject:** Tesoro project does not address Banning park enough or mitigation

Hello Ian Macmillan

I have concerns about Wilmington and especially the children. As u can see EIR (4.10,11 Recreation) Tesoro only mention Banning Recreation Center. Both Gyms are too small for the public. One gym has no Air Conditioning present to keep cool or stay inside to not breath pollution air. Our children are forced to play outside regardless if pollution are increased during backed up traffic on Pacific Coast Hwy and Eubank ave during project or increase pollution after. The pollution radius has to be considered on this busy street.

Also on extreme hot days, the gym doors are some times closed to the public because of too much heat. Gym doors are sometimes left wide open to try to circulate air inside which I hope are breathable when children play inside.

Thank you  
Steve

Sent from my iPad

G1-28.1

**APPENDIX G1: RESPONSE TO COMMENTS**

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therefore, there would be no need for physically altered government facilities.

**4.10.11 RECREATION**

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.

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.

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.

SA 2844 (Access Integration) and Compliance (DIR) 2844 OLR C-4 (rev 9).doc



**Response to Comment Letter No. G1-28**

**Steve Salas**

**Comment G1-28.1**

I have concerns about Wilmington and especially the children. As u can see EIR (4.10.11 Recreation) Tesoro only mention Banning Recreation Center. Both Gyms are too small for the public. One gym has no Air Conditioning present to keep cool or stay inside to not breath pollution air. Our children are forced to play outside regardless if pollution are increased during backed up traffic on Pacific Coast Hwy and Eubank ave during project or increase pollution after. The pollution radius has to be considered on this busy street.

Also on extreme hot days, the gym doors are some times closed to the public because of too much heat. Gym doors are sometimes left wide open to try to circulate air inside which I hope are breathable when children play inside.

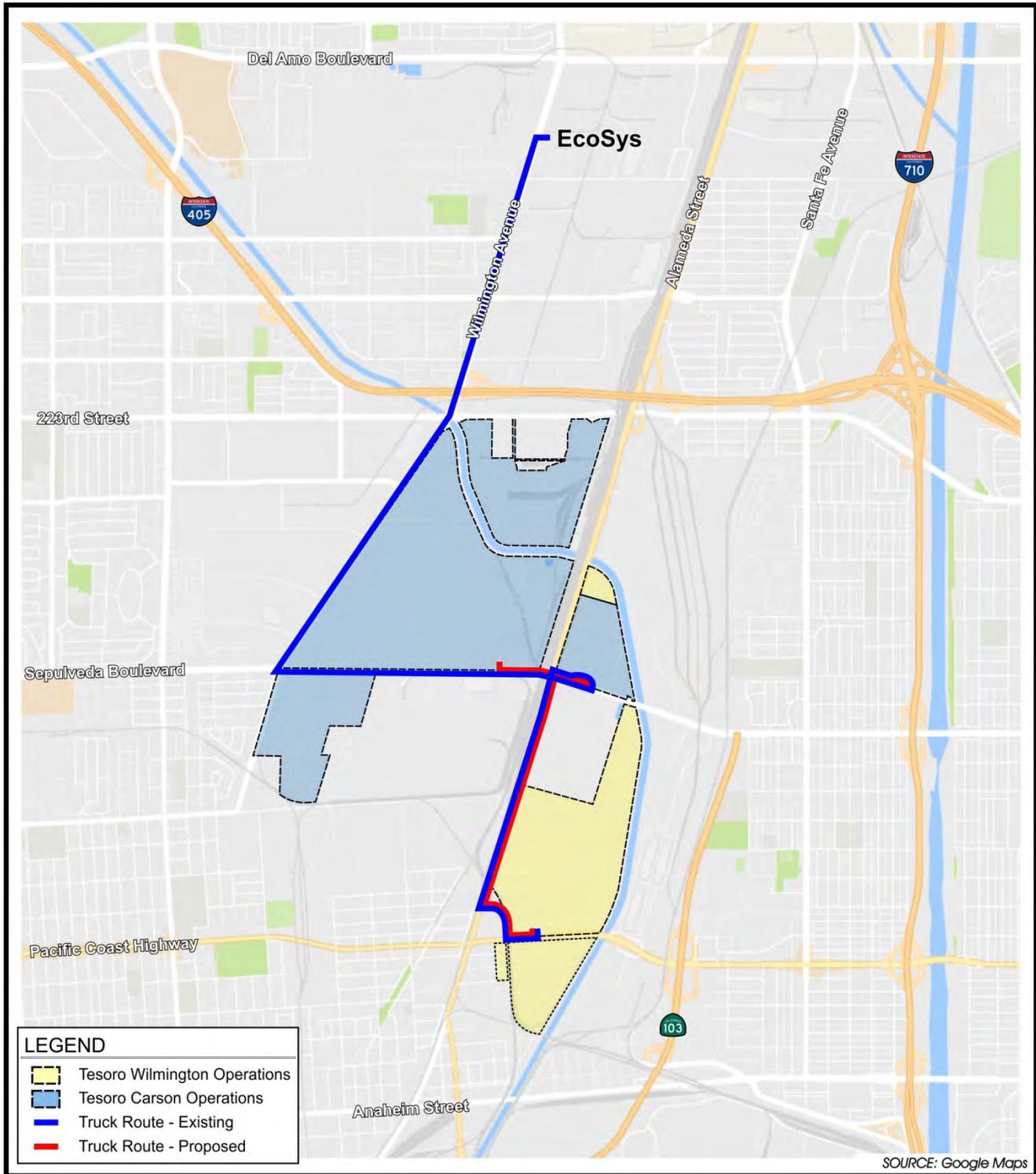
G1-28.1

**Response G1-28.1**

Section 4.10.11 of the DEIR (first image) includes information taken directly from the NOP/IS for the proposed project (DEIR Appendix A). The NOP/IS is a preliminary analysis of potential impacts from a proposed project and is circulated to the public for a 30-day review and comment period. The preliminary analysis includes an evaluation of the effects of a proposed project on the existing setting. The existing setting is considered to be the physical environment before the proposed project begins.

Because the proposed project will not increase the number of employees at the Refinery when the proposed project becomes operational, the proposed project will not increase the use of recreational facilities or require construction of new recreational facilities. Therefore, proposed project would not create significant adverse impacts to recreational facilities, including the Banning Recreational Center, or other facilities in the general area. No comments disputing this conclusion were received on the NOP/IS.

Traffic impacts are discussed in Section 4.7 of the DEIR. The NOP/IS found that only construction impacts were potentially significant and the DEIR concluded that, after mitigation, those impacts resulting from construction related trips will be less than significant. With regard to pollution from traffic, as explained in Section 4.3.2.5.1 of the FEIR, the proposed project would result in a reduction in the transport of spent sulfuric acid (i.e., less miles of transport). Instead of transporting spent sulfuric acid for treatment off-site, spent sulfuric acid from Carson and Wilmington Operations would be treated onsite at the Wilmington Operations (see Figure 28.1-1). The transport of spent sulfuric acid from the Wilmington Operations would be eliminated, and Carson Operations would transport spent sulfuric acid to Wilmington Operations, resulting in an estimated reduction of over 6,000 truck miles per year (see Table 4.3-3 of the DEIR for further details). The annual increase in Wilmington Operations coke deliveries will travel the same route as existing trucks, from the north gate east on Sepulveda Boulevard to the I-710 Freeway south to the Port of Long Beach. Therefore, the traffic from the coke barn will not travel on the Pacific Coast Highway.



**FIGURE 28.1-1  
TRUCKING MAP  
TESORO LOS ANGELES REFINERY**



Overall, the proposed project will reduce local emissions of CO, NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Table 4.2-4 of the DEIR summarizes the emission reductions associated with these five criteria pollutants in the row titled “Total Project Emissions.” Additionally, the proposed project will reduce local emissions. As shown in Table 5.2-8 of the DEIR, GHG (expressed as CO<sub>2</sub>e) emissions are expected to be reduced. However, the DEIR also concludes that, despite the emissions reductions for some of these pollutants—NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and GHG—the proposed project’s impact on emission levels for these five pollutants will only be “regionally neutral,” rather than beneficial (see pages 4-18 and 5-26 of the DEIR for criteria pollutants and GHG emissions, respectively).

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project’s potential health impacts from all pollutants. The proposed project’s potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD’s cancer risk significance threshold of ten in one million (see FEIR Section 4.2.2.5). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD’s non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact.

Comment Letter No. G1-29

**From:** Shipra Bansal [<mailto:bshipra@gmail.com>]  
**Sent:** Wednesday, June 8, 2016 7:28 PM  
**To:** Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>; Danny Luong <[duong@aqmd.gov](mailto:duong@aqmd.gov)>  
**Subject:** Tesoro Title V permit and DEIR

To Ms. Jillian Wong  
c/o Office of Planning, Rule Development and Area Sources/CEQA)

and to

Mr. Danny Luong  
Senior Enforcement Manager  
South Coast Air Quality Management District

Re: Comments Opposing Approval of both the Draft Environmental Impact Report (DEIR) and the Title V Permit for the Tesoro Los Angeles Refinery Integration and Compliance Project (LARIC)

Dear Ms. Wong and Mr. Luong,

This letter is to oppose the Draft Environmental Impact Report (DEIR) and the Title V Permit for the Tesoro LARIC Project, including construction of massive new storage tanks to hold millions of barrels of crude oil, increase crude oil going through the refinery, add a dozen new pressure relief device connections to flares, increase use of 22 large refinery heaters, import Liquefied Petroleum Gas by rail to the refinery, and more.

G1-29.1

The DEIR and the Title V Permit (which sets permit limits) are inaccurate. They ignore Tesoro's own published plans to bring dangerous N. Dakota Bakken crude oil by rail to the Tesoro Savage Vancouver Washington ship terminal, then by ship to the Los Angeles refinery. This crude oil is particularly explosive. A Bakken crude oil rail accident blew up an entire town in 2013, killing many people. Just last Saturday another crude oil train carrying this material exploded, requiring evacuation of an elementary school, and spilling oil into the Columbia River. Bakken crude also contains high levels of volatile and toxic air contaminants and the DEIR should evaluate this threat. Tesoro's Project could also bring extreme Canadian tar sands crude oil to the LA refinery through the same Tesoro Savage ship.

G1-29.2

The DEIR and Title V permit also failed to count air emissions from flaring during startup, shutdown, and maintenance, other air emissions increases, and failed to set permit conditions that would prevent these increased emissions.

G1-29.3

This community already suffers from too much air pollution and dangers of petroleum storage, pipelines, and refining. We want to stop the expansion of oil refineries, to start building our safe, healthy, and clean energy future, and to have a fair public process.

G1-29.4

Sincerely,

Shipra Bansal

**Response to Comment Letter No. G1-29**

**Shipra Bansal**

**Comment G1-29.1**

This letter is to oppose the Draft Environmental Impact Report (DEIR) and the Title V Permit for the Tesoro LARIC Project, including construction of massive new storage tanks to hold millions of barrels of crude oil, increase crude oil going through the refinery, add a dozen new pressure relief device connections to flares, increase use of 22 large refinery heaters, import Liquefied Petroleum Gas by rail to the refinery, and more.

G1-29.1

**Response G1-29.1**

The comment regarding opposition to the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

Although the proposed project includes adding new storage tanks, this component of the proposed project would not increase the crude oil throughput capacity at the Refinery. Instead, the new crude oil storage tanks would allow the Refinery to reduce transportation emissions associated with marine vessels that deliver crude oil. As explained in the DEIR (see pages 4-26 through 4-29) and Master Response 6, the proposed project will increase the crude oil storage capacity at the Refinery, which will reduce the amount of time that marine vessels spend at the Port and the associated emissions.

Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity. It would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the potential 6,000 bbl/day crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

Master Response 15 and Response G1-78.207 address the new connections of pressure relief valves to the flare gas recovery system, which do not increase flaring.

The comment refers to increased use of 22 Refinery heaters and boilers. Response G1-81.79 addresses heaters and boilers. The DEIR fully analyzed proposed project impacts, including increased use of and modifications to numerous process heaters. As indicated in DEIR Section 4.1.2, in addition to direct impacts, the proposed project may have indirect impacts on downstream equipment, including Refinery heaters, by causing increased utilization from operational changes, even though the equipment is not part of the proposed project. That is downstream equipment that will not be modified in any way, will operate within existing permit limits and no permit modification would be required. The anticipated indirect operational

changes are described in Section 4.1.2 and are included as part of the analysis of operational impacts in Section 4.2.2.2. Even though there is potential for increased operation of the various Refinery heaters, overall the proposed project will result in localized emission reduction benefits.

The Refinery currently receives LPG railcar deliveries. The proposed project will not increase the number of deliveries. The additional ten railcars associated with the proposed project will be added to existing trains. The potential hazards associated with rail transport were analyzed in FEIR Section 4.3.2.5.2. The Worst-Case Consequence Analysis for the proposed project carefully evaluated the proposed modifications to existing equipment and proposed new units (see FEIR Appendix C).

**Comment G1-29.2**

The DEIR and the Title V Permit (which sets permit limits) are inaccurate. They ignore Tesoro's own published plans to bring dangerous N. Dakota Bakken crude oil by rail to the Tesoro Savage Vancouver Washington ship terminal, then by ship to the Los Angeles refinery. This crude oil is particularly explosive. A Bakken crude oil rail accident blew up an entire town in 2013, killing many people. Just last Saturday another crude oil train carrying this material exploded, requiring evacuation of an elementary school, and spilling oil into the Columbia River. Bakken crude also contains high levels of volatile and toxic air contaminants and the DEIR should evaluate this threat. Tesoro's Project could also bring extreme Canadian tar sands crude oil to the LA refinery through the same Tesoro Savage ship.

G1-29.2

**Response G1-29.2**

As described in Section 4.1.2.5 of the DEIR and Master Response 8, the Vancouver Energy Project is wholly independent from the proposed project and is undergoing separate environmental review by the Washington State EFSEC. That review includes evaluation of transportation hazards. Additionally, as explained in Master Response 8, the Final EIS has not yet been issued for the Vancouver Energy Project, and the project has not been approved.

As explained in detail in Sections 2.5.3 and 2.5.4 and Appendix F of the DEIR, Master Response 4, and Response G1-78.94, the Refinery is currently processing a blend of various crude oils and will continue to do so with or without the proposed project. The proposed project will not result in a substantial change in the crude oil blend processed by the Refinery.

The DEIR analyzed the potential increase in crude oil processing of up to 6,000 bbl/day associated with the modification of the DCU H-100 heater permit description. The increase in crude oil processing rate is not related to any specific crude oil source. Master Response 4 explains that the Refinery's sources of crude oils have and will continue to vary with or without the proposed project. By using worst-case crude oil properties (see Response G1-78.157), the DEIR fully analyzed the potential impacts associated with storing various crude oils in the new and replacement storage tanks and with transferring various crude oils via the associated piping. There would be no additional impacts, beyond those analyzed in the DEIR, for the new and replacement storage tanks if different light or heavy crude oil is processed at the Refinery (see Section 4.2.2.2 of the FEIR). The proposed project does not facilitate or encourage sourcing crude oil from any particular location. In other words, the improved offloading efficiency provides a benefit regardless of the type of crude oil transported by marine vessel.

Light and heavy crude oil is currently delivered, stored, and processed at the Refinery and will continue to be delivered, stored, and processed with or without the proposed project. The impact analysis in the DEIR accounts for the variety of crude oils that have been and will be handled by the Refinery. For example, the TAC concentrations of crude oils in storage tanks associated with the proposed project were based on a worst-case hybrid analysis of the toxic content of the crude oils currently and potentially processed at the Refinery, including Bakken and heavy Canadian crude oil. The hybrid TAC speciation was prepared by selecting the highest concentration of each toxic compound from the entire speciated data set of all the crude oils analyzed.

There have been previous volatility issues associated with the transport of Bakken crude oil. However, regulations have since been adopted that require a reduction in volatility of Bakken crude oil that is transported. For example, on December 9, 2014, the Industrial Commission of North Dakota issued Order 25417 regarding conditioning of Bakken crude oil and limiting the RVP of crude oil provided for transport to 13.7 RVP. Thus, Bakken crude oil transported to the West Coast will be pipeline quality (i.e., qualified for safe transport) and will not have as high a vapor pressure as the Bakken crude oil produced at the wellhead. As with other U. S. crude oil production operations, the order adopted by the State of North Dakota will require that crude oil production facilities remove a significant portion of the light ends (ethane, propane, butane and pentane) prior to offering the crude oil for shipment to refineries for processing.

Because of Bakken crude oil's purported volatility, concerns were raised in the media as to whether Bakken crude oil was properly classified as a Class 3 hazardous material under U.S. DOT regulations. A Class 3 hazardous material is generally a flammable or combustible liquid that does not meet the regulatory classification requirements for other hazardous characteristics, such as toxicity, corrosivity, radioactivity or explosiveness. However, those concerns have since been resolved by repeated analysis and testing that demonstrates Bakken crude oil to be a Class 3 hazardous material, similar to other light sweet crude oils. After considering the information, the PHMSA Deputy Administrator testified to Congress that Bakken crude oil is accurately classified as a Hazard Class 3 Flammable Liquid.<sup>81</sup> This is consistent with the sampling and testing Tesoro has completed on Bakken crude oil. Therefore, Bakken crude oil has properties similar to other light crude oils, and is not classified as explosive.

As explained in subsequent responses, which are listed in Table 78-94.1, Bakken and heavy Canadian crude oils are similar to other light and heavy crude oils currently processed by the Refinery. As described in Master Response 4 and Response G1-78.150, in the future, as now, any Bakken or heavy Canadian crude oils processed would have to be combined with other crude oils to create a crude oil blend that matches the Refinery's processing capabilities and permit limitations. This is what has occurred with Bakken, heavy Canadian, and many other heavy and light crude oils that were utilized in the baseline period, and is what will continue after implementation of the proposed project. Any increased use of Bakken or heavy Canadian crude oils at the Refinery would not be caused by the proposed project. The proposed project's impacts were analyzed in detail using worst-case assumptions (e.g., the maximum vapor pressure of crude oil allowable by SCAQMD rules), which accounts for any impacts from increased use

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<sup>81</sup> Written statement of Timothy P. Butters Before the Subcommittees on Energy and Oversight Committee on Science, Space and Technology, U.S. House of Representatives at page 12 (Sept. 9, 2014).

of Bakken or heavy Canadian crude oil. Response G1-78.111 specifically addresses crude oil corrosivity. Responses G1-81.65 and G1-81.67 address greenhouse gases and crude oil production.

The comment also refers to derailment of a train carrying Bakken crude oil in Mosier, Oregon and another unidentifiable derailment. As explained in Response G1-81.57, there are no proposed project modifications to bring crude oil by rail to the Refinery. Thus the Mosier derailment and other derailments are not relevant to the DEIR analysis or the proposed project. Responses G1-81.65 and G1-81.67 explain that the DEIR does not need to analyze the environmental impacts from crude oil production because the proposed project will not cause any changes to that industry.

The FEIR fully analyzed the potential impacts of the proposed project with respect to greenhouse gas emissions in Section 5.2.2.3 and hazards in Section 4.3.2.

**Comment G1-29.3**

The DEIR and Title V permit also failed to count air emissions from flaring during startup, shutdown, and maintenance, other air emissions increases, and failed to set permit conditions that would prevent these increased emissions.

□ G1-29.3

**Response G1-29.3**

Startup and shutdown emissions, as well as emergency flaring, are discussed in detail in Master Response 15.

As explained in Master Response 15, the Refinery strives for startups, shutdowns, and maintenance without flaring. In any event, there are no new process units associated with the proposed project that would be expected to flare during startup or shutdown. No additional permit conditions are needed to control startup and shutdown emissions.

Emission changes as a result of the proposed project have been fully analyzed and are described in Section 4.2 of the DEIR. An emissions summary can be found on pages 4-16 through 4-18 in Table 4.2-4. Further, the Title V permit limits will be equal to or more restrictive than the emissions analyzed in the DEIR.

The comment also refers to “other air emission increases” that were not accounted for in the DEIR and the Title V permit. The comment lacks specificity. Without further detail regarding these other air emissions, a specific response cannot be provided.

**Comment G1-29.4**

This community already suffers from too much air pollution and dangers of petroleum storage, pipelines, and refining. We want to stop the expansion of oil refineries, to start building our safe, healthy, and clean energy future, and to have a fair public process.

□ G1-29.4

**Response G1-29.4**

The proposed project's local health effects have been analyzed and are discussed in Master Response 3. Potential hazard impacts, including those related to material storage and pipelines, are explained in Master Response 9. The proposed project is not an expansion of the Refinery. See Response G1-27.1 and Master Responses 6 and 7 for a detailed description of the potential 6,000 bbl/day crude oil capacity increase associated with the proposed project.

The proposed project has complied with the public process required by CEQA Guidelines § 15087. As explained in detail in Master Response 1, the DEIR was circulated for an extended length of time. The public comment period closed on June 10, 2016, after two extensions. A 94-day public review and comment period (March 8, 2016 through June 10, 2016) was provided, which exceeds CEQA requirements. A public hearing on the Title V permit and public meeting on the DEIR was held on May 17, 2016. Copies of the DEIR were made available in neighborhood public libraries. Notices were published and distributed for the original public comment period, the two extensions, and the public hearing on the Title V permit and public meeting on the DEIR.

In addition, Tesoro independently offered and provided community outreach to over 100 entities including public agencies, community organizations, neighborhood organizations, business associations, and other interested parties to explain the scope of the proposed project and the potential environmental effects of the proposed project. The community meetings were held on April 4, 11, and 14, 2016 in Carson, Wilmington, and Long Beach, respectively. Tesoro has identified that a total of 277 people attended the meetings.

Comment Letter No. G1-30

**From:** Gearin, Michael [<mailto:mpg9395@lausd.net>]  
**Sent:** Thursday, June 9, 2016 4:08 PM  
**To:** Danny Luong <[dluong@aqmd.gov](mailto:dluong@aqmd.gov)>  
**Cc:** Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>  
**Subject:** Comment about Tesoro from a student

Dear Danny Luong,

My name is Angel Ortega. I'm a student at Harry Bridges Span School. I live in Wilmington, California. I'm writing to you & the entire SCAQMD because I don't approve you building a bigger refinery. I'm writing to oppose that building a bigger refinery is going to affect the youth today. The more refineries means more health problems to people such as headache, lung problems, and heart problems. I'm against it because a lot of students in my school have asthma. They miss school because they have to go to the doctor to get check of their asthma attack. We hope you rethink your descion.

Sincerely,  
Angel Ortega

G1-30.1

## Response to Comment Letter No. G1-30

### Angel Ortega

#### Comment G1-30.1

My name is Angel Ortega. I'm a student at Harry Bridges Span School. I live in Wilmington, California. I'm writing to you & the entire SCAQMD because I don't approve you building a bigger refinery. I'm writing to oppose that building a bigger refinery is going to affect the youth today. The more refineries means more health problems to people such as headache, lung problems, and heart problems. I'm against it because a lot of students in my school have asthma. They miss school because they have to go to the doctor to get check of their asthma attack. We hope you rethink your descion.

G1-30.1

#### Response G1-30.1

The comment is from a student at Harry Bridges Span School in Wilmington.

The comment expresses opposition to the proposed project claiming that the proposed project would create a larger refinery. The proposed project would not create a new or larger refinery; it would further integrate the operations of the Refinery's existing Carson and Wilmington Operations. Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the 6,000 bbl/day potential crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are described in Chapter 4 of the DEIR. For additional information on why the proposed project is not an expansion of the Refinery, see Master Response 7. For additional information regarding why the proposed project will not increase crude oil capacity beyond the 6,000 bbl/day, see Master Response 6.

The comment expresses opposition to the proposed project because it will affect the health of young people living in the area of the Refinery. It is assumed that health effects refer to exposure to air pollutants from the proposed project. The proposed project will actually reduce local emissions of CO, NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. On page 4-17 of the DEIR, Table 4.2-4 shows the emission reductions associated with these five criteria pollutants in the row titled "Total Project Emissions." Additionally, the proposed project will reduce local emissions. On page 5-26 of the DEIR, Table 5.2-8 shows GHG (expressed as CO<sub>2</sub>e) emission reductions. However, the DEIR also concludes that, despite the emissions reductions for some of these pollutants—NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and GHG—the proposed project's impact on emission levels for these five pollutants will only be "regionally neutral," rather than beneficial (see pages 4-18 and 5-26 of the DEIR for criteria pollutants and GHG emissions, respectively). As a result, the proposed project is not expected to worsen public health in the vicinity of the Refinery.

The comment expresses opposition to the proposed project because students currently have asthma and miss school because of the need to go to the doctor in the event of an asthma attack. As noted in the paragraph above, the proposed project is expected to reduce local emissions from the Refinery, so it is not expected to exacerbate existing health problems. As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project's potential health impacts from all pollutants. The proposed project's potential cancer and non-cancer

## APPENDIX G1: RESPONSE TO COMMENTS

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human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD's cancer risk significance threshold of ten in one million (see FEIR Section 4.2.2.5). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD's non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact.

Comment Letter No. G1-31

**From:** Anabell Romero [<mailto:romero.anabell@gmail.com>]  
**Sent:** Thursday, June 9, 2016 1:58 PM  
**To:** Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>; Danny Luong <[dluong@aqmd.gov](mailto:dluong@aqmd.gov)>  
**Subject:** Comments Opposing Approval of both the Draft Environmental Impact Report (DEIR) and the Title V Permit for the Tesoro Los Angeles Refinery Integration and Compliance Project (LARIC)

Dear Ms. Wong and Mr. Luong,

This letter is to oppose the Draft Environmental Impact Report (DEIR) and the Title V Permit for the Tesoro LARIC Project.<sup>[1]</sup> including construction of massive new storage tanks to hold millions of barrels of crude oil, increase crude oil going through the refinery, add a dozen new pressure relief device connections to flares, increase use of 22 large refinery heaters, import Liquefied Petroleum Gas by rail to the refinery, and more.

G1-31.1

The DEIR and the Title V Permit (which sets permit limits) are inaccurate. They ignore Tesoro's own published plans to bring dangerous N. Dakota Bakken crude oil by rail to the Tesoro Savage Vancouver Washington ship terminal,<sup>[2]</sup> then by ship to the Los Angeles refinery.<sup>[3]</sup> This crude oil is particularly explosive.<sup>[4]</sup> A Bakken crude oil rail accident blew up an entire town in 2013, killing many people.<sup>[5]</sup> Just last Saturday another crude oil train carrying this material exploded, requiring evacuation of an elementary school, and spilling oil into the Columbia River.<sup>[6]</sup> Bakken crude also contains high levels of volatile and toxic air contaminants and the DEIR should evaluate this threat. Tesoro's Project could also bring extreme Canadian tar sands crude oil to the LA refinery through the same Tesoro Savage ship terminal. These two crude oils cause increased greenhouse gases and harms to air, land, and water during extraction, and add explosion risks in storage and in refineries.

G1-31.2

The DEIR and Title V permit also failed to count air emissions from flaring during startup, shutdown, and maintenance, other air emissions increases, and failed to set permit conditions that would prevent these increased emissions.

G1-31.3

Our community already suffers from too much air pollution and dangers of petroleum storage, pipelines, and refining. We want to stop the expansion of oil refineries, to start building our safe, healthy, and clean energy future, and to have a fair public process.

G1-31.4

Sincerely,

## APPENDIX G1: RESPONSE TO COMMENTS

Anabell Chavez

Wilmington Community Member



[1] <http://www.aqmd.gov/home/library/documents-support-material/lead-agency-permit-projects/permit-project-documents---year-2016>

[2] Tesoro just received a two-year extension on the lease for this terminal. <https://www.vancouverenergyusa.com/>

[3] Tesoro's map showing this is above, from: Simmons Energy Conference, *Transformation through Distinctive Performance*, February 27, 2014, <http://phx.corporate-ir.net/phoenix.zhtml?c=79122&p=irol-presentations>

Tesoro made the following and many other statements about bringing Bakken crude to L.A: *"When you think about formalizing competitive advantage and fully integrating our value chain, that is really what the Los Angeles Integration and Compliance Project is about. And when we think about creating value, we are not just thinking about advantaged crude oils in front of our refineries, but we're thinking about how that supply to the west coast of advantaged crude oils can change the shape of the crude oil supply/demand dynamics for the west coast. And that's what we are trying to accomplish through Vancouver Energy."* Edited Transcript TSO - Tesoro Corporation 2015 Analyst and Investor Day, December 09, 2015, p. 10, Keith Casey, Tesoro Corporation, EVP Operations

## APPENDIX G1: RESPONSE TO COMMENTS

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[4] U.S. Department of Transportation, 2014, available at: [http://www.phmsa.dot.gov/staticfiles/PHMSA/DownloadableFiles/1\\_2\\_14%20Rail\\_Safety\\_Alert.pdf](http://www.phmsa.dot.gov/staticfiles/PHMSA/DownloadableFiles/1_2_14%20Rail_Safety_Alert.pdf)

[5] [http://www.earthisland.org/journal/index.php/eij/article/warning\\_highly\\_flammable/](http://www.earthisland.org/journal/index.php/eij/article/warning_highly_flammable/)

[6] Oregon Public Broadcasting (OPB), 6/7/2016, New Spilled Crude Oil Discovered At Mosier Train Crash, <http://www.opb.org/news/series/oil-trains/oregon-oil-train-mosier-derailment-cleanup-spill/>

**Response to Comment Letter No. G1-31**

**Anabell Chavez**

**Comment G1-31.1**

This letter is to oppose the Draft Environmental Impact Report (DEIR) and the Title V Permit for the Tesoro LARIC Project, [1] including construction of massive new storage tanks to hold millions of barrels of crude oil, increase crude oil going through the refinery, add a dozen new pressure relief device connections to flares, increase use of 22 large refinery heaters, import Liquefied Petroleum Gas by rail to the refinery, and more.

[1] <http://www.aqmd.gov/home/library/documents-support-material/lead-agency-permit-projects/permit-project-documents---year-2016>

G1-31.1

**Response G1-31.1**

The comment regarding opposition to the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

Although the proposed project includes adding new storage tanks, this component of the proposed project would not increase the crude oil throughput capacity at the Refinery. Instead, the new crude oil storage tanks would allow the Refinery to reduce transportation emissions associated with marine vessels that deliver crude oil. As explained in the DEIR (see pages 4-26 through 4-29) and Master Response 6, the proposed project will increase the crude oil storage capacity at the Refinery, which will reduce the amount of time that marine vessels spend at the Port and the associated emissions.

Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity. It would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the potential 6,000 bbl/day crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

Master Response 15 and Response G1-78.207 address the new connections of pressure relief valves to the flare gas recovery system, which do not increase flaring.

The comment refers to increased use of 22 Refinery heaters and boilers. Response G1-81.79 addresses heaters and boilers. The DEIR fully analyzed proposed project impacts, including increased use of and modifications to numerous process heaters. As indicated in DEIR Section 4.1.2, in addition to direct impacts, the proposed project may have indirect impacts on downstream equipment, including Refinery heaters, by causing increased utilization from operational changes, even though the equipment is not part of the proposed project. That is downstream equipment that will not be modified in any way, will operate within existing permit

**APPENDIX G1: RESPONSE TO COMMENTS**

limits and no permit modification would be required. The anticipated indirect operational changes are described in Section 4.1.2 and are included as part of the analysis of operational impacts in Section 4.2.2.2. Even though there is potential for increased operation of the various Refinery heaters, overall the proposed project will result in localized emission reduction benefits.

The Refinery currently receives LPG railcar deliveries. The proposed project will not increase the number of deliveries. The additional ten railcars associated with the proposed project will be added to existing trains. The potential hazards associated with rail transport were analyzed in FEIR Section 4.3.2.5.2. The Worst-Case Consequence Analysis for the proposed project carefully evaluated the proposed modifications to existing equipment and proposed new units (see FEIR Appendix C).

**Comment G1-31.2**

The DEIR and the Title V Permit (which sets permit limits) are inaccurate. They ignore Tesoro’s own published plans to bring dangerous N. Dakota Bakken crude oil by rail to the Tesoro Savage Vancouver Washington ship terminal,[2] then by ship to the Los Angeles refinery.[3] This crude oil is particularly explosive.[4] A Bakken crude oil rail accident blew up an entire town in 2013, killing many people.[5] Just last Saturday another crude oil train carrying this material exploded, requiring evacuation of an elementary school, and spilling oil into the Columbia River.[6] Bakken crude also contains high levels of volatile and toxic air contaminants and the DEIR should evaluate this threat. Tesoro’s Project could also bring extreme Canadian tar sands crude oil to the LA refinery through the same Tesoro Savage ship terminal. These two crude oils cause increased greenhouse gases and harms to air, land, and water during extraction, and add explosion risks in storage and in refineries.

G1-31.2



[2] Tesoro just received a two-year extension on the lease for this terminal. <https://www.vancouverenergyusa.com/>

[3] Tesoro’s map showing this is above, from: Simmons Energy Conference, *Transformation through Distinctive Performance*, February 27, 2014, <http://phx.corporate-ir.net/phoenix.zhtml?c=79122&p=irol-presentations>

Tesoro made the following and many other statements about bringing Bakken crude to LA: *“When you think about formalizing competitive advantage and fully integrating our value chain, that is really what the Los Angeles Integration and Compliance Project is about. And when we think about creating value, we are not just thinking about advantaged crude oils in front of our refineries, but we’re thinking about how that supply to the west coast of advantaged crude oils can change the shape of the crude oil supply/demand dynamics for the west coast. And that’s what we are trying to accomplish through Vancouver Energy.”* Edited Transcript TSO - Tesoro Corporation 2015 Analyst and Investor Day, December 09, 2015, p. 10, Keith Casey, Tesoro Corporation, EVP Operations

## APPENDIX G1: RESPONSE TO COMMENTS

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[4] U.S. Department of Transportation, 2014, available at: [http://www.phmsa.dot.gov/staticfiles/PHMSA/DownloadableFiles/1\\_2\\_14%20Rail\\_Safety\\_Alert.pdf](http://www.phmsa.dot.gov/staticfiles/PHMSA/DownloadableFiles/1_2_14%20Rail_Safety_Alert.pdf)

[5] [http://www.earthisland.org/journal/index.php/eij/article/warning\\_highly\\_flammable/](http://www.earthisland.org/journal/index.php/eij/article/warning_highly_flammable/)

[6] Oregon Public Broadcasting (OPB), 6/7/2016, New Spilled Crude Oil Discovered At Mosier Train Crash, <http://www.opb.org/news/series/oil-trains/oregon-oil-train-mosier-derailment-cleanup-spill/>

### Response G1-31.2

As described in Section 4.1.2.5 of the DEIR and Master Response 8, the Vancouver Energy Project is wholly independent from the proposed project and is undergoing separate environmental review by the Washington State EFSEC. That review includes evaluation of transportation hazards. Additionally, as explained in Master Response 8, the Final EIS has not yet been issued for the Vancouver Energy Project, and the project has not been approved.

As explained in detail in Sections 2.5.3 and 2.5.4 and Appendix F of the DEIR, Master Response 4, and Response G1-78.94, the Refinery is currently processing a blend of various crude oils and will continue to do so with or without the proposed project. The proposed project will not result in a substantial change in the crude oil blend processed by the Refinery.

The DEIR analyzed the potential increase in crude oil processing of up to 6,000 bbl/day associated with the modification of the DCU H-100 heater permit description. The increase in crude oil processing rate is not related to any specific crude oil source. Master Response 4 explains that the Refinery's sources of crude oils have and will continue to vary with or without the proposed project. By using worst-case crude oil properties (see Response G1-78.157), the DEIR fully analyzed the potential impacts associated with storing various crude oils in the new and replacement storage tanks and with transferring various crude oils via the associated piping. There would be no additional impacts, beyond those analyzed in the DEIR, for the new and replacement storage tanks if different light or heavy crude oil is processed at the Refinery (see Section 4.2.2.2 of the FEIR). The proposed project does not facilitate or encourage sourcing crude oil from any particular location. In other words, the improved offloading efficiency provides a benefit regardless of the type of crude oil transported by marine vessel.

Light and heavy crude oil is currently delivered, stored, and processed at the Refinery and will continue to be delivered, stored, and processed with or without the proposed project. The impact analysis in the DEIR accounts for the variety of crude oils that have been and will be handled by the Refinery. For example, the TAC concentrations of crude oils in storage tanks associated with the proposed project were based on a worst-case hybrid analysis of the toxic content of the crude oils currently and potentially processed at the Refinery, including Bakken and heavy Canadian crude oil. The hybrid TAC speciation was prepared by selecting the highest concentration of each toxic compound from the entire speciated data set of all the crude oils analyzed.

There have been previous volatility issues associated with the transport of Bakken crude oil. However, regulations have since been adopted that require a reduction in volatility of Bakken crude oil that is transported. For example, on December 9, 2014, the Industrial Commission of North Dakota issued Order 25417 regarding conditioning of Bakken crude oil and limiting the

RVP of crude oil provided for transport to 13.7 RVP. Thus, Bakken crude oil transported to the West Coast will be pipeline quality (i.e., qualified for safe transport) and will not have as high a vapor pressure as the Bakken crude oil produced at the wellhead. As with other U. S. crude oil production operations, the order adopted by the State of North Dakota will require that crude oil production facilities remove a significant portion of the light ends (ethane, propane, butane and pentane) prior to offering the crude oil for shipment to refineries for processing.

Because of Bakken crude oil's purported volatility, concerns were raised in the media as to whether Bakken crude oil was properly classified as a Class 3 hazardous material under U.S. DOT regulations. A Class 3 hazardous material is generally a flammable or combustible liquid that does not meet the regulatory classification requirements for other hazardous characteristics, such as toxicity, corrosivity, radioactivity or explosiveness. However, those concerns have since been resolved by repeated analysis and testing that demonstrates Bakken crude oil to be a Class 3 hazardous material, similar to other light sweet crude oils. After considering the information, the PHMSA Deputy Administrator testified to Congress that Bakken crude oil is accurately classified as a Hazard Class 3 Flammable Liquid.<sup>82</sup> This is consistent with the sampling and testing Tesoro has completed on Bakken crude oil. Therefore, Bakken crude oil has properties similar to other light crude oils, and is not classified as explosive.

As explained in subsequent responses, which are listed in Table 78-94.1, Bakken and heavy Canadian crude oils are similar to other light and heavy crude oils currently processed by the Refinery. As described in Master Response 4 and Response G1-78.150, in the future, as now, any Bakken or heavy Canadian crude oils processed would have to be combined with other crude oils to create a crude oil blend that matches the Refinery's processing capabilities and permit limitations. This is what has occurred with Bakken, heavy Canadian, and many other heavy and light crude oils that were utilized in the baseline period, and is what will continue after implementation of the proposed project. Any increased use of Bakken or heavy Canadian crude oils at the Refinery would not be caused by the proposed project. The proposed project's impacts were analyzed in detail using worst-case assumptions (e.g., the maximum vapor pressure of crude oil allowable by SCAQMD rules), which accounts for any impacts from increased use of Bakken or heavy Canadian crude oil. Response G1-78.111 specifically addresses crude oil corrosivity. Responses G1-81.65 and G1-81.67 address greenhouse gases and crude oil production.

The comment also refers to derailment of a train carrying Bakken crude oil in Mosier, Oregon and another unidentifiable derailment. As explained in Response G1-81.57, there are no proposed project modifications to bring crude oil by rail to the Refinery. Thus the Mosier derailment and other derailments are not relevant to the DEIR analysis or the proposed project. Responses G1-81.65 and G1-81.67 explain that the DEIR does not need to analyze the environmental impacts from crude oil production because the proposed project will not cause any changes to that industry.

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<sup>82</sup> Written statement of Timothy P. Butters Before the Subcommittees on Energy and Oversight Committee on Science, Space and Technology, U.S. House of Representatives at page 12 (Sept. 9, 2014).

The comment includes a slide of a map that the comment claims is “. . . Tesoro's map laying out its plans to transport Bakken crude oil to L.A.” The map is titled “Rail Costs to Clear Bakken,” and shows ranges of costs to transport Bakken crude oil to various locations on the West and East Coasts of the U.S. The map includes a clarifying subtitle “West and East Coasts clearing destinations for Bakken crude oil.” There is no reference on the slide or map to any definitive plans to transport Bakken crude oil to any destination, or to any destination in particular or increased amounts.

In Footnote 2, the comment notes a two-year “. . . extension of a crude-by-rail to marine terminal in Vancouver, Washington. . .” The lease for the site for the proposed Vancouver Energy Project was extended eight months, not two years, while the Vancouver Energy Project permitting process continues.

The claims in Footnote 3 alleging that Tesoro's corporate statements to investors reflect a different project objective (i.e., to change the crude oil blend processed by the Refinery) have taken those corporate statements out of context. There are no corporate statements that state or even imply that the proposed project is designed to facilitate a change in the crude oil blend processed by the Refinery. The comment pieces together unrelated statements and draws an incorrect conclusion. The statement cited by Footnote 3 of the comment is explained in detail in Response G1-78.136. The quotation is from an Analyst and Investor Day presentation. As explained in Attachment C, the Declaration of Douglas Miller,<sup>83</sup> it is important to note that analyst and investor discussions present a high level overview of strategic projects that Tesoro plans to implement at the time of the respective presentations. In fact, just prior to the selected quote, Mr. Casey (Tesoro's Executive Vice President, Operations) stated, “Now, as I told you, I also get to update you on some strategic projects, and we have talked about a few of these for the last bit, but really give you some news on the exciting progress that we are making on each of these.”<sup>84</sup> Clearly, Mr. Casey is talking about more than one strategic project. Simply because the projects are summarized together in an overview is not an indication that the projects are related. The quotation references two separate projects—the proposed project and the Vancouver Energy Project—as each helping Tesoro accomplish general corporate goals, but the speaker never links the two projects together or states that Tesoro has plans to change the crude oil slate at the Refinery. The proposed project will not result in a significant change in the crude oil blend processed by the Refinery except as analyzed in the DEIR.

The comment and Footnote 6 refer to the derailment of a train carrying Bakken crude oil in Mosier, Oregon. Because there are no proposed project modifications to bring crude oil by rail to the Refinery, the Mosier derailment is not relevant to the DEIR analysis or the proposed project. The Federal Railroad Administration's preliminary report identified a railroad track issue as the cause of the Mosier incident<sup>85</sup>; therefore, there are no resulting mitigations that would need to be considered for the proposed project.

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<sup>83</sup> See Attachment C, Declaration of Douglas Miller, Vice President, California Value Chain Strategy of Tesoro Companies, Inc.

<sup>84</sup> Thomson Reuters Streetevents Edited Transcript, TSO- Tesoro Corporation 2015 Analyst and Investor Day, December 9, 2015, 2:00PM, at page 10.

<sup>85</sup> [https://www.fra.dot.gov/eLib/details/L18393#p1\\_z50\\_gD\\_IAC](https://www.fra.dot.gov/eLib/details/L18393#p1_z50_gD_IAC), accessed November 7, 2016.

The DEIR does not analyze crude oil production because the proposed project will not cause any changes to that industry. Tesoro does not own the crude oil production facilities for any of the crude oil that will be purchased to supply its Refinery. Therefore, the detailed information necessary to accurately quantify the GHG impacts from crude oil production facilities is not available and would require speculation to quantify the impacts. GHG emissions resulting from oil production are the responsibility of the crude oil producer.

The FEIR fully analyzed the potential impacts of the proposed project with respect to greenhouse gas emissions in Section 5.2.2.3 and hazards in Section 4.3.2.

**Comment G1-31.3**

The DEIR and Title V permit also failed to count air emissions from flaring during startup, shutdown, and maintenance, other air emissions increases, and failed to set permit conditions that would prevent these increased emissions.

]

G1-31.3

**Response G1-31.3**

Startup and shutdown emissions, as well as emergency flaring, are discussed in detail in Master Response 15.

As explained in Master Response 15, the Refinery strives for startups, shutdowns, and maintenance without flaring. In any event, there are no new process units associated with the proposed project that would be expected to flare during startup or shutdown. No additional permit conditions are needed to control startup and shutdown emissions.

Emission changes as a result of the proposed project have been fully analyzed and are described in Section 4.2 of the DEIR. An emissions summary can be found on pages 4-16 through 4-18 in Table 4.2-4. Further, the Title V permit limits will be equal to or more restrictive than the emissions analyzed in the DEIR.

The comment also refers to “other air emission increases” that were not accounted for in the DEIR and the Title V permit. The comment lacks specificity. Without further detail regarding these other air emissions, a specific response cannot be provided.

**Comment G1-31.4**

Our community already suffers from too much air pollution and dangers of petroleum storage, pipelines, and refining. We want to stop the expansion of oil refineries, to start building our safe, healthy, and clean energy future, and to have a fair public process.

]

G1-31.4

**Response G1-31.4**

The proposed project’s local health effects have been analyzed and are discussed in Master Response 3. Potential hazard impacts, including those related to material storage and pipelines, are explained in Master Response 9. The proposed project is not an expansion of the Refinery.

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See Response G1-27.1 and Master Responses 6 and 7 for a detailed description of the potential 6,000 bbl/day crude oil capacity increase associated with the proposed project.

The proposed project has complied with the public process required by CEQA Guidelines § 15087. As explained in detail in Master Response 1, the DEIR was circulated for an extended length of time. The public comment period closed on June 10, 2016, after two extensions. A 94-day public review and comment period (March 8, 2016 through June 10, 2016) was provided, which exceeds CEQA requirements. A public hearing on the Title V permit and public meeting on the DEIR was held on May 17, 2016. Copies of the DEIR were made available in neighborhood public libraries. Notices were published and distributed for the original public comment period, the two extensions, and the public hearing on the Title V permit and public meeting on the DEIR.

In addition, Tesoro independently offered and provided community outreach to over 100 entities including public agencies, community organizations, neighborhood organizations, business associations, and other interested parties to explain the scope of the proposed project and the potential environmental effects of the proposed project. The community meetings were held on April 4, 11, and 14, 2016 in Carson, Wilmington, and Long Beach, respectively. Tesoro has identified that a total of 277 people attended the meetings.

Comment Letter No. G1-32

June 9, 2016

To Ms. Jillian Wong  
c/o Office of Planning, Rule Development  
and Area Sources/CEQA  
[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)  
and to  
Mr. Danny Luong  
Senior Enforcement Manager  
[dluong@aqmd.gov](mailto:dluong@aqmd.gov)  
South Coast Air Quality Management District

Re: Comments Opposing Approval of both the Draft Environmental Impact Report (DEIR) and the Title V Permit for the Tesoro Los Angeles Refinery Integration and Compliance Project (LARIC)

Dear Ms. Wong and Mr. Luong,

I'm writing today to strongly oppose the Draft Environmental Impact Report (DEIR) and the Title V Permit for the Tesoro LARIC Project including construction of massive new storage tanks to hold millions of barrels of crude oil, increase crude oil going through the refinery, add a dozen new pressure relief device connections to flares, increase use of 22 large refinery heaters, import Liquefied Petroleum Gas by rail to the refinery, and more.

G1-32.1

I was in attendance at the Wilmington Neighborhood Council meeting on April, 27 2016 where Tesoro representatives presented. I am shocked that this massive project is being planned. I am outraged at all those at Tesoro that are attempting to downplay the long-term health effects of Volatile Organic Compounds (VOC's). In your materials, you show VOCs will increase. In Southern California, as you all are well aware, climate change has made our days hotter! On hot days, which there are many, VOCs react to create smog. Don't you agree that we already have our fair share of smog in the LA region? We don't need more in an area that already has poor air quality, which has caused my community to have high rates of asthma, cancers and other respiratory illnesses.

G1-32.2

Secondly, I do not want explosive crude oil in massive amounts being hauled right in front of my parents' home. I do not want to have this highly flammable oil, that is explosive, to travel through my community. I am a third generation resident in Wilmington. I grew up right across the street from the BNSF rail yard on L street between Hyatt and McFarland. There have been many derailments and I don't even want to imagine an oil tank car derailing near my parents' home or near any of my fellow community members. I lived through 2 refinery explosions that have happened in Wilmington during my young life time. I don't want to have to experience a crude oil explosion in my community.

G1-32.3

As a community member that serves on our local council, I also represent hundreds of community members. Here are a few of my fellow community members thoughts on this project:

**Anonymous Wilmington Resident:** *Tesoro has bought the community's silence with all the \$\$\$\$ [donations]. Those donations are not free.*

**Gabriel Villareal:** *They [Tesoro] don't care about the community being affected all they care about is money, that's all.*

G1-32.4

APPENDIX G1: RESPONSE TO COMMENTS

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**Kat Madrigal:** *As if more cancer-causing pollution isn't enough, "accidental releases of toxic gas clouds, flammable liquids, vapor cloud explosions and thermal radiation." Who supports that?* G1-32.5

**Armando G. Soto:** *The only thing I've ever received from the refineries is the f\*\*\*ing asthma I suffer from today. hey keep destroying Wilmington and our health, but they just care about bringing in more cargo and chemicals and say they care about the community, what kind of shit is that?? And the people that live in Wilmington and work for the refineries, I get it, it's hard to go against the people that are employing them, but at least have some common sense when saying they help the communities and do a lot of good, look around, just because we see a few signs around town saying "tesoro" doesn't mean it's improving the community, that's just what they want to make it look like.* G1-32.6

**Octavio Ramirez:** *If Tesoro was truly for the community they would begin to invest in renewable technology. That is against their interests and so they support a couple of non-profits and hire some people from the community to make it seem as if they care. I was born with asthma.* G1-32.7

**Lyzette Perez:** *This is absolutely disgusting*

I urge Tesoro to stop this project. My community already suffers from too much air pollution and dangers of petroleum storage, pipelines, and refining. We want to stop the expansion of oil refineries, to start building our safe, healthy, and clean energy future, and to have a fair public process. G1-32.8

Kind regards,



Sylvia Arredondo,  
Wilmington resident  
310.971.6868  
[Sylvia1203@msn.com](mailto:Sylvia1203@msn.com)

**Response to Comment Letter No. G1-32**

**Sylvia Arredondo**

**Comment G1-32.1**

I'm writing today to strongly oppose the Draft Environmental Impact Report (DEIR) and the Title V Permit for the Tesoro LARIC Project including construction of massive new storage tanks to hold millions of barrels of crude oil, increase crude oil going through the refinery, add a dozen new pressure relief device connections to flares, increase use of 22 large refinery heaters, import Liquefied Petroleum Gas by rail to the refinery, and more.

G1-32.1

**Response G1-32.1**

The comment regarding opposition to the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

Although the proposed project includes adding new storage tanks, this component of the proposed project would not increase the crude oil throughput capacity at the Refinery. Instead, the new crude oil storage tanks would allow the Refinery to reduce transportation emissions associated with marine vessels that deliver crude oil. As explained in the DEIR (see pages 4-26 through 4-29) and Master Response 6, the proposed project will increase the crude oil storage capacity at the Refinery, which will reduce the amount of time that marine vessels spend at the Port and the associated emissions.

Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity. It would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the potential 6,000 bbl/day crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

Master Response 15 and Response G1-78.207 addresses the new connections of pressure relief valves to the flare gas recovery system, which do not increase flaring.

The comment refers to increased use of 22 Refinery heaters and boilers. Response G1-81.79 addresses heaters and boilers. The DEIR fully analyzed proposed project impacts, including increased use of and modifications to numerous process heaters. As indicated in DEIR Section 4.1.2, in addition to direct impacts, the proposed project may have indirect impacts on downstream equipment, including Refinery heaters, by causing increased utilization from operational changes, even though the equipment is not part of the proposed project. That is downstream equipment that will not be modified in any way, will operate within existing permit limits and no permit modification would be required. The anticipated indirect operational

changes are described in Section 4.1.2 and are included as part of the analysis of operational impacts in Section 4.2.2.2. Even though there is potential for increased operation of the various Refinery heaters, overall the proposed project will result in localized emission reduction benefits.

The Refinery currently receives LPG railcar deliveries. The proposed project will not increase the number of deliveries. The additional ten railcars associated with the proposed project will be added to existing trains. The potential risks associated with rail transport were analyzed in FEIR Section 4.3.2.5.2. The Worst-Case Consequence Analysis for the proposed project carefully evaluated the proposed modifications to existing equipment and proposed new units (see FEIR Appendix C).

**Comment G1-32.2**

I was in attendance at the Wilmington Neighborhood Council meeting on April, 27 2016 where Tesoro representatives presented. I am shocked that this massive project is being planned. I am outraged at all those at Tesoro that are attempting to downplay the long-term health effects of Volatile Organic Compounds (VOC's). In your materials, you show VOCs will increase. In Southern California, as you all are well aware, climate change has made our days hotter! On hot days, which there are many, VOCs react to create smog. Don't you agree that we already have our fair share of smog in the LA region? We don't need more in an area that already has poor air quality, which has caused my community to have high rates of asthma, cancers and other respiratory illnesses.

G1-32.2

**Response G1-32.2**

As explained in Section 4.2.2.2 of the DEIR, upon completion, the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NOx, SOx, PM10, and PM2.5 emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project emissions are described in detail in Section 4.2 of the DEIR and are summarized in Table 4.2-4 (see pages 4-16 through 4-18). Further, the proposed project does not conflict with the SCAQMD's Air Quality Management Plan (AQMP). The AQMP is a regional air quality plan to bring the Basin into attainment.

The proposed project will also result in local overall reductions in GHG emissions. As described in Section 5.2 of the FEIR and summarized in Table 5.2-8 (see page 5-26), GHG emissions are believed to be the primary anthropogenic cause of climate change. Since the proposed project will result in GHG emissions reductions, climate change impacts are expected to be less than significant for the proposed project.

As explained in Master Response 3, the DEIR analyzed and disclosed the potential for health impacts from all pollutants. The proposed project's cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD's cancer risk significance threshold of ten in one million (see Section 4.2.2.5 of the FEIR). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD's non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact.

Neither the CEQA Statutes nor Guidelines require an analysis of environmental justice impacts. The SCAQMD, however, has a strong record of addressing environmental justice issues since the SCAQMD's Environmental Justice program began in 1997. Since that time, the SCAQMD has instituted a number of community initiatives to help improve air quality for low income residents and residents of color in the Basin. The programs and initiatives have been continually reviewed and updated. As a result, the SCAQMD's Environmental Justice program goes beyond a single project, and encompasses a unified regional approach to reducing impacts to the Basin's most impacted communities. Master Response 14 addresses environmental justice regarding the proposed project.

### Comment G1-32.3

Secondly, I do not want explosive crude oil in massive amounts being hauled right in front of my parents' home. I do not want to have this highly flammable oil, that is explosive, to travel through my community. I am a third generation resident in Wilmington. I grew up right across the street from the BNSF rail yard on L street between Hyatt and McFarland. There have been many derailments and I don't even want to imagine an oil tank car derailling near my parents' home or near any of my fellow community members. I lived through 2 refinery explosions that have happened in Wilmington during my young life time. I don't want to have to experience a crude oil explosion in my community.

G1-32.3

### Response G1-32.3

As explained in detail in Sections 2.5.3 and 2.5.4 and Appendix F of the DEIR, Master Response 4, and Response G1-78.94, the Refinery is currently processing a blend of various crude oils and will continue to do so with or without the proposed project. The proposed project will not result in a substantial change in the crude oil blend processed by the Refinery.

As indicated in Sections 2.6.1 and 2.6.2 of the DEIR for the proposed project, crude oil is not currently transported directly to either the Wilmington or Carson Operations via rail. These locations do not currently have the facilities or SCAQMD permits to receive crude oil deliveries by rail. No new or modified facilities are included in the proposed project to enable crude oil deliveries by rail. Therefore, the proposed project will not increase hazards associated with crude oil transport by rail.

### Comment G1-32.4

As a community member that serves on our local council, I also represent hundreds of community members. Here are a few of my fellow community members thoughts on this project:

*Anonymous Wilmington Resident: Tesoro has bought the community's silence with all the \$\$\$\$ [donations]. Those donations are not free.*

*Gabriel Villareal: They [Tesoro] don't care about the community being affected all they care about is money, that's all.*

G1-32.4

### Response G1-32.4

The comment identifies comments made by community members. The comments are not related to the proposed project or the DEIR. The comments are noted and no response is necessary under CEQA.

**Comment G1-32.5**

*Kat Madrigal: As if more cancer-causing pollution isn't enough, "accidental releases of toxic gas clouds, flammable liquids, vapor cloud explosions and thermal radiation." Who supports that?*

□ G1-32.5

**Response G1-32.5**

As explained in Response G1-32.2, cancer and non-cancer risks from the proposed project were analyzed and found to be less than significant.

With regard to safety issues relative to the proposed project, Section 3.3.6 of the DEIR describes existing Refinery safety systems at the Tesoro Refinery. As explained in Section 4.3 and Appendix C of the FEIR and Master Response 9, the proposed project has been analyzed for hazard impacts, including those associated with proposed project equipment, including pipelines and storage tanks. The DEIR found that hazards associated with the Naphtha Isomerization Unit, new crude oil storage tanks, and interconnecting pipelines to be potentially significant due to hazards associated with worst-case release scenarios.

The hazard analysis takes a worst-case approach by assuming that the entire contents of a tank or other equipment would rapidly be released and that no safety measures are implemented that could reduce the severity of an accidental release. It is expected that hazard impacts would be less than analyzed because the Refinery currently has safety measures in place and specified employees are trained regarding safety measures. Further, the DEIR imposes measures to mitigate hazard impacts (see Section 4.3.3 of the DEIR). Finally, the Refinery is subject to many laws and regulations that address safety and emergency responses in the event of an accident. Nonetheless, the DEIR conservatively concluded that hazard impacts would remain significant.

**Comment G1-32.6**

*Armando G. Soto: The only thing I've ever received from the refineries is the f\*\*\*ing asthma I suffer from today. they keep destroying Wilmington and our health, but they just care about bringing in more cargo and chemicals and say they care about the community, what kind of shit is that?? And the people that live in Wilmington and work for the refineries, I get it, it's hard to go against the people that are employing them, but at least have some common sense when saying they help the communities and do a lot of good, look around, just because we see a few signs around town saying "tesoro" doesn't mean it's improving the community, that's just what they want to make it look like.*

□ G1-32.6

**Response G1-32.6**

As explained in Response G1-32.2, the DEIR analyzed and disclosed the potential for health impacts from the proposed project.

**Comment G1-32.7**

*Octavio Ramirez: If Tesoro was truly for the community they would begin to invest in renewable technology. That is against their interests and so they support a couple of non-profits and hire some people from the community to make it seem as if they care. I was born with asthma.  
Lyzette Perez: This is absolutely disgusting*

□ G1-32.7

**Response G1-32.7**

As explained in Response G1-32.2, the DEIR analyzed and disclosed the potential for health impacts from the proposed project.

The comment suggests that benefits to the community would occur if Tesoro invested in renewable technology. The comment is outside the scope of the proposed project and, therefore, does not pertain to the environmental analysis in the DEIR. No further response is necessary under CEQA.

**Comment G1-32.8**

I urge Tesoro to stop this project. My community already suffers from too much air pollution and dangers of petroleum storage, pipelines, and refining. We want to stop the expansion of oil refineries, to start building our safe, healthy, and clean energy future, and to have a fair public process.

]

G1-32.8

**Response G1-32.8**

The comment regarding opposition to the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

As explained in Response G1-32.1, the proposed project is not an expansion of the Refinery.

The proposed project has complied with the public process required by CEQA Guidelines § 15087. As explained in detail in Master Response 1, the DEIR was circulated for an extended length of time. The public comment period closed on June 10<sup>th</sup> 2016, after two extensions. A 94-day public review and comment period (March 8, 2016 through June 10, 2016) was provided, which exceeds CEQA requirements. A public hearing on the Title V permit and public meeting on the DEIR was held on May 17, 2016. Copies of the DEIR were made available in neighborhood public libraries. Notices were published and distributed for the original public comment period, the two extensions, and the public hearing on the Title V permit and public meeting of the DEIR.

In addition, Tesoro independently offered and provided community outreach to over 100 entities including public agencies, community organizations, neighborhood organizations, business associations, and other interested parties to explain the scope of the proposed project and the potential environmental effects of the proposed project. The community meetings were held on April 4, 11, and 14, 2016 in Carson, Wilmington, and Long Beach, respectively. Tesoro has identified that a total of 277 people attended the meetings.

Comment Letter No. G1-33

**From:** Regina Taylor [<mailto:regina17@verizon.net>]  
**Sent:** Thursday, June 9, 2016 3:55 PM  
**To:** Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>; Danny Luong <[dluong@aqmd.gov](mailto:dluong@aqmd.gov)>  
**Subject:** DEIR & Title V Permit – Tesoro LARIC

Dear Ms.Wong and Mr. Luong:

I am submitting this letter in opposition to the DEIR and the Title V Permit for the Tesoro LARIC Project for the following reasons (at a minimum). The Project (1) includes construction of massive new storage tanks to hold 3.4 million barrels of crude oil in a densely populated area , (2) will allow for increase in through-put of crude oil at the refinery (notwithstanding Tesoro's claim that they will not increase production), (3) adds a dozen new pressure relief device connections to flares resulting in increased emissions , (4) increases use of 22 large refinery heaters, (5) allows for import of highly explosive Liquefied Petroleum Gas by rail to the refinery. All of these result in exposing this densely populated area to increased major (health if not possible death) risks from pollution or accidental explosion.

G1-33.1

The DEIR and the Title V Permit limits are inaccurate in that they ignore Tesoro's own published plans to bring dangerous N. Dakota Bakken crude oil by rail to the Tesoro Savage Vancouver-Washington shipping terminal, then by ship to the Los Angeles refinery. This crude oil is particularly explosive and should never be used or processed or brought close to populated areas. There have been many oil rail accidents over the last several years, with unbelievable damage to humans, wild life and natural resources. Bakken crude also contains high levels of volatile and toxic air contaminants and the DEIR does not evaluate this threat. Tesoro's Project **does not preclude** bringing extreme Canadian tar sands crude oil to the LA refinery through the same Tesoro Savage shipping terminal (notwithstanding Tesoro's statement at public meetings that they do not intend to import this type of crude-- at least not now). These two crude oils cause increased greenhouse gases and harm air, land, and water during extraction, and increases explosion risks in storage and in refineries.

G1-33.2

The DEIR and Title V permit also failed to account for air emissions from flaring during startup, shutdown, and maintenance, and failed to set permit conditions that would prevent these increased emissions. The area of the San Pedro/Wilmington/Long Beach (the latter being where I reside along the east side of the LA River) has been called an "environmental sacrifice zone" for many years due to the presence of the ports and the refineries. Many decisions are made in favor of industry and not the residents due to "overriding economic considerations". Hopefully, the decision to allow this merger/project to go forward is not one of them and you will not make our communities pay for industry gains at the expense of their health and safety. Please do not allow this project to proceed.

G1-33.3

Regina Taylor  
3206 Oregon Ave  
Long Beach, CA 90806

**Response to Comment Letter No. G1-33**

**Regina Taylor**

**Comment G1-33.1**

I am submitting this letter in opposition to the DEIR and the Title V Permit for the Tesoro LARIC Project for the following reasons (at a minimum). The Project (1) includes construction of massive new storage tanks to hold 3.4 million barrels of crude oil in a densely populated area, (2) will allow for increase in through-put of crude oil at the refinery (notwithstanding Tesoro's claim that they will not increase production), (3) adds a dozen new pressure relief device connections to flares resulting in increased emissions, (4) increases use of 22 large refinery heaters, (5) allows for import of highly explosive Liquefied Petroleum Gas by rail to the refinery. All of these result in exposing this densely populated area to increased major (health if not possible death) risks from pollution or accidental explosion.

G1-33.1

**Response G1-33.1**

The comment regarding opposition to the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

Although the proposed project includes adding new storage tanks, this component of the proposed project would not increase the crude oil throughput capacity at the Refinery. Instead, the new crude oil storage tanks would allow the Refinery to reduce transportation emissions associated with marine vessels that deliver crude oil. As explained in the DEIR (see pages 4-26 through 4-29) and Master Response 6, the proposed project will increase the crude oil storage capacity at the Refinery, which will reduce the amount of time that marine vessels spend at the Port and the associated emissions.

Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity. It would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the potential 6,000 bbl/day crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

Master Response 15 and Response G1-78.207 address the new connections of pressure relief valves to the flare gas recovery system, which do not increase flaring.

The comment refers to increased use of 22 Refinery heaters and boilers. Response G1-81.79 addresses heaters and boilers. The DEIR fully analyzed proposed project impacts, including increased use of and modifications to numerous process heaters. As indicated in DEIR Section 4.1.2, in addition to direct impacts, the proposed project may have indirect impacts on downstream equipment, including Refinery heaters, by causing increased utilization from operational changes, even though the equipment is not part of the proposed project. That is downstream equipment that will not be modified in any way, will operate within existing permit

limits and no permit modification would be required. The anticipated indirect operational changes are described in Section 4.1.2 and are included as part of the analysis of operational impacts in Section 4.2.2.2. Even though there is potential for increased operation of the various Refinery heaters, overall the proposed project will result in localized emission reduction benefits.

The Refinery currently receives LPG railcar deliveries. The proposed project will not increase the number of deliveries. The additional ten railcars associated with the proposed project will be added to existing trains. The potential hazards associated with rail transport were analyzed in FEIR Section 4.3.2.5.2. The Worst-Case Consequence Analysis for the proposed project carefully evaluated the proposed modifications to existing equipment and proposed new units (see FEIR Appendix C).

**Comment G1-33.2**

The DEIR and the Title V Permit limits are inaccurate in that they ignore Tesoro's own published plans to bring dangerous N. Dakota Bakken crude oil by rail to the Tesoro Savage Vancouver-Washington shipping terminal, then by ship to the Los Angeles refinery. This crude oil is particularly explosive and should never be used or processed or brought close to populated areas. There have been many oil rail accidents over the last several years, with unbelievable damage to humans, wild life and natural resources. Bakken crude also contains high levels of volatile and toxic air contaminants and the DEIR does not evaluate this threat. Tesoro's Project **does not preclude** bringing extreme Canadian tar sands crude oil to the LA refinery through the same Tesoro Savage shipping terminal (notwithstanding Tesoro's statement at public meetings that they do not intend to import this type of crude-- at least not now). These two crude oils cause increased greenhouse gases and harm air, land, and water during extraction, and increases explosion risks in storage and in refineries.

G1-33.2

**Response G1-33.2**

As described in Section 4.1.2.5 of the DEIR and Master Response 8, the Vancouver Energy Project is wholly independent from the proposed project and is undergoing separate environmental review by the Washington State EFSEC. That review includes evaluation of transportation hazards. Additionally, as explained in Master Response 8, the Final EIS has not yet been issued for the Vancouver Energy Project, and the project has not been approved.

As explained in detail in Sections 2.5.3 and 2.5.4 and Appendix F of the DEIR, Master Response 4, and Response G1-78.94, the Refinery is currently processing a blend of various crude oils and will continue to do so with or without the proposed project. The proposed project will not result in a substantial change in the crude oil blend processed by the Refinery.

The DEIR analyzed the potential increase in crude oil processing of up to 6,000 bbl/day associated with the modification of the DCU H-100 heater permit description. The increase in crude oil processing rate is not related to any specific crude oil source. Master Response 4 explains that the Refinery's sources of crude oils have and will continue to vary with or without the proposed project. By using worst-case crude oil properties (see Response G1-78.157), the DEIR fully analyzed the potential impacts associated with storing various crude oils in the new and replacement storage tanks and with transferring various crude oils via the associated piping. There would be no additional impacts, beyond those analyzed in the DEIR, for the new and replacement storage tanks if different light or heavy crude oil is processed at the Refinery (see Section 4.2.2.2 of the FEIR). The proposed project does not facilitate or encourage sourcing crude oil from any particular location. In other words, the improved offloading efficiency provides a benefit regardless of the type of crude oil transported by marine vessel.

Light and heavy crude oil is currently delivered, stored, and processed at the Refinery and will continue to be delivered, stored, and processed with or without the proposed project. The impact analysis in the DEIR accounts for the variety of crude oils that have been and will be handled by the Refinery. For example, the TAC concentrations of crude oils in storage tanks associated with the proposed project were based on a worst-case hybrid analysis of the toxic content of the crude oils currently and potentially processed at the Refinery, including Bakken and heavy Canadian crude oil. The hybrid TAC speciation was prepared by selecting the highest concentration of each toxic compound from the entire speciated data set of all the crude oils analyzed.

There have been previous volatility issues associated with the transport of Bakken crude oil. However, regulations have since been adopted that require a reduction in volatility of Bakken crude oil that is transported. For example, on December 9, 2014, the Industrial Commission of North Dakota issued Order 25417 regarding conditioning of Bakken crude oil and limiting the RVP of crude oil provided for transport to 13.7 RVP. Thus, Bakken crude oil transported to the West Coast will be pipeline quality (i.e., qualified for safe transport) and will not have as high a vapor pressure as the Bakken crude oil produced at the wellhead. As with other U. S. crude oil production operations, the order adopted by the State of North Dakota will require that crude oil production facilities remove a significant portion of the light ends (ethane, propane, butane and pentane) prior to offering the crude oil for shipment to refineries for processing.

Because of Bakken crude oil's purported volatility, concerns were raised in the media as to whether Bakken crude oil was properly classified as a Class 3 hazardous material under U.S. DOT regulations. A Class 3 hazardous material is generally a flammable or combustible liquid that does not meet the regulatory classification requirements for other hazardous characteristics, such as toxicity, corrosivity, radioactivity or explosiveness. However, those concerns have since been resolved by repeated analysis and testing that demonstrates Bakken crude oil to be a Class 3 hazardous material, similar to other light sweet crude oils. After considering the information, the PHMSA Deputy Administrator testified to Congress that Bakken crude oil is accurately classified as a Hazard Class 3 Flammable Liquid.<sup>86</sup> This is consistent with the sampling and testing Tesoro has completed on Bakken crude oil. Therefore, Bakken crude oil has properties similar to other light crude oils, and is not classified as explosive.

As explained in subsequent responses, which are listed in Table 78-94.1, Bakken and heavy Canadian crude oils are similar to other light and heavy crude oils currently processed by the Refinery. As described in Master Response 4 and Response G1-78.150, in the future, as now, any Bakken or heavy Canadian crude oils processed would have to be combined with other crude oils to create a crude oil blend that matches the Refinery's processing capabilities and permit limitations. This is what has occurred with Bakken, heavy Canadian, and many other heavy and light crude oils that were utilized in the baseline period, and is what will continue after implementation of the proposed project. Any increased use of Bakken or heavy Canadian crude oils at the Refinery would not be caused by the proposed project. The proposed project's impacts were analyzed in detail using worst-case assumptions (e.g., the maximum vapor pressure of crude oil allowable by SCAQMD rules), which accounts for any impacts from increased use

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<sup>86</sup> Written statement of Timothy P. Butters Before the Subcommittees on Energy and Oversight Committee on Science, Space and Technology, U.S. House of Representatives at page 12 (Sept. 9, 2014).

## APPENDIX G1: RESPONSE TO COMMENTS

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of Bakken or heavy Canadian crude oil. Response G1-78.111 specifically addresses crude oil corrosivity. Responses G1-81.65 and G1-81.67 address greenhouse gases and crude oil production.

The comment also refers to derailment of a train carrying Bakken crude oil in Mosier, Oregon and another unidentifiable derailment. As explained in Response G1-81.57, there are no proposed project modifications to bring crude oil by rail to the Refinery. Thus the Mosier derailment and other derailments are not relevant to the DEIR analysis or the proposed project.

Responses G1-81.65 and G1-81.67 explain that the DEIR does not need to analyze the environmental impacts from crude oil production because the proposed project will not cause any changes to that industry.

The DEIR fully analyzed the potential impacts of the proposed project with respect to greenhouse gas emissions in Section 5.2.2.3 and hazards in Section 4.3.2.

### Comment G1-33.3

The DEIR and Title V permit also failed to account for air emissions from flaring during startup, shutdown, and maintenance, and failed to set permit conditions that would prevent these increased emissions. The area of the San Pedro/Wilmington/Long Beach (the latter being where I reside along the east side of the LA River) has been called an "environmental sacrifice zone" for many years due to the presence of the ports and the refineries. Many decisions are made in favor of industry and not the residents due to "overriding economic considerations". Hopefully, the decision to allow this merger/project to go forward is not one of them and you will not make our communities pay for industry gains at the expense of their health and safety. Please do not allow this project to proceed.

G1-33.3

### Response G1-33.3

Startup and shutdown emissions, as well as emergency flaring, are discussed in detail in Master Response 15.

As explained in Master Response 15, the Refinery strives for startups, shutdowns, and maintenance without flaring. In any event, there are no new process units associated with the proposed project that would be expected to flare during startup or shutdown. No additional permit conditions are needed to control startup and shutdown emissions.

The proposed project will actually reduce local emissions of CO, NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Emission changes as a result of the proposed project have been fully analyzed and are described in Section 4.2 of the DEIR. An emissions summary can be found on pages 4-16 through 4-18 in Table 4.2-4 of the DEIR. Additionally, the proposed project will result in local overall reductions in GHG emissions, as described in Section 5.2 of the FEIR and summarized in Table 5.2-8 (see page 5-26). Further, the Title V permit limits will be equal to or more restrictive than the emissions analyzed in the DEIR.

The proposed project's local health effects have been analyzed and are discussed in Master Response 3. Potential hazard impacts, including those related to material storage and pipelines, are explained in Master Response 9. The proposed project is not an expansion of the Refinery.

**APPENDIX G1: RESPONSE TO COMMENTS**

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See Response G1-33.1 and Master Responses 6 and 7 for a detailed description of the potential 6,000 bbl/day crude oil capacity increase associated with the proposed project.

Comment Letter No. G1-34

**From:** [anngadfly@aol.com](mailto:anngadfly@aol.com) [<mailto:anngadfly@aol.com>]  
**Sent:** Thursday, June 9, 2016 1:14 PM  
**To:** Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>; Danny Luong <[dluong@aqmd.gov](mailto:dluong@aqmd.gov)>  
**Subject:** DEIR LARIC

To Ms. Jillian Wong  
c/o Office of Planning, Rule Development  
and Area Sources/CEQA

Mr. Danny Luong  
Senior Enforcement Manager  
South Coast Air Quality Management District

Re: Comments Opposing Approval of both the Draft Environmental Impact Report (DEIR) and the Title V Permit for the Tesoro Los Angeles Refinery Integration and Compliance Project (LARIC)

Dear Ms. Wong and Mr. Luong:

This letter is to oppose the Draft Environmental Impact Report (DEIR) and the Title V Permit for the Tesoro LARIC Project, including construction of massive new storage tanks to hold millions of barrels of crude oil, increase crude oil going through the refinery, add a dozen new pressure relief device connections to flares, increase use of 22 large refinery heaters, import Liquefied Petroleum Gas by rail to the refinery, and more.

G1-34.1

The DEIR and the Title V Permit (which sets permit limits) are inaccurate. They ignore Tesoro's own published plans to bring dangerous N. Dakota Bakken crude oil by rail to the Tesoro Savage Vancouver Washington ship terminal, then by ship to the Los Angeles refinery. This crude oil is particularly explosive. A Bakken crude oil rail accident blew up an entire town in 2013, killing many people. Just last Saturday another crude oil train carrying this material exploded, requiring evacuation of an elementary school, and spilling oil into the Columbia River. Bakken crude also contains high levels of volatile and toxic air contaminants and the DEIR should evaluate this threat. Tesoro's Project could also bring extreme Canadian tar sands crude oil to the LA refinery through the same Tesoro Savage ship terminal. These two crude oils cause increased greenhouse gases and harms to air, land, and water during extraction, and add explosion risks in storage and in refineries.

G1-34.2

The DEIR and Title V permit also failed to count air emissions from flaring during startup, shutdown, and maintenance, other air emissions increases, and failed to set permit conditions that would prevent these increased emissions.

G1-34.3

I live in Long Beach and our community already suffers from too much air pollution and dangers of petroleum storage, pipelines, and refining. Our children are suffering from asthma and adults who have never smoked are dying of lung cancer. We want to stop the expansion of oil refineries, to start building our safe, healthy, and clean energy future, and to have a fair public process.

G1-34.4

**APPENDIX G1: RESPONSE TO COMMENTS**

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Sincerely,

Ann Cantrell  
3106 Claremore  
Long Beach, CA 90808

**Response to Comment Letter No. G1-34**

**Ann Cantrell**

**Comment G1-34.1**

This letter is to oppose the Draft Environmental Impact Report (DEIR) and the Title V Permit for the Tesoro LARIC Project, including construction of massive new storage tanks to hold millions of barrels of crude oil, increase crude oil going through the refinery, add a dozen new pressure relief device connections to flares, increase use of 22 large refinery heaters, import Liquefied Petroleum Gas by rail to the refinery, and more.

G1-34.1

**Response G1-34.1**

The comment regarding opposition to the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

Although the proposed project includes adding new storage tanks, this component of the proposed project would not increase the crude oil throughput capacity at the Refinery. Instead, the new crude oil storage tanks would allow the Refinery to reduce transportation emissions associated with marine vessels that deliver crude oil. As explained in the DEIR (see pages 4-26 through 4-29) and Master Response 6, the proposed project will increase the crude oil storage capacity at the Refinery, which will reduce the amount of time that marine vessels spend at the Port and the associated emissions.

Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity. It would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the potential 6,000 bbl/day crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

Master Response 15 and Response G1-78.207 address the new connections of pressure relief valves to the flare gas recovery system, which do not increase flaring.

The comment refers to increased use of 22 Refinery heaters and boilers. Response G1-81.79 addresses heaters and boilers. The DEIR fully analyzed proposed project impacts, including increased use of and modifications to numerous process heaters. As indicated in DEIR Section 4.1.2, in addition to direct impacts, the proposed project may have indirect impacts on downstream equipment, including Refinery heaters, by causing increased utilization from operational changes, even though the equipment is not part of the proposed project. That is downstream equipment that will not be modified in any way, will operate within existing permit limits and no permit modification would be required. The anticipated indirect operational

changes are described in Section 4.1.2 and are included as part of the analysis of operational impacts in Section 4.2.2.2. Even though there is potential for increased operation of the various Refinery heaters, overall the proposed project will result in localized emission reduction benefits.

The Refinery currently receives LPG railcar deliveries. The proposed project will not increase the number of deliveries. The additional ten railcars associated with the proposed project will be added to existing trains. The potential hazards associated with rail transport were analyzed in FEIR Section 4.3.2.5.2. The Worst-Case Consequence Analysis for the proposed project carefully evaluated the proposed modifications to existing equipment and proposed new units (see FEIR Appendix C).

**Comment G1-34.2**

The DEIR and the Title V Permit (which sets permit limits) are inaccurate. They ignore Tesoro's own published plans to bring dangerous N. Dakota Bakken crude oil by rail to the Tesoro Savage Vancouver Washington ship terminal, then by ship to the Los Angeles refinery. This crude oil is particularly explosive. A Bakken crude oil rail accident blew up an entire town in 2013, killing many people. Just last Saturday another crude oil train carrying this material exploded, requiring evacuation of an elementary school, and spilling oil into the Columbia River. Bakken crude also contains high levels of volatile and toxic air contaminants and the DEIR should evaluate this threat. Tesoro's Project could also bring extreme Canadian tar sands crude oil to the LA refinery through the same Tesoro Savage ship terminal. These two crude oils cause increased greenhouse gases and harms to air, land, and water during extraction, and add explosion risks in storage and in refineries.

G1-34.2

**Response G1-34.2**

As described in Section 4.1.2.5 of the DEIR and Master Response 8, the Vancouver Energy Project is wholly independent from the proposed project and is undergoing separate environmental review by the Washington State EFSEC. That review includes evaluation of transportation hazards. Additionally, as explained in Master Response 8, the Final EIS has not yet been issued for the Vancouver Energy Project, and the project has not been approved.

As explained in detail in Sections 2.5.3 and 2.5.4 and Appendix F of the DEIR, Master Response 4, and Response G1-78.94, the Refinery is currently processing a blend of various crude oils and will continue to do so with or without the proposed project. The proposed project will not result in a substantial change in the crude oil blend processed by the Refinery.

The DEIR analyzed the potential increase in crude oil processing of up to 6,000 bbl/day associated with the modification of the DCU H-100 heater permit description. The increase in crude oil processing rate is not related to any specific crude oil source. Master Response 4 explains that the Refinery's sources of crude oils have and will continue to vary with or without the proposed project. By using worst-case crude oil properties (see Response G1-78.157), the DEIR fully analyzed the potential impacts associated with storing various crude oils in the new and replacement storage tanks and with transferring various crude oils via the associated piping. There would be no additional impacts, beyond those analyzed in the DEIR, for the new and replacement storage tanks if different light or heavy crude oil is processed at the Refinery (see Section 4.2.2.2 of the FEIR). The proposed project does not facilitate or encourage sourcing

crude oil from any particular location. In other words, the improved offloading efficiency provides a benefit regardless of the type of crude oil transported by marine vessel.

Light and heavy crude oil is currently delivered, stored, and processed at the Refinery and will continue to be delivered, stored, and processed with or without the proposed project. The impact analysis in the DEIR accounts for the variety of crude oils that have been and will be handled by the Refinery. For example, the TAC concentrations of crude oils in storage tanks associated with the proposed project were based on a worst-case hybrid analysis of the toxic content of the crude oils currently and potentially processed at the Refinery, including Bakken and heavy Canadian crude oil. The hybrid TAC speciation was prepared by selecting the highest concentration of each toxic compound from the entire speciated data set of all the crude oils analyzed.

There have been previous volatility issues associated with the transport of Bakken crude oil. However, regulations have since been adopted that require a reduction in volatility of Bakken crude oil that is transported. For example, on December 9, 2014, the Industrial Commission of North Dakota issued Order 25417 regarding conditioning of Bakken crude oil and limiting the RVP of crude oil provided for transport to 13.7 RVP. Thus, Bakken crude oil transported to the West Coast will be pipeline quality (i.e., qualified for safe transport) and will not have as high a vapor pressure as the Bakken crude oil produced at the wellhead. As with other U. S. crude oil production operations, the order adopted by the State of North Dakota will require that crude oil production facilities remove a significant portion of the light ends (ethane, propane, butane and pentane) prior to offering the crude oil for shipment to refineries for processing.

Because of Bakken crude oil's purported volatility, concerns were raised in the media as to whether Bakken crude oil was properly classified as a Class 3 hazardous material under U.S. DOT regulations. A Class 3 hazardous material is generally a flammable or combustible liquid that does not meet the regulatory classification requirements for other hazardous characteristics, such as toxicity, corrosivity, radioactivity or explosiveness. However, those concerns have since been resolved by repeated analysis and testing that demonstrates Bakken crude oil to be a Class 3 hazardous material, similar to other light sweet crude oils. After considering the information, the PHMSA Deputy Administrator testified to Congress that Bakken crude oil is accurately classified as a Hazard Class 3 Flammable Liquid.<sup>87</sup> This is consistent with the sampling and testing Tesoro has completed on Bakken crude oil. Therefore, Bakken crude oil has properties similar to other light crude oils, and is not classified as explosive.

As explained in subsequent responses, which are listed in Table 78-94.1, Bakken and heavy Canadian crude oils are similar to other light and heavy crude oils currently processed by the Refinery. As described in Master Response 4 and Response G1-78.150, in the future, as now, any Bakken or heavy Canadian crude oils processed would have to be combined with other crude oils to create a crude oil blend that matches the Refinery's processing capabilities and permit limitations. This is what has occurred with Bakken, heavy Canadian, and many other heavy and light crude oils that were utilized in the baseline period, and is what will continue after implementation of the proposed project. Any increased use of Bakken or heavy Canadian crude

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<sup>87</sup> Written statement of Timothy P. Butters Before the Subcommittees on Energy and Oversight Committee on Science, Space and Technology, U.S. House of Representatives at page 12 (Sept. 9, 2014).

oils at the Refinery would not be caused by the proposed project. The proposed project's impacts were analyzed in detail using worst-case assumptions (e.g., the maximum vapor pressure of crude oil allowable by SCAQMD rules), which accounts for any impacts from increased use of Bakken or heavy Canadian crude oil. Response G1-78.111 specifically addresses crude oil corrosivity. Responses G1-81.65 and G1-81.67 address greenhouse gases and crude oil production.

The comment also refers to derailment of a train carrying Bakken crude oil in Mosier, Oregon and another unidentifiable derailment. As explained in Response G1-81.57, there are no proposed project modifications to bring crude oil by rail to the Refinery. Thus the Mosier derailment and other derailments are not relevant to the DEIR analysis or the proposed project. Responses G1-81.65 and G1-81.67 explain that the DEIR does not need to analyze the environmental impacts from crude oil production because the proposed project will not cause any changes to that industry.

The DEIR fully analyzed the potential impacts of the proposed project with respect to greenhouse gas emissions in Section 5.2.2.3 and hazards in Section 4.3.2.

**Comment G1-34.3**

The DEIR and Title V permit also failed to count air emissions from flaring during startup, shutdown, and maintenance, other air emissions increases, and failed to set permit conditions that would prevent these increased emissions.

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G1-34.3

**Response G1-34.3**

Startup and shutdown emissions, as well as emergency flaring, are discussed in detail in Master Response 15.

As explained in Master Response 15, the Refinery strives for startups, shutdowns, and maintenance without flaring. In any event, there are no new process units associated with the proposed project that would be expected to flare during startup or shutdown. No additional permit conditions are needed to control startup and shutdown emissions.

Emission changes as a result of the proposed project have been fully analyzed and are described in Section 4.2 of the DEIR. An emissions summary can be found on pages 4-16 through 4-18 in Table 4.2-4. Further, the Title V permit limits will be equal to or more restrictive than the emissions analyzed in the DEIR.

The comment also refers to "other air emission increases" that were not accounted for in the DEIR and the Title V permit. The comment lacks specificity. Without further detail regarding these other air emissions, a specific response cannot be provided.

**Comment G1-34.4**

I live in Long Beach and our community already suffers from too much air pollution and dangers of petroleum storage, pipelines, and refining. Our children are suffering from asthma and adults who have never smoked are dying of lung cancer. We want to stop the expansion of oil refineries, to start building our safe, healthy, and clean energy future, and to have a fair public process.

]

G1-34.4

**Response G1-34.4**

The proposed project's local health effects have been analyzed and are discussed in Master Response 3. Potential hazard impacts, including those related to material storage and pipelines, are explained in Master Response 9. The proposed project is not an expansion of the Refinery. See Response G1-27.1 and Master Responses 6 and 7 for a detailed description of the potential 6,000 bbl/day crude oil capacity increase associated with the proposed project.

The proposed project has complied with the public process required by CEQA Guidelines § 15087. As explained in detail in Master Response 1, the DEIR was circulated for an extended length of time. The public comment period closed on June 10, 2016, after two extensions. A 94-day public review and comment period (March 8, 2016 through June 10, 2016) was provided, which exceeds CEQA requirements. A public hearing on the Title V permit and public meeting on the DEIR was held on May 17, 2016. Copies of the DEIR were made available in neighborhood public libraries. Notices were published and distributed for the original public comment period, the two extensions, and the public hearing on the Title V permit and public meeting on the DEIR.

In addition, Tesoro independently offered and provided community outreach to over 100 entities including public agencies, community organizations, neighborhood organizations, business associations, and other interested parties to explain the scope of the proposed project and the potential environmental effects of the proposed project. The community meetings were held on April 4, 11, and 14, 2016 in Carson, Wilmington, and Long Beach, respectively. Tesoro has identified that a total of 277 people attended the meetings.

Comment Letter No. G1-35

**From:** Gearin, Michael [<mailto:mppg9395@lausd.net>]  
**Sent:** Thursday, June 9, 2016 4:06 PM  
**To:** Danny Luong <[dluong@aqmd.gov](mailto:dluong@aqmd.gov)>  
**Cc:** Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>  
**Subject:** Email from a Wilmington Resident re: Tesoro

*Dear Danny Luong,*

*I am Lorena I'm a student from Harry Bridges.I live in Wilmington and I just found out by my teacher that Tesoro it's going to expand its refinery here in Wilmington.*

*I'm writing to oppose the Tesoro expansion because this is the city where I live and I don't think that will be a good idea to me and the people that live in here.*

*I'm against it because with the expansion the air is going to be contaminated and that will affect us here in the city.Breathing polluted air puts us in danger of getting asthma and others respiratory diseases and living in a polluted area puts us in risk of Cancer; many people could die.*

*That is the reasons why I'm against it and I hope to unite all people together and make a difference.*

G1-35.1

G1-35.2

*Sincerely,  
Lorena Flores*

**Response to Comment Letter No. G1-35**

**Lorena Flores**

**Comment G1-35.1**

*I am Lorena I'm a student from Harry Bridges. I live in Wilmington and I just found out by my teacher that Tesoro it's going to expand its refinery here in Wilmington. I'm writing to oppose the Tesoro expansion because this is the city where I live and I don't think that will be a good idea to me and the people that live in here.*

G1-35.1

**Response G1-35.1**

The comment is from a student at Harry Bridges Span School in Wilmington.

The comment expresses opposition to the proposed project because it will expand the Refinery. The proposed project would not create a new or expand the existing Refinery; it would further integrate the operations of two existing refineries. Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the 6,000 bbl/day potential crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. For additional information on why the proposed project is not an expansion of the Refinery, see Master Response 7. For additional information regarding why the proposed project will not increase crude oil capacity beyond the 6,000 bbl/day, see also Master Response 6.

The comment expresses opposition without specific comments on the proposed project or the DEIR. Therefore, no response is necessary under CEQA.

**Comment G1-35.2**

*I'm against it because with the expansion the air is going to be contaminated and that will affect us here in the city. Breathing polluted air puts us in danger of getting asthma and others respiratory diseases and living in a polluted area puts us in risk of Cancer; many people could die.*

G1-35.2

**Response G1-35.2**

The comment expresses opposition to air pollution in Wilmington because many kids are getting asthma. Although refineries in the local area are sources of pollution, most of the pollution in the area is caused by heavy duty truck trips and passenger vehicles. For more information on the major sources of pollution currently in the area and associated health effects from existing air quality in the area, see Master Response 3.

The comment expresses opposition to the proposed project because it will affect the health of people living in the area of the Refinery. It is assumed that health effects refer to exposure to air pollutants from the proposed project. The proposed project will actually reduce local emissions of CO, NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. On page 4-17 of the DEIR, Table 4.2-4 shows the emission reductions associated with these five criteria pollutants in the row titled "Total Project

Emissions.” Additionally, the proposed project will reduce local emissions. On page 5-26 of the DEIR, Table 5.2-8 shows local GHG (expressed as CO<sub>2</sub>e) emission reductions. However, the DEIR also concludes that, despite the emissions reductions for some of these pollutants—NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and GHG—the proposed project’s impact on emission levels for these five pollutants will only be “regionally neutral,” rather than beneficial (see pages 4-18 and 5-26 of the DEIR for criteria pollutants and GHG emissions, respectively). As a result, the proposed project is not expected to worsen public health in the vicinity of the Refinery.

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project’s potential health impacts from all pollutants. The proposed project’s potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD’s cancer risk significance threshold of ten in one million (see FEIR Section 4.2.2.5). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD’s non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact.

Comment Letter No. G1-36

**From:** Gearin, Michael [<mailto:mpg9395@lausd.net>]  
**Sent:** Thursday, June 9, 2016 4:14 PM  
**To:** Danny Luong <[dluong@aqmd.gov](mailto:dluong@aqmd.gov)>  
**Cc:** Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>  
**Subject:** health is better than money

Dear Danny Luong,

6/9/16

I am writing to you and the entire SCAQMD because my name is Destiny Allyson Martinez and I am in 8th grade, and go to Harry Bridges Span School. I am writing to oppose that The Tesoro Corporation Oil Refinery should not expand. One reason why this is is because it poses risk to the community. For example, the United States Department of Transportation found that the crude oil from Tesoro increases explosion risks. Also, more refinery expansion= more health risks for example, asthma or any other lung diseases due to the the refinery oil and air. I'm against this because it is really bad for everybody's health. So, please Mr.Luong, please agree with me in this situation so everybody can be healthy and not be suffering from diseases. Please agree that The Tesoro Corporation Oil Refinery should not expand the refinery.

G1-36.1

G1-36.2

Sincerely,  
Destiny Martinez

**Response to Comment Letter No. G1-36**

**Destiny Martinez**

**Comment G1-36.1**

I am writing to you and the entire SCAQMD because my name is Destiny Allyson Martinez and I am in 6th grade, and go to Harry Bridges Span School. I am writing to oppose that The Tesoro Corporation Oil Refinery should not expand. One reason why this is is because it poses risk to the community. For example, the United States Department of Transportation found that the crude oil from Tesoro increases explosion risks.

G1-36.1

**Response G1-36.1**

The comment is from a student at Harry Bridges Span School in Wilmington.

In the comment, opposition to the proposed project is expressed because it will expand the Refinery. The proposed project would not create a new or expand the existing Refinery, it would further integrate the Refinery's existing Carson and Wilmington Operations. Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the 6,000 bbl/day potential crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are described in Chapter 4 of the DEIR. For additional information on why the proposed project is not an expansion of the Refinery, see Master Response 7. For additional information regarding why the proposed project will not increase crude oil capacity beyond the 6,000 bbl/day, see also Master Response 6.

The comment expresses opposition to the proposed project because it would pose risks to the people living in the area of the Refinery. The comment then claims that the U.S. Department of Transportation (DOT) found that crude oil from the Tesoro Refinery increases explosion risks. The SCAQMD is unaware of such a study and no information or data are provided. Without a more specific reference, a specific response cannot be provided.

The proposed project does not have the potential to enable any substantial change in the types of crude oils that can be processed at the Refinery, and thus will not have different environmental impacts compared to the existing setting. The types of crude oil that can be processed in the Refinery are limited by the design limitations and capabilities of the processing units. The proposed project does not include any new equipment or equipment modifications that would allow it to change the types of crude oil that can be processed at the Refinery. For a description regarding why crude oil types imported to the Refinery are not expected to change, see Section 2.5.4.1 of the DEIR and Master Response 4.

With regard to risks, that is, hazards and hazardous materials impacts resulting from new equipment pipelines, and storage tanks, the DEIR evaluated the potential hazard (e.g., a spill followed by a fire associated with a storage tank and pipeline release) regardless of what type of event caused the accident, including earthquakes and accidents. In general, the maximum hazard zone of any of the pipelines would be 380 feet and would not extend to any residential areas. Therefore, the potential hazard impacts associated with the proposed Interconnecting Pipelines are expected to occur primarily on the Refinery properties or offsite industrial areas immediately

adjacent to those pipelines (see Figure 4.3-3). Since the potential fire hazards associated with a pipeline or crude oil storage tank rupture could travel offsite, the hazard impacts were determined to be potentially significant (see Table 4.3-2 of the DEIR). The hazard analysis takes a worst-case approach by assuming that the entire contents of a tank or other equipment would rapidly be released and that no safety measures are implemented that could reduce the severity of an accidental release.

It is expected that hazard impacts would be less than analyzed because the Refinery currently has safety measures in place and specified employees are trained regarding safety measures. Further, the DEIR imposes measures to mitigate hazard impacts. Finally, the Refinery is subject to many laws and regulations that address safety and emergency responses in the event of an accident (see Section 3.3.7 of the DEIR). Nonetheless, the DEIR used a conservative approach and concluded that hazard impacts would remain significant. For additional information on the analysis of hazards and hazardous materials for the proposed project, refer to Master Response 9.

**Comment G1-36.2**

Also, more refinery expansion= more health risks for example, asthma or any other lung diseases due to the the refinery oil and air. I'm against this because it is really bad for everybody's health. So, please Mr.Luong, please agree with me in this situation so everybody can be healthy and not be suffering from diseases. Please agree that The Tesoro Corporation Oil Refinery should not expand the refinery.

G1-36.2

**Response G1-36.2**

The comment claims that if the Refinery expands, health risks such as asthma or lung diseases will increase. As noted in Response G1-36.1, the proposed project does not consist of an expansion of the Refinery. Further, the proposed project will actually reduce local emissions of CO, NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. On page 4-17 of the DEIR, Table 4.2-4 shows the emission reductions associated with these five criteria pollutants in the row titled “Total Project Emissions.” Additionally, the proposed project will reduce local emissions. On page 5-26 of the DEIR, Table 5.2-8 shows local GHG (expressed as CO<sub>2</sub>e) emission reductions. The DEIR, however, conservatively concludes that, despite the emission reductions for some of these pollutants—NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and GHG, the proposed project’s impact on emission levels for these five pollutants will only be “regionally neutral,” rather than beneficial (see pages 4-18 and 5-26 of the DEIR for criteria pollutants and GHG emissions, respectively). As a result, the proposed project is not expected to worsen public health in the vicinity of the Refinery.

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project’s potential health impacts from all pollutants. The proposed project’s potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD’s cancer risk significance threshold of ten in one million (see FEIR Section 4.2.2.5). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD’s non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact.

Comment Letter No. G1-37

**From:** Gearin, Michael [<mailto:mpg9395@lausd.net>]  
**Sent:** Thursday, June 9, 2016 4:11 PM  
**To:** Danny Luong <[dluong@aqmd.gov](mailto:dluong@aqmd.gov)>  
**Cc:** Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>  
**Subject:** opposition to refinery expansion

Dear danny luong,

I am Jorge aleman HBSS 6th grader. I'm writing to you and the scaqmd i am writing to oppose tesoro's expansion. that is because i am scared about the explosive materials that will come to my city.. I am also scared to face one of the earthquakes.

G1-37.1

Sincerely,  
Jorge Aleman

**Response to Comment Letter No. G1-37**

**Jorge Aleman**

**Comment G1-37.1**

I am Jorge aleman HBSS 6th grader. I'm writing to you and the scaqmd i am writing to oppose tesoro's expansion. that is because i am scared about the explosive materials that will come to my city.. I am also scared to face one of the earthquakes.

□ G1-37.1

**Response G1-37.1**

The comment is from a student at Harry Bridges Span School in Wilmington.

The comment expresses opposition to the proposed project because it claims that it is an expansion of the Refinery. The proposed project would not create a new or expand the existing Refinery, it would further integrate the Refinery's Carson and Wilmington Operations. Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the 6,000 bbl/day potential crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are described in Chapter 4 of the DEIR. For additional information on why the proposed project is not an expansion of the Refinery, see Master Response 7. For additional information regarding why the proposed project will not increase crude oil capacity beyond the 6,000 bbl/day, see also Master Response 6.

The comment also expresses opposition to the proposed project because of the explosive materials that will come to the city without specifics or evidence. The proposed project does not have the potential to enable any substantial change in the types of crude oils that can be processed at the Refinery, and thus would not generate different environmental impacts compared to the existing setting. The types of crude oil that can be processed in the Refinery are limited by the design limitations and capacities of the processing units. The proposed project does not include any new equipment or equipment modifications that would allow it to change the types of crude oil that can be processed at the Refinery. For a description regarding why crude oil types imported to the Refinery are not expected to change, see Section 2.5.4.1 of the DEIR and Master Response 4.

The comment expresses concern that the proposed project may induce earthquakes. The proposed project is not expected to induce earthquakes. In the event of natural disasters, such as earthquakes, an extensive Worst-Case Consequence Analysis was prepared for the proposed project. Hazards at a facility can occur due to releases resulting from natural events, such as earthquakes, and non-natural events, such as mechanical failure or human error. Therefore, the DEIR evaluated the potential hazard (e.g., a spill followed by a fire associated with a storage tank and pipeline release) regardless of what type of event caused the accident, including earthquakes and accidents. The analyses of accidents, including those caused by earthquakes can be found in Appendix C of the FEIR, and are summarized in Section 3.3 – Hazards and Hazardous Materials (environmental setting, pages 3-18 through 3-36) and Section 4.3 – Hazards

## APPENDIX G1: RESPONSE TO COMMENTS

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and Hazardous Materials (environmental impacts and mitigation measures, pages 4-45 through 4-68) of the FEIR.

The hazard analysis takes a worst-case approach by assuming that the entire contents of a tank or other equipment would rapidly be released and that no safety measures are implemented that could reduce the severity of an accidental release. It is expected that hazard impacts would be less than analyzed because the Refinery currently has safety measures in place and specified employees are trained regarding safety measures. Further, the DEIR imposes measures to mitigate hazard impacts. Finally, the Refinery is subject to many laws and regulations that address safety and emergency responses in the event of an accident. In spite of these efforts to reduce hazard impacts, the DEIR used a conservative approach and concluded that hazard impacts would remain significant. For additional information on the analysis of hazards and hazardous materials for the proposed project, refer to Master Response 9.

Comment Letter No. G1-38

**From:** Margie [<mailto:neolotus@gmail.com>]  
**Sent:** Thursday, June 9, 2016 4:40 PM  
**To:** Jillian Wong <[jlwong1@aqmd.gov](mailto:jlwong1@aqmd.gov)>  
**Cc:** Danny Luong <[dluong@aqmd.gov](mailto:dluong@aqmd.gov)>; Joe Galliani <[organizer@southbay350.org](mailto:organizer@southbay350.org)>; Sherry Lear <[learlaw@earthlink.net](mailto:learlaw@earthlink.net)>  
**Subject:** Proposed Tesoro Merger, Facility ID#s 174655 and 800436

Dear Dr. Wong:

I write in opposition to the Proposed Title V Significant Permit Revisions and the Draft Environmental Impact Report (DEIR) for Tesoro Refining & Marketing Co., LLC's Carson and Wilmington Sites, Facility ID#s 174655 and 800436.

G1-38.1

If corporations are persons and have legal rights under the law, then they also have legal obligations to the real human beings their activity will impact.

Just as no person has a right to poison another person's air or water or land or threaten their health and life, neither does a corporation regardless of what the corporate charter says about the duty to assure profits to the shareholders. However, if they wish to make the claim of personhood, then their behavior must also be examined from the standpoint of human behavior and the limitations on their behavior.

In other words, they are not good neighbors and are poisoning, sickening, inducing cancers, and even killing the people who live within the region of their toxic fumes. No one, not even corporations have a right to do this to anyone. That is the purpose of the government, to be the guardians of the peoples' health and safety and to uphold the basic morality of human decency.

G1-38.2

I hope you will find it within yourselves to oppose this project on the grounds of protecting the actual human beings who live in the refinery's shadow and are unable to relocate and fulfill your oath of office to protect the public.

Thank you for your consideration:  
Margie Hoyt

17700 S Western Ave #188  
Gardena, CA 90248

**Response to Comment Letter No. G1-38**

**Margie Hoyt**

**Comment G1-38.1**

I write in opposition to the Proposed Title V Significant Permit Revisions and the Draft Environmental Impact Report (DEIR) for Tesoro Refining & Marketing Co., LLC's Carson and Wilmington Sites, Facility ID#s 174655 and 800436.

G1-38.1

**Response G1-38.1**

The comment regarding opposition to the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

**Comment G1-38.2**

If corporations are persons and have legal rights under the law, then they also have legal obligations to the real human beings their activity will impact.

Just as no person has a right to poison another person's air or water or land or threaten their health and life, neither does a corporation regardless of what the corporate charter says about the duty to assure profits to the shareholders. However, if they wish to make the claim of personhood, then their behavior must also be examined from the standpoint of human behavior and the limitations on their behavior.

In other words, they are not good neighbors and are poisoning, sickening, inducing cancers, and even killing the people who live within the region of their toxic fumes. No one, not even corporations have a right to do this to anyone. That is the purpose of the government, to be the guardians of the peoples' health and safety and to uphold the basic morality of human decency.

I hope you will find it within yourselves to oppose this project on the grounds of protecting the actual human beings who live in the refinery's shadow and are unable to relocate and fulfill your oath of office to protect the public.

G1-38.2

**Response G1-38.2**

The comment expresses opinions regarding the rights and responsibilities of corporations. The comment also expresses opposition without specific comments on the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project's potential health impacts from all pollutants. The proposed project's potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD's cancer risk significance threshold of ten in one million (see FEIR Section 4.2.2.5). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD's non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact.

Comment Letter No. G1-39

**From:** Diane L Middleton [<mailto:dlmlawfirm@msn.com>]  
**Sent:** Thursday, June 9, 2016 10:07 AM  
**To:** Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>; Danny Luong <[dluong@aqmd.gov](mailto:dluong@aqmd.gov)>  
**Subject:** Public Comment re Expansion of Tesoro Refinery

To: Ms. Jillian Wong  
Mr. Danny Luong

Dear Ms. Wong and Mr. Luong:

This is my public comment in opposition to the expansion of the Tesoro Refinery.

I have lived in San Pedro for 40 years. I am a retired attorney having spent decades representing Harbor area industrial workers (shipyards and longshore) including hundreds of workers with lung/asbestos disease.

G1-39.1

The facts of this merger do not appear to be in dispute. Tesoro seeks to combine its Carson and Wilmington refineries and construct 6 new 500,000 barrel tanks and replace 2 existing 80,000 barrel tanks with 300,000 barrel tanks thus having capacity for 3.4 million barrels. This expansion would allow highly corrosive extremely high carbon Canadian Tar Sands crude to flood the Harbor area. The issue of transport by rail is a nightmare that could lead to explosions of "bomb trains" that would devastate areas along the transport routes.

G1-39.2

My review of other public comments and scientific analysis lead me to conclude that the DEIR and Title V Permit are simply inaccurate. I leave it to others to address the science in detail but I urge that this entire project be abandoned. Specifically, I oppose the Title V permit and urge that the DEIR be rewritten to properly reflect Tesoro's plans to bring dangerous crude to LA.

G1-39.3

My public comments address two political issues most significant to me.

**ENVIRONMENTAL JUSTICE**

99% of scientists agree that climate change is having devastating global effects. Fossil fuels should be left in the ground. We should be **dismantling refineries** (not expanding them). If not the AQMD then who will protect us?

G1-39.4

This expansion is in the heart of Wilmington. Although I live in San Pedro, I stand with my brothers and sisters in Wilmington whose families have borne the brunt of siting refineries in the midst of their homes.

Numerous studies have demonstrated the higher incidence of lung disease/asthma in children living next to these refineries. We should be eliminating these hazards not increasing them (with the imprimatur of the AQMD).

G1-39.5

**APPENDIX G1: RESPONSE TO COMMENTS**

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One cannot read the daily newspaper without noting the proliferation of dangerous energy sites that are harming our citizens (Porter Ranch, Allenco, etc). Your role should be to protect our people and not expand the problem and open various levels of government to litigation because you are ignoring the science.

G1-39.6

If there is no problem with importing, storing, and processing 3,4 million barrels of crude oil in a residential area, why doesn't Tesoro conduct their business in Beverly Hills ?

**JUST TRANSITION**

I have read the newspaper accounts that "hundreds of workers" attended the May 17 public hearing and many spoke in support of the expansion because it would provide additional jobs. Further, some non profit organizations praised Tesoro's monetary contributions. Both of these factors point to the need for a just transition from fossil fuels to clean and renewable energy sources. We must educate ourselves, labor union members and their leaders, and, yes, even government agencies.

G1-39.7

In the words of one wise trade union leader: "We need a Just Transition where each and every specific worker, their families, and their community also have a path to sustainability. Otherwise, fear of being left out, cold and starving in the midst of a world whose wealth they have built will cause them to resist any change."

I urge the AQMD to show foresight and leadership. STOP THIS EXPANSION NOW.

Thank you.

Diane Middleton  
390 W. 40th Street  
San Pedro CA 90731  
Home 310 547 9010  
Cell 310 560 2271

**Response to Comment Letter No. G1-39**

**Diane Middleton**

**Comment G1-39.1**

This is my public comment in opposition to the expansion of the Tesoro Refinery.

I have lived in San Pedro for 40 years. I am a retired attorney having spent decades representing Harbor area industrial workers (shipyards and longshore) including hundreds of workers with lung/asbestos disease.

G1-39.1

**Response G1-39.1**

The comment regarding opposition to the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

**Comment G1-39.2**

The facts of this merger do not appear to be in dispute. Tesoro seeks to combine its Carson and Wilmington refineries and construct 6 new 500,000 barrel tanks and replace 2 existing 80,000 barrel tanks with 300,000 barrel tanks thus having capacity for **3.4 million barrels**. This expansion would allow highly corrosive extremely high carbon Canadian Tar Sands crude to flood the Harbor area. The issue of transport by rail is a nightmare that could lead to explosions of "bomb trains" that would devastate areas along the transport routes.

G1-39.2

**Response G1-39.2**

The proposed project is not a merger. As explained in Master Response 7, Tesoro acquired the Carson Operations from BP in 2013. The Carson and Wilmington Operations have already merged. The pre-existing refinery operations have been operating as one Refinery since the acquisition. As described in Section 2.1 of the DEIR, the proposed project is designed to better integrate the Carson and Wilmington Operations, which will improve processing efficiency and reduce emissions.

Although the proposed project includes adding new storage tanks, this component of the proposed project would not increase the crude oil throughput capacity at the Refinery. Instead, the new crude oil storage tanks would allow the Refinery to reduce transportation emissions associated with marine vessels that deliver crude oil. As explained in the DEIR (see pages 4-26 through 4-29) and Master Response 6, the proposed project will increase the crude oil storage capacity at the Refinery, which will reduce the amount of time that marine vessels spend at the Port and the associated emissions.

Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity. It would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the 6,000 bbl/day potential crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are described in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

As explained in detail in Sections 2.5.3 and 2.5.4 and Appendix F of the DEIR, Master Response 4, and Response G1-78.94, the Refinery is currently processing a blend of various crude oils and will continue to do so with or without the proposed project. The proposed project will not result in a substantial change in the crude oil blend processed by the Refinery.

The DEIR analyzed the potential increase in crude oil processing of up to 6,000 bbl/day associated with the modification of the DCU H-100 heater permit description. The increase in crude oil processing rate is not related to any specific crude oil source. Master Response 4 explains that the Refinery's sources of crude oils have and will continue to vary with or without the proposed project. By using worst-case crude oil properties (see Response G1-78.157), the DEIR fully analyzed the potential impacts associated with storing various crude oils in the new and replacement storage tanks and with transferring various crude oils via the associated piping. There would be no additional impacts, beyond those analyzed in the DEIR, for the new and replacement storage tanks if different light or heavy crude oil is processed at the Refinery (see Section 4.2.2.2 of the FEIR). The proposed project does not facilitate or encourage sourcing crude oil from any particular location. In other words, the improved offloading efficiency provides a benefit regardless of the type of crude oil transported by marine vessel.

Light and heavy crude oil is currently delivered, stored, and processed at the Refinery and will continue to be delivered, stored, and processed with or without the proposed project. The impact analysis in the DEIR accounts for the variety of crude oils that have been and will be handled by the Refinery. For example, the TAC concentrations of crude oils in storage tanks associated with the proposed project were based on a worst-case hybrid analysis of the toxic content of the crude oils currently and potentially processed at the Refinery, including Bakken and heavy Canadian crude oil. The hybrid TAC speciation was prepared by selecting the highest concentration of each toxic compound from the entire speciated data set of all the crude oils analyzed.

As indicated in Sections 2.6.1 and 2.6.2 of the DEIR for the proposed project, crude oil is not currently transported directly to either the Wilmington or Carson Operations via rail. These locations do not currently have the facilities or SCAQMD permits to receive crude oil deliveries by rail. No new or modified facilities are included in the proposed project to enable crude oil deliveries by rail.

**Comment G1-39.3**

My review of other public comments and scientific analysis lead me to conclude that the DEIR and Title V Permit are simply inaccurate. I leave it to others to address the science in detail but I urge that this entire project be abandoned. Specifically, I oppose the Title V permit and urge that the DEIR be rewritten to properly reflect Tesoro's plans to bring dangerous crude to LA.

G1-39.3

**Response G1-39.3**

The comment does not provide any information or data to support the claim that the DEIR and the Title V permit are inaccurate. The DEIR fully analyzed the proposed project’s potential impacts and the comment does not provide any new information of environmental impacts that was not analyzed or that changes the significance conclusions made in the DEIR. Therefore, no revision of the DEIR is necessary under CEQA.

The comment regarding opposition to the Title V permit does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

**Comment G1-39.4**

My public comments address two political issues most significant to me.

**ENVIRONMENTAL JUSTICE**

99% of scientists agree that climate change is having devastating global effects. Fossil fuels should be left in the ground. We should be dismantling refineries (not expanding them). If not the AQMD then who will protect us?

G1-39.4

**Response G1-39.4**

The comment implies opposition to the proposed project without specific comments on the proposed project or the DEIR. Therefore, no response is necessary under CEQA.

As explained in Response G1-39.2, the proposed project is not an expansion of the Refinery.

The potential 6,000 bbl/day crude oil capacity increase associated with the proposed project is explained in Master Response 6. Section 2.2 of the DEIR lists the objectives of the proposed project. One of the objectives is to make Refinery process modifications that improve efficiency through integration and enable the shutdown of the Wilmington Operations FCCU. The planned process modifications are designed to maintain the overall production capability of transportation fuels while achieving substantial emission reductions on-site and reducing carbon intensity.

The proposed project will result in local reductions of GHG emissions as summarized in Table 5.2-8 on page 5-26. The cumulative impact of GHG emissions is explained in Section 5.2.2 of the FEIR. GHG emissions produced by combusting the fuels produced by the Refinery are included in, and regulated by, the AB32 GHG Cap and Trade Program. It should be noted that the proposed project is not expected to increase production of transportation fuels, as described above.

**Comment G1-39.5**

This expansion is in the heart of Wilmington. Although I live in San Pedro, I stand with my brothers and sisters in Wilmington whose families have borne the brunt of siting refineries in the midst of their homes.

Numerous studies have demonstrated the higher incidence of lung disease/asthma in children living next to these refineries. We should be eliminating these hazards not increasing them (with the imprimatur of the AQMD).

G1-39.5

**Response G1-39.5**

The comment repeats the claim made previously that the proposed project is an expansion of the Refinery. As explained in Response G1-39.2, the proposed project is not an expansion of the Refinery.

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project’s potential health impacts from all pollutants. The proposed project’s potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD’s cancer risk significance threshold of ten in one million (see FEIR Section 4.2.2.5). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD’s non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact.

Neither the CEQA Statutes nor Guidelines require an analysis of environmental justice impacts. The SCAQMD, however, has a strong record of addressing environmental justice issues since the SCAQMD’s Environmental Justice program began in 1997. Since that time, the SCAQMD has instituted a number of community initiatives to help improve air quality for low income residents and residents of color in the Basin. The programs and initiatives have been continually reviewed and updated. As a result, the SCAQMD’s Environmental Justice program goes beyond a single project, and encompasses a unified regional approach to reducing impacts to the Basin’s most impacted communities. Master Response 14 addresses environmental justice regarding the proposed project.

**Comment G1-39.6**

One cannot read the daily newspaper without noting the proliferation of dangerous energy sites that are harming our citizens (Porter Ranch, Allenco, etc). Your role should be to protect our people and not expand the problem and open various levels of government to litigation because you are ignoring the science.

If there is no problem with importing, storing, and processing 3.4 million barrels of crude oil in a residential area, why doesn't Tesoro conduct their business in Beverly Hills ?

G1-39.6

**Response G1-39.6**

The comment refers to facilities that are not part of the proposed project. Therefore, no response is necessary under CEQA. However, it is assumed that the reference to “expanding the problem” refers to the opinion that the proposed project would expand the Refinery. As explained in Response G1-39.2, the proposed project is not an expansion of the Refinery.

The comment refers to “ignoring the science” without providing details or evidence to clarify the comment. Therefore, no specific response can be provided. However, Section 2.5 of the DEIR explains the refining process, Chapter 4 of the DEIR evaluates the potential impacts of the proposed project, and Chapter 5 evaluates the GHG emissions impacts of the proposed project.

The comment questions why Tesoro’s proposed project doesn’t occur in a different location. As explained in Section 6.2.1 of the DEIR, an alternative location to the Refinery site was considered, but it was determined to be infeasible as the proposed project consists of modifications to an existing Refinery that contains necessary processing units; natural gas, water, and electric transmission infrastructures; crude oil and petroleum product transportation infrastructure; and the appropriate land use designation necessary to support the proposed project. In addition, the Carson and Wilmington Operations are industrial facilities at fixed locations in the City of Carson and the Wilmington area in the City of Los Angeles. Operational equipment and infrastructure located at the proposed project site are also fixed and, generally, cannot be moved. Advantages of the existing Refinery site would be lost if another location were proposed (e.g., shut down of the Wilmington Operations FCCU). The development of a new refinery in an alternative location would require substantially more equipment, construction, and potentially generate more or substantially greater impacts in more environmental categories (e.g., air quality, energy, hazards/hazardous materials, hydrology/water quality, land use, noise, and traffic) than would occur under the proposed project.

Neither the CEQA Statutes nor Guidelines require an analysis of environmental justice impacts. The SCAQMD, however, has a strong record of addressing environmental justice issues since the SCAQMD’s Environmental Justice program began in 1997. Since that time, the SCAQMD has instituted a number of community initiatives to help improve air quality for low income residents and residents of color in the Basin. The programs and initiatives have been continually reviewed and updated. As a result, the SCAQMD’s Environmental Justice program goes beyond a single project, and encompasses a unified regional approach to reducing impacts to the Basin’s most impacted communities. Master Response 14 addresses environmental justice regarding the proposed project.

**Comment G1-39.7**

**JUST TRANSITION**

I have read the newspaper accounts that "hundreds of workers" attended the May 17 public hearing and many spoke in support of the expansion because it would provide additional jobs. Further, some non profit organizations praised Tesoro's monetary contributions. Both of these factors point to the need for a just transition from fossil fuels to clean and renewable energy sources. We must educate ourselves, labor union members and their leaders, and, yes, even government agencies.

In the words of one wise trade union leader: "We need a Just Transition where each and every specific worker, their families, and their community also have a path to sustainability. Otherwise, fear of being left out, cold and starving in the midst of a world whose wealth they have built. will cause them to resist any change."

I urge the AQMD to show foresight and leadership. STOP THIS EXPANSION NOW.

G1-39.7

**Response G1-39.7**

The May 17, 2016 public hearing on the Title V permit and public meeting on the DEIR was well attended by a diverse group that included workers, community members, non-profit organizations, and governmental agencies. The comment does not raise any issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

## APPENDIX G1: RESPONSE TO COMMENTS

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The comment does not refer to the environmental analysis of the proposed project in the DEIR; instead it refers to economic and social effects. Pursuant to CEQA, economic and social effects of a project shall not be treated as significant effects on the environment unless a chain of cause and effect through economic or social effects of the project can be identified that result in physical changes to the environment (CEQA Guidelines § 15131). No economic or social effects of the proposed project were identified that resulted in physical changes to the environment. Therefore, no further response is necessary.

The new jobs created are expected to be approximately 1,800 construction jobs that are not expected to be long-term. The Refinery has stated its intention to hire Union labor and may require increasing the geographic scope of the labor pool to meet Union requirements. While construction jobs are temporary, the proposed project is expected to take approximately five years to complete. During the construction period, local businesses are expected to benefit from the increased workforce at the Refinery.

As explained in Response G1-39.2 the proposed project is not an expansion of the Refinery.

Comment Letter No. G1-40

(Due by June 10<sup>th</sup>, 2016)

To Ms. Jillian Wong  
c/o Office of Planning, Rule Development  
and Area Sources/CEQA  
(Via facsimile to (909) 396-3324  
or e-mail at [jwong1@aqmd.gov](mailto:jwong1@aqmd.gov))  
and to  
Mr. Danny Luong  
Senior Enforcement Manager  
[dluong@aqmd.gov](mailto:dluong@aqmd.gov)  
South Coast Air Quality Management District

Re: Comments Opposing Approval of both the Draft Environmental Impact Report (DEIR) and the Title V Permit for the Tesoro Los Angeles Refinery Integration and Compliance Project (LARIC)

Dear Ms. Wong and Mr. Luong,

This letter is to oppose the Draft Environmental Impact Report (DEIR) and the Title V Permit for the Tesoro LARIC Project,<sup>1</sup> including construction of massive new storage tanks to hold millions of barrels of crude oil, increase crude oil going through the refinery, add a dozen new pressure relief device connections to flares, increase use of 22 large refinery heaters, import Liquefied Petroleum Gas by rail to the refinery, and more.

G1-40.1

The DEIR and the Title V Permit (which sets permit limits) are inaccurate. They ignore Tesoro's own published plans to bring dangerous N. Dakota Bakken crude oil by rail to the Tesoro Savage Vancouver Washington ship terminal,<sup>2</sup> then by ship to the Los Angeles refinery.<sup>3</sup> This crude oil is particularly explosive.<sup>4</sup> A Bakken crude oil rail accident blew up an entire town in 2013, killing many people.<sup>5</sup> Just last Saturday another crude oil train carrying this material exploded, requiring evacuation of an elementary school, and spilling oil into the Columbia River.<sup>6</sup> Bakken crude also contains high levels of volatile and toxic air contaminants and the DEIR should evaluate this threat. Tesoro's Project could also bring extreme Canadian tar sands crude oil to the LA refinery through the same Tesoro Savage ship

G1-40.2

<sup>1</sup> <http://www.aqmd.gov/home/library/documents-support-material/lead-agency-permit-projects/permit-project-documents---year-2016>

<sup>2</sup> Tesoro just received a two-year extension on the lease for this terminal. <https://www.vancouverenergyusa.com/>

<sup>3</sup> Tesoro's map showing this is attached, from: Simmons Energy Conference, *Transformation through Distinctive Performance*, February 27, 2014, <http://phx.corporate-ir.net/phoenix.zhtml?c=79122&p=irol-presentations>; Tesoro made the following and many other statements about bringing Bakken crude to LA: "When you think about formalizing competitive advantage and fully integrating our value chain, that is really what the Los Angeles Integration and Compliance Project is about. And when we think about creating value, we are not just thinking about advantaged crude oils in front of our refineries, but we're thinking about how that supply to the west coast of advantaged crude oils can change the shape of the crude oil supply/demand dynamics for the west coast. And that's what we are trying to accomplish through Vancouver Energy." Edited Transcript TSO - Tesoro Corporation 2015 Analyst and Investor Day, December 09, 2015, p. 10. Keith Casey, Tesoro Corporation, EVP Operations

<sup>4</sup> U.S. Department of Transportation, 2014, available at: [http://www.phmsa.dot.gov/staticfiles/PHMSA/DownloadableFiles/1\\_2\\_14%20Rail\\_Safety\\_Alert.pdf](http://www.phmsa.dot.gov/staticfiles/PHMSA/DownloadableFiles/1_2_14%20Rail_Safety_Alert.pdf)

<sup>5</sup> [http://www.earthisland.org/journal/index.php/eij/article/warning\\_highly\\_flammable/](http://www.earthisland.org/journal/index.php/eij/article/warning_highly_flammable/)

<sup>6</sup> Oregon Public Broadcasting (OPB), 6/7/2016, New Spilled Crude Oil Discovered At Mosier Train Crash, <http://www.opb.org/news/series/oil-trains/oregon-oil-train-mosier-derailment-cleanup-spill/>

**APPENDIX G1: RESPONSE TO COMMENTS**

terminal. These two crude oils cause increased greenhouse gases and harms to air, land, and water during extraction, and add explosion risks in storage and in refineries.

G1-40.2  
cont'd.

The DEIR and Title V permit also failed to count air emissions from flaring during startup, shutdown, and maintenance, other air emissions increases, and failed to set permit conditions that would prevent these increased emissions.

G1-40.3

Our community already suffers from too much air pollution and dangers of petroleum storage, pipelines, and refining. We want to stop the expansion of oil refineries, to start building our safe, healthy, and clean energy future, and to have a fair public process.

G1-40.4

Sincerely,

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Document submitted unsigned:**

**From:** Lillian Light [mailto:lllight@verizon.net]  
**Sent:** Thursday, June 9, 2016 10:49 AM  
**To:** Jillian Wong <jwong1@agmd.gov>  
**Subject:** Sample Letter Oppose Tesoro expansion

Attachment:



**Response to Comment Letter No. G1-40**

**Lilian Light**

**Comment G1-40.1**

This letter is to oppose the Draft Environmental Impact Report (DEIR) and the Title V Permit for the Tesoro LARIC Project,<sup>1</sup> including construction of massive new storage tanks to hold millions of barrels of crude oil, increase crude oil going through the refinery, add a dozen new pressure relief device connections to flares, increase use of 22 large refinery heaters, import Liquefied Petroleum Gas by rail to the refinery, and more.

<sup>1</sup> <http://www.aqmd.gov/home/library/documents-support-material/lead-agency-permit-projects/permit-project-documents--year-2016>

G1-40.1

**Response G1-40.1**

The comment regarding opposition to the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

Although the proposed project includes adding new storage tanks, this component of the proposed project would not increase the crude oil throughput capacity at the Refinery. Instead, the new crude oil storage tanks would allow the Refinery to reduce transportation emissions associated with marine vessels that deliver crude oil. As explained in the DEIR (see pages 4-26 through 4-29) and Master Response 6, the proposed project will increase the crude oil storage capacity at the Refinery, which will reduce the amount of time that marine vessels spend at the Port and the associated emissions.

Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity. It would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the potential 6,000 bbl/day crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

Master Response 15 and Response G1-78.207 address the new connections of pressure relief valves to the flare gas recovery system, which do not increase flaring.

The comment refers to increased use of 22 Refinery heaters and boilers. Response G1-81.79 addresses heaters and boilers. The DEIR fully analyzed proposed project impacts, including increased use of and modifications to numerous process heaters. As indicated in Section 4.1.2 of the DEIR, in addition to direct impacts, the proposed project may have indirect impacts on downstream equipment, including Refinery heaters, by causing increased utilization from operational changes, even though the equipment is not part of the proposed project. That is downstream equipment that will not be modified in any way, will operate within existing permit

**APPENDIX G1: RESPONSE TO COMMENTS**

limits and no permit modification would be required. The anticipated indirect operational changes are described in Section 4.1.2 and are included as part of the analysis of operational impacts in Section 4.2.2.2. Even though there is potential for increased operation of the various Refinery heaters, overall the proposed project will result in localized emission reduction benefits.

The Refinery currently receives LPG railcar deliveries. The proposed project will not increase the number of deliveries. The additional ten railcars associated with the proposed project will be added to existing trains. The potential hazards associated with rail transport were analyzed in Section 4.3.2.5.2 of the FEIR. The Worst-Case Consequence Analysis for the proposed project carefully evaluated the proposed modifications to existing equipment and proposed new units (see FEIR Appendix C.)

**Comment G1-40.2**

The DEIR and the Title V Permit (which sets permit limits) are inaccurate. They ignore Tesoro's own published plans to bring dangerous N. Dakota Bakken crude oil by rail to the Tesoro Savage Vancouver Washington ship terminal,<sup>2</sup> then by ship to the Los Angeles refinery.<sup>3</sup> This crude oil is particularly explosive.<sup>4</sup> A Bakken crude oil rail accident blew up an entire town in 2013, killing many people.<sup>5</sup> Just last Saturday another crude oil train carrying this material exploded, requiring evacuation of an elementary school, and spilling oil into the Columbia River.<sup>6</sup> Bakken crude also contains high levels of volatile and toxic air contaminants and the DEIR should evaluate this threat. Tesoro's Project could also bring extreme Canadian tar sands crude oil to the LA refinery through the same Tesoro Savage ship

G1-40.2

terminal. These two crude oils cause increased greenhouse gases and harms to air, land, and water during extraction, and add explosion risks in storage and in refineries.

G1-40.2  
cont'd.



<sup>2</sup> Tesoro just received a two-year extension on the lease for this terminal. <https://www.vancouverenergyusa.com/>  
<sup>3</sup> Tesoro's map showing this is attached, from: Simmons Energy Conference, *Transformation through Distinctive Performance*, February 27, 2014, <http://phx.corporate-ir.net/phoenix.zhtml?c=79122&p=irol-presentations>  
 Tesoro made the following and many other statements about bringing Bakken crude to LA: "When you think about formalizing competitive advantage and fully integrating our value chain, that is really what the Los Angeles Integration and Compliance Project is about. And when we think about creating value, we are not just thinking about advantaged crude oils in front of our refineries, but we're thinking about how that supply to the west coast of advantaged crude oils can change the shape of the crude oil supply/demand dynamics for the west coast. And that's what we are trying to accomplish through Vancouver Energy." Edited Transcript TSO - Tesoro Corporation 2015 Analyst and Investor Day, December 09, 2015, p. 10, Keith Casey, Tesoro Corporation, EVP Operations  
<sup>4</sup> U.S. Department of Transportation, 2014, available at: [http://www.phmsa.dot.gov/staticfiles/PHMSA/DownloadableFiles/1\\_2\\_14%20Rail\\_Safety\\_Alert.pdf](http://www.phmsa.dot.gov/staticfiles/PHMSA/DownloadableFiles/1_2_14%20Rail_Safety_Alert.pdf)  
<sup>5</sup> [http://www.earthisland.org/journal/index.php/eij/article/warning\\_highly\\_flammable/](http://www.earthisland.org/journal/index.php/eij/article/warning_highly_flammable/)  
<sup>6</sup> Oregon Public Broadcasting (OPB), 6/7/2016, New Spilled Crude Oil Discovered At Mosier Train Crash, <http://www.opb.org/news/series/oil-trains/oregon-oil-train-mosier-derailment-cleanup-spill/>

**Response G1-40.2**

As described in Section 4.1.2.5 of the DEIR and Master Response 8, the Vancouver Energy Project is wholly independent from the proposed project and is undergoing separate environmental review by the Washington State EFSEC, which includes evaluation of transportation hazards. Additionally, as explained in Master Response 8, the Final EIS has not yet been issued for the Vancouver Energy Project, and the project has not been approved.

As explained in detail in Sections 2.5.3 and 2.5.4 and Appendix F of the DEIR, Master Response 4, and Response G1-78.94, the Refinery is currently processing a blend of various crude oils and will continue to do so with or without the proposed project. The proposed project will not result in a substantial change in the crude oil blend processed by the Refinery.

The DEIR analyzed the potential increase in crude oil processing of up to 6,000 bbl/day associated with the modification of the DCU H-100 heater permit description. The increase in crude oil processing rate is not related to any specific crude oil source. Master Response 4 explains that the Refinery's sources of crude oils have and will continue to vary with or without the proposed project. By using worst-case crude oil properties (see Response G1-78.157), the DEIR fully analyzed the potential impacts associated with storing various crude oils in the new and replacement storage tanks and with transferring various crude oils via the associated piping. There would be no additional impacts, beyond those analyzed in the DEIR, for the new and replacement storage tanks if different light or heavy crude oil is processed at the Refinery (see Section 4.2.2.2 of the FEIR). The proposed project does not facilitate or encourage sourcing crude oil from any particular location. In other words, the improved offloading efficiency provides a benefit regardless of the type of crude oil transported by marine vessel.

Light and heavy crude oil is currently delivered, stored, and processed at the Refinery and will continue to be delivered, stored, and processed with or without the proposed project. The impact analysis in the DEIR accounts for the variety of crude oils that have been and will be handled by the Refinery. For example, the TAC concentrations of crude oils in storage tanks associated with the proposed project were based on a worst-case hybrid analysis of the toxic content of the crude oils currently and potentially processed at the Refinery, including Bakken and heavy Canadian crude oil. The hybrid TAC speciation was prepared by selecting the highest concentration of each toxic compound from the entire speciated data set of all the crude oils analyzed.

There have been previous volatility issues associated with the transport of Bakken crude oil. However, regulations have since been adopted that require a reduction in volatility of Bakken crude oil that is transported. For example, in December 2014, the Industrial Commission of North Dakota issued an order regarding conditioning of Bakken crude oil and limiting the RVP of crude oil provided for transport to 13.7 RVP. Thus, Bakken crude oil transported to the West Coast will be pipeline quality (i.e., qualified for safe transport) and will not have as high a vapor pressure as the Bakken crude oil produced at the wellhead. As with other U. S. crude oil production operations, the order adopted by the State of North Dakota will require that crude oil production facilities remove a significant portion of the light ends (ethane, propane, butane and pentane) prior to offering the crude oil for shipment to refineries for processing.

Because of Bakken crude oil's purported volatility, concerns were raised in the media as to whether Bakken crude oil was properly classified as a Class 3 hazardous material under U.S. DOT regulations. A Class 3 hazardous material is generally a flammable or combustible liquid that does not meet the regulatory classification requirements for other hazardous characteristics, such as toxicity, corrosivity, radioactivity or explosiveness. However, those concerns have since been resolved by repeated analysis and testing that demonstrates Bakken crude oil to be a Class 3 hazardous material, similar to other light sweet crude oils. After considering the information, the PHMSA Deputy Administrator testified to Congress that Bakken crude oil is accurately classified as a Hazard Class 3 Flammable Liquid.<sup>88</sup> This is consistent with the sampling and testing Tesoro has completed on Bakken crude oil. Therefore, Bakken crude oil has properties similar to other light crude oils, and is not classified as explosive.

As explained in subsequent responses, which are listed in Table 78-94.1, Bakken and heavy Canadian crude oils are similar to other light and heavy crude oils currently processed by the Refinery. As described in Master Response 4 and Response G1-78.150, in the future, as now, any Bakken or heavy Canadian crude oils processed would have to be combined with other crude oils to create a crude oil blend that matches the Refinery's processing capabilities and permit limitations. This is what has occurred with Bakken, heavy Canadian, and many other heavy and light crude oils that were utilized in the baseline period, and is what will continue after implementation of the proposed project. Any increased use of Bakken or heavy Canadian crude oils at the Refinery would not be caused by the proposed project. The proposed project's impacts were analyzed in detail using worst-case assumptions (e.g., the maximum vapor pressure of crude oil allowable by SCAQMD rules), which accounts for any impacts from increased use of Bakken or heavy Canadian crude oil. Response G1-78.111 specifically addresses crude oil corrosivity. Responses G1-81.65 and G1-81.67 address greenhouse gases and crude oil production.

The comment also refers to derailment of a train carrying Bakken crude oil in Mosier, Oregon and another unidentifiable derailment. As explained in Response G1-81.57, there are no proposed project modifications to bring crude oil by rail to the Refinery. Thus the Mosier derailment and other derailments are not relevant to the DEIR analysis or the proposed project. Responses G1-81.65 and G1-81.67 explain that the DEIR does not need to analyze the environmental impacts from crude oil production because the proposed project will not cause any changes to that industry.

The FEIR fully analyzed the potential impacts of the proposed project with respect to greenhouse gas emissions in Section 5.2.2.3 and hazards in Section 4.3.2.

**Comment G1-40.3**

The DEIR and Title V permit also failed to count air emissions from flaring during startup, shutdown, and maintenance, other air emissions increases, and failed to set permit conditions that would prevent these increased emissions.

G1-40.3

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<sup>88</sup> Written statement of Timothy P. Butters Before the Subcommittees on Energy and Oversight Committee on Science, Space and Technology, U.S. House of Representatives at page 12 (Sept. 9, 2014).

### Response G1-40.3

Startup and shutdown emissions, as well as emergency flaring, are discussed in detail in Master Response 15.

As explained in Master Response 15, the Refinery strives for startups, shutdowns, and maintenance without flaring. In any event, there are no new process units associated with the proposed project that would be expected to flare during startup or shutdown. No additional permit conditions are needed to control startup and shutdown emissions.

Emission changes as a result of the proposed project have been fully analyzed and are described in Section 4.2 of the DEIR. An emissions summary can be found on pages 4-16 through 4-18 in Table 4.2-4. Further, the Title V permit limits will be equal to or more restrictive than the emissions analyzed in the DEIR.

The comment also refers to “other air emission increases” that were not accounted for in the DEIR and the Title V permit. The comment lacks specificity. Without further detail regarding these other air emissions, a specific response cannot be provided.

### Comment G1-40.4

Our community already suffers from too much air pollution and dangers of petroleum storage, pipelines, and refining. We want to stop the expansion of oil refineries, to start building our safe, healthy, and clean energy future, and to have a fair public process.



G1-40.4

### Response G1-40.4

The proposed project’s local health effects have been analyzed and are discussed in Master Response 3. Potential hazard impacts, including those related to material storage and pipelines, are explained in Master Response 9. The proposed project is not an expansion of the Refinery. See Response G1-40.1 and Master Responses 6 and 7 for a detailed description of the potential 6,000 bbl/day crude oil capacity increase associated with the proposed project.

The proposed project has complied with the public process required by CEQA Guidelines § 15087. As explained in detail in Master Response 1, the DEIR was circulated for an extended length of time. The public comment period closed on June 10, 2016, after two extensions. A 94-day public review and comment period (March 8, 2016 through June 10, 2016) was provided, which exceeds CEQA requirements. A public hearing on the Title V permit and public meeting on the DEIR was held on May 17, 2016. Copies of the DEIR were made available in neighborhood public libraries. Notices were published and distributed for the original public comment period, the two extensions, and the public hearing on the Title V permit and public meeting on the DEIR.

In addition, Tesoro independently offered and provided community outreach to over 100 entities including public agencies, community organizations, neighborhood organizations, business associations, and other interested parties to explain the scope of the proposed project and the

## **APPENDIX G1: RESPONSE TO COMMENTS**

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potential environmental effects of the proposed project. The community meetings were held on April 4, 11, and 14, 2016 in Carson, Wilmington, and Long Beach, respectively. Tesoro has identified that a total of 277 people attended the meetings.

Comment Letter No. G1-41

**From:** Gearin, Michael [<mailto:mpg9395@lausd.net>]  
**Sent:** Thursday, June 9, 2016 4:26 PM  
**To:** Danny Luong <[dluong@aqmd.gov](mailto:dluong@aqmd.gov)>  
**Cc:** Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>  
**Subject:** Several student comments forwarded by teacher

Hi,

I'm a teacher of an elective class at Harry Bridges Span School in Wilmington. The class is called "What Would Harry Bridges Do?" it's a community-service class where students work to improve conditions of the people in our community.

My students were upset to find out that Tesoro is attempting to expand its operation in Wilmington, a community already greatly impacted by air pollution. Below, you will find 12 more student letters they decided to write after reading a recent article in the Daily Breeze about the expansion efforts.

Please register the messages below as 12 comments, not just one. I had sent several others individually, but decided to consolidate the rest here, as I didn't want to clog your inboxes.

Sincerely,

Michael Gearin  
Teacher at Harry Bridges Span School

G1-41.1

**Response to Comment Letter No. G1-41**

**Michael Gearin**

**Comment G1-41.1**

I'm a teacher of an elective class at Harry Bridges Span School in Wilmington. The class is called "What Would Harry Bridges Do?" it's a community-service class where students work to improve conditions of the people in our community.

My students were upset to find out that Tesoro is attempting to expand its operation in Wilmington, a community already greatly impacted by air pollution. Below, you will find 12 more student letters they decided to write after reading a recent article in the Daily Breeze about the expansion efforts.

Please register the messages below as 12 comments, not just one. I had sent several others individually, but decided to consolidate the rest here, as I didn't want to clog your inboxes.

G1-41.1

**Response G1-41.1**

The comment is from a teacher at Harry Bridges Span School in Wilmington. The comment describes the class that is taught by the teacher. Since this is not a comment on the proposed project or the DEIR, no further response is necessary.

The proposed project would not create a new or expand the existing Refinery; it would further integrate the Refinery's existing Carson and Wilmington Operations. Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the 6,000 bbl/day potential crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are described in Chapter 4 of the DEIR. For additional information on why the proposed project is not an expansion of the Refinery, see Master Response 7. For additional information regarding why the proposed project will not increase crude oil capacity beyond the 6,000 bbl/day, see Master Response 6.

It should be noted that the proposed project will actually reduce local emissions of CO, NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. On page 4-17 of the DEIR, Table 4.2-4 shows the emission reductions associated with these five criteria pollutants in the row titled "Total Project Emissions." Additionally, the proposed project will reduce local GHG emissions. On page 5-26 of the DEIR, Table 5.2-8 shows GHG (expressed as CO<sub>2</sub>e) emission reductions. However, the DEIR also concludes that, despite the emissions reductions for some of these pollutants—NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and GHG—the proposed project's impact on emission levels for these five pollutants will only be "regionally neutral," rather than beneficial (pages 4-18 and 5-26 of the DEIR for criteria pollutants and GHG emissions, respectively).

The submittal contains 12 additional comment letters that the SCAQMD has responded to individually (see Comment Letters G1-42 through G1-54 and the associated responses).

Comment Letter No. G1-42

Dear SCAQMD,

Im writing to you and the entire scaqmd because you should not make a bigger refinery because its gonna make more air pollution. Im writing to uppose you to not make the refinery so it cant kill animals and harm us with breathing issues.

G1-42.1

Sincerely,  
Giancarlo Ramirez A student from harry bridges

**Response to Comment Letter No. G1-42**

**Giancarlo Ramirez**

**Comment G1-42.1**

Im writing to you and the entire scaqmd because you should not make a bigger refinery because its gonna make more air pollution. Im writing to uppose you to not make the refinery so it cant kill animals and harm us with breathing issues.

G1-42.1

**Response G1-42.1**

The comment is from a student at Harry Bridges Span School in Wilmington.

The comment expresses opposition to the proposed project because it will expand the Refinery, thus, increasing air pollution. The proposed project would not create a new or expand the existing Refinery; it would further integrate the Refinery’s existing Carson and Wilmington Operations. Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the 6,000 bbl/day potential crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are described in Chapter 4 of the DEIR. For additional information on why the proposed project is not an expansion of the Refinery, see Master Response 7. For additional information regarding why the proposed project will not increase crude oil capacity beyond the 6,000 bbl/day, see also Master Response 6.

Further, the proposed project will actually reduce local emissions of CO, NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. On page 4-17 of the DEIR, Table 4.2-4 shows the emission reductions associated with these five criteria pollutants in the row titled “Total Project Emissions.” Additionally, the proposed project will reduce local GHG emissions. On page 5-26 of the DEIR, Table 5.2-8 shows GHG (expressed as CO<sub>2</sub>e) emission reductions. However, the DEIR also concludes that, despite the emissions reductions for some of these pollutants—NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and GHG—the proposed project’s impact on emission levels for these five pollutants will only be “regionally neutral,” rather than beneficial (pages 4-18 and 5-26 of the DEIR for criteria pollutants and GHG emissions, respectively).

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project’s potential health impacts from all pollutants. The proposed project’s potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD’s cancer risk significance threshold of ten in one million (see Section 4.2.2.5 of the FEIR). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD’s non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact.

Comment Letter No. G1-43

Dear Danny Loung,

I'm Yasmin Salazar a sixth grade student at Harry Bridges Span School. I'm writing a letter to you & the entire SCAQMD because I wanna tell you that i'm writing to oppose your idea to expand your tesoro refinery. I'm against it because the more refineries that there are yes the more jobs available but that also means that more kids( especially kids), the more children that probably aren't even at 10 years of age get asthma. I don't have asthma and i hope i never get it but just in 7th period class  $\frac{1}{2}$  of the class has asthma (not counting my other 6 classes or the whole school or wilmington in general) imagine the whole school. Please don't allow the tesoro company expand me and a few hundred more kids beg you.

G1-43.1

Sincerely,  
Yasmin Salazar a student

at Harry Bridges Span School.

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**Response to Comment Letter No. G1-43**

**Yasmin Salazar**

**Comment G1-43.1**

Dear Danny Loung,

I'm Yasmin Salazar a sixth grade student at Harry Bridges Span School. I'm writing a letter to you & the entire SCAQMD because I wanna tell you that i'm writing to oppose your idea to expand your tesoro refinery. I'm against it because the more refineries that there are yes the more jobs available but that also means that more kids( especially kids), the more children that probably aren't even at 10 years of age get asthma. I don't have asthma and i hope i never get it but just in 7th period class 1/2 of the class has asthma (not counting my other 6 classes or the whole school or wilmington in general) imagine the whole school. Please don't allow the tesoro company expand me and a few hundred more kids beg you.

G1-43.1

**Response G1-43.1**

The comment is from a student at Harry Bridges Span School in Wilmington.

The proposed project would not create a new or expand the existing Refinery; it would further integrate the Refinery's existing Carson and Wilmington Operations. Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the 6,000 bbl/day potential crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are described in Chapter 4 of the DEIR. For additional information on why the proposed project is not an expansion of the Refinery, see Master Response 7. For additional information regarding why the proposed project will not increase crude oil capacity beyond the 6,000 bbl/day, see also Master Response 6.

Further, the proposed project will actually reduce local emissions of CO, NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. On page 4-17 of the DEIR, Table 4.2-4 shows the emission reductions associated with these five criteria pollutants in the row titled "Total Project Emissions." Additionally, the proposed project will reduce local GHG emissions. On page 5-26 of the DEIR, Table 5.2-8 shows GHG (expressed as CO<sub>2</sub>e) emission reductions. However, the DEIR also concludes that, despite the emissions reductions for some of these pollutants—NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and GHG—the proposed project's impact on emission levels for these five pollutants will only be "regionally neutral," rather than beneficial (pages 4-18 and 5-26 of the DEIR for criteria pollutants and GHG emissions, respectively).

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project's potential health impacts from all pollutants. The proposed project's potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD's cancer risk significance threshold of ten in one million (see Section 4.2.2.5 of the FEIR). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD's non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact.

Comment Letter No. G1-44

Dear Danny Luong,

I'm writing to you and the entire SCAQMD because we do not like that you are expanding your refinery because many of us, young and old do not like our community polluting our used to be clean air. Many of us know that people from all around don't come to our community due to our polluted air. The only to blame is you and your community that want to expand the pollution maker that will ruin our community for ever. This will go on for a long period of time.

G1-44.1

**Response to Comment Letter No. G1-44**

**Anonymous Harry Bridges Student**

**Comment G1-44.1**

Dear Danny Luong,

I'm writing to you and the entire SCAQMD because we do not like that you are expanding your refinery because many of us, young and old do not like our community polluting our used to be clean air. Many of us know that people from all around don't come to our community due to our polluted air. The only to blame is you and your community that want to expand the pollution maker that will ruin our community for ever. This will go on for a long period of time.

G1-44.1

**Response G1-44.1**

The comment is from a student at Harry Bridges Span School in Wilmington.

It should be noted that the SCAQMD does not have ownership over any portion of the Refinery nor is it affiliated in any way with the Refinery. The SCAQMD is the CEQA lead agency responsible for certifying the FEIR because the proposed project requires SCAQMD permits for new or modified equipment that have the potential to generate air pollution. SCAQMD permits establish emission conditions that limit the amount of pollution that can be emitted. To enforce permit conditions, the SCAQMD requires record-keeping and reporting, and sends enforcement staff to the Refinery to ensure that the Refinery is complying with all permit emission limitations.

The proposed project would not create a new or expand the existing Refinery; it would further integrate the Refinery's existing Carson and Wilmington Operations. Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the 6,000 bbl/day potential crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are described in Chapter 4 of the DEIR. For additional information on why the proposed project is not an expansion of the Refinery, see Master Response 7. For additional information regarding why the proposed project will not increase crude oil capacity beyond the 6,000 bbl/day, see also Master Response 6.

Further, the proposed project will actually reduce local emissions of CO, NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. On page 4-17 of the DEIR, Table 4.2-4 shows the emission reductions associated with these five criteria pollutants in the row titled "Total Project Emissions." Additionally, the proposed project will reduce local GHG emissions. On page 5-26 of the DEIR, Table 5.2-8 shows GHG (expressed as CO<sub>2</sub>e) emission reductions. However, the DEIR also concludes that, despite the emissions reductions for some of these pollutants—NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and GHG—the proposed project's impact on emission levels for these five pollutants will only be "regionally neutral," rather than beneficial (pages 4-18 and 5-26 of the DEIR for criteria pollutants and GHG emissions, respectively).

Comment Letter No. G1-45

June 9, 2016

Dear Danny Loung,

I just want you to know that you shouldn't make Tesoro refinery bigger because it will cause the air pollution to never stop.

□ G1-45.1

Jajaira

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**Response to Comment Letter No. G1-45**

**Jajaira**

**Comment G1-45.1**

I just want you to know that you shouldn't make Tesoro refinery bigger because it will cause the air pollution to never stop.

□ G1-45.1

**Response G1-45.1**

The comment is from a student at Harry Bridges Span School in Wilmington.

The proposed project would not create a new or expand the existing Refinery; it would further integrate the Refinery's existing Carson and Wilmington Operations. Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the 6,000 bbl/day potential crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are described in Chapter 4 of the DEIR. For additional information on why the proposed project is not an expansion of the Refinery, see Master Response 7. For additional information regarding why the proposed project will not increase crude oil capacity beyond the 6,000 bbl/day, see also Master Response 6.

Further, the proposed project will actually reduce local emissions of CO, NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. On page 4-17 of the DEIR, Table 4.2-4 shows the emission reductions associated with these five criteria pollutants in the row titled "Total Project Emissions." Additionally, the proposed project will reduce local GHG emissions. On page 5-26 of the DEIR, Table 5.2-8 shows GHG (expressed as CO<sub>2</sub>e) emission reductions. However, the DEIR also concludes that, despite the emissions reductions for some of these pollutants—NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and GHG—the proposed project's impact on emission levels for these five pollutants will only be "regionally neutral," rather than beneficial (pages 4-18 and 5-26 of the DEIR for criteria pollutants and GHG emissions, respectively).

Comment Letter No. G1-46

Dear Danny Luong,

Hi i'm Nyla Yañez a 6th grader at Harry Bridges Span School I live in Wilmington, California. I'm writing to you and the entire SCAQMD because of the Tesoro refinery expansion. I'm writing to oppose that if you build a bigger refinery that you'll pollute the air even more so please don't do that please.

G1-46.1

Sincerely,  
Nyla Yañez

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**Response to Comment Letter No. G1-46**

**Nyla Yañez**

**Comment G1-46.1**

Hi I'm Nyla Yañez a 6th grader at Harry Bridges Span School I live in Wilmington, California. I'm writing to you and the entire SCAQMD because of the Tesoro refinery expansion. I'm writing to oppose that if you build a bigger refinery that you'll pollute the air even more so please don't do that please.

G1-46.1

**Response G1-46.1**

The comment is from a student at Harry Bridges Span School in Wilmington.

The proposed project would not create a new or expand the existing Refinery; it would further integrate the Refinery's existing Carson and Wilmington Operations. Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the 6,000 bbl/day potential crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are described in Chapter 4 of the DEIR. For additional information on why the proposed project is not an expansion of the Refinery, see Master Response 7. For additional information regarding why the proposed project will not increase crude oil capacity beyond the 6,000 bbl/day, see also Master Response 6.

Further, the proposed project will actually reduce local emissions of CO, NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. On page 4-17 of the DEIR, Table 4.2-4 shows the emission reductions associated with these five criteria pollutants in the row titled "Total Project Emissions." Additionally, the proposed project will reduce local GHG emissions. On page 5-26 of the DEIR, Table 5.2-8 shows GHG (expressed as CO<sub>2</sub>e) emission reductions. However, the DEIR also concludes that, despite the emissions reductions for some of these pollutants—NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and GHG—the proposed project's impact on emission levels for these five pollutants will only be "regionally neutral," rather than beneficial (pages 4-18 and 5-26 of the DEIR for criteria pollutants and GHG emissions, respectively). As a result, the proposed project is not expected to increase pollutant emissions, beyond what was analyzed in the DEIR.

Comment Letter No. G1-47

Dear Danny Luong,

I'm a student at Harry Bridges Span School in the 6th grade. I'm writing you and the entire SCAQMD because it is bad for Wilmington that the oil refineries are polluting the air of Wilmington. I'm against Tesoro getting bigger. It's because that means the more the air gets polluted the more people get asthma and it makes the air poor and bad.

G1-47.1

Sincerely,  
George Ortega

**Response to Comment Letter No. G1-47**

**George Ortega**

**Comment G1-47.1**

I'm a student at Harry Bridges Span School in the 6th grade. I'm writing you and the entire SCAQMD because it is bad for Wilmington that the oil refineries are polluting the air of Wilmington. I'm against Tesoro getting bigger. It because that means the more the air gets polluted the more people get asthma and it makes the air poor and bad.

G1-47.1

**Response G1-47.1**

The comment is from a student at Harry Bridges Span School in Wilmington.

The comment claims that the oil refineries are polluting the air of Wilmington and that refineries in the local area are sources of pollution. For more information on the major sources of pollution currently in the area and associated health effects from existing air quality in the area, see Master Response 3.

The proposed project would not create a new or expand the existing Refinery; it would further integrate the Refinery's existing Carson and Wilmington Operations. Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the 6,000 bbl/day potential crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are described in Chapter 4 of the DEIR. For additional information on why the proposed project is not an expansion of the Refinery, see Master Response 7. For additional information regarding why the proposed project will not increase crude oil capacity beyond the 6,000 bbl/day, see also Master Response 6.

Further, the proposed project will actually reduce local emissions of CO, NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. On page 4-17 of the DEIR, Table 4.2-4 shows the emission reductions associated with these five criteria pollutants in the row titled "Total Project Emissions." Additionally, the proposed project will reduce local GHG emissions. On page 5-26 of the DEIR, Table 5.2-8 shows GHG (expressed as CO<sub>2</sub>e) emission reductions. However, the DEIR also concludes that, despite the emissions reductions for some of these pollutants—NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and GHG—the proposed project's impact on emission levels for these five pollutants will only be "regionally neutral," rather than beneficial (pages 4-18 and 5-26 of the DEIR for criteria pollutants and GHG emissions, respectively).

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project's potential health impacts from all pollutants. The proposed project's potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD's cancer risk significance threshold of ten in one million (see FEIR Section 4.2.2.5). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD's non-cancer chronic and acute

## **APPENDIX G1: RESPONSE TO COMMENTS**

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hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact.

Comment Letter No. G1-48

Dear Danny Luong,

I'm writing you the entire scaqmd because it is bad for wilmington to expand Tesoro. I'm writing to oppose that refinery are polluting wilmington. I'm against it because people get athasa. I'm from harry bridges . Please stop refineries from making us sick!

G1-48.1

Brian  
A 6th grader at HBSS

## Response to Comment Letter No. G1-48

**Brian**

### Comment G1-48.1

I'm writing you the entire scaqmd because it is bad for wilmington to expand Tesoro. I'm writing to oppose that refinery are polluting wilmington. I'm against it because people get athasa. I'm from harry bridges . Please stop refineries from making us sick!

G1-48.1

### Response G1-48.1

For more information on the major sources of pollution currently in the area and associated health effects from existing air quality in the area, see Master Response 3.

The comment is from a student at Harry Bridges Span School in Wilmington.

The comment expresses opposition to the proposed project because it will expand the Refinery. The proposed project would not create a new or expand the existing Refinery; it would further integrate the Refinery's existing Carson and Wilmington Operations. Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the 6,000 bbl/day potential crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are described in Chapter 4 of the DEIR. For additional information on why the proposed project is not an expansion of the Refinery, see Master Response 7. For additional information regarding why the proposed project will not increase crude oil capacity beyond the 6,000 bbl/day, see also Master Response 6.

Further, the proposed project will actually reduce local emissions of CO, NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. On page 4-17 of the DEIR, Table 4.2-4 shows the emission reductions associated with these five criteria pollutants in the row titled "Total Project Emissions." Additionally, the proposed project will reduce local GHG emissions. On page 5-26 of the DEIR, Table 5.2-8 shows GHG (expressed as CO<sub>2</sub>e) emission reductions. However, the DEIR also concludes that, despite the emissions reductions for some of these pollutants—NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and GHG—the proposed project's impact on emission levels for these five pollutants will only be "regionally neutral," rather than beneficial (pages 4-18 and 5-26 of the DEIR for criteria pollutants and GHG emissions, respectively).

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project's potential health impacts from all pollutants. The proposed project's potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD's cancer risk significance threshold of ten in one million (see FEIR Section 4.2.2.5). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD's non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact.

**Comment Letter No. G1-49**

Dear Danny Luong,

I'm writing to you and the entire SCAQMD because the refinery is causing many people to have asthma.

-melanie

G1-49.1

**Response to Comment Letter No. G1-49**

**Melanie**

**Comment G1-49.1**

Dear Danny Luong,  
I'm writing to you and the entire SCAQMD because the refinery is causing many people to have  
asthma.  
-melanie

G1-49.1

**Response G1-49.1**

The comment is from a student at Harry Bridges Span School in Wilmington.

For more information on the major sources of pollution currently in the area and associated health effects from existing air quality in the area, see Master Response 3.

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project's potential health impacts from all pollutants. The proposed project's potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD's cancer risk significance threshold of ten in one million (see FEIR Section 4.2.2.5). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD's non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact.

Comment Letter No. G1-50

Dear Danny Luong,

I'm writing to you and the entire SCAQMD because i live in in wilmington and i am a student in Harry Bridges Span School. I think that what you are about to read is a serious problem. I'm writing to oppose so that Tesoro Corporation's oil refinery in wilmington does not get bigger. I'm against it because there is already a lot of air pollution. So i hope that the refinery does not get bigger.

G1-50.1

Sincerely,  
Crystal Felix &  
Dulce Suarez

**Response to Comment Letter No. G1-50**

**Crystal Felix & Dulce Suarez**

**Comment G1-50.1**

I'm writing to you and the entire SCAQMD because i live in in wilmington and i am a student in Harry Bridges Span School. I think that what you are about to read is a serious problem. I'm writing to oppose so that Tesoro Corporation's oil refinery in wilmington does not get bigger. I'm against it because there is already a lot of air pollution. So i hope that the refinery does not get bigger.

G1-50.1

**Response G1-50.1**

The comment is from a student at Harry Bridges Span School in Wilmington.

The proposed project would not create a new or expand the existing Refinery; it would further integrate the Refinery's existing Carson and Wilmington Operations. Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the 6,000 bbl/day potential crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are described in Chapter 4 of the DEIR. For additional information on why the proposed project is not an expansion of the Refinery, see Master Response 7. For additional information regarding why the proposed project will not increase crude oil capacity beyond the 6,000 bbl/day, see also Master Response 6.

Further, the proposed project will actually reduce local emissions of CO, NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. On page 4-17 of the DEIR, Table 4.2-4 shows the emission reductions associated with these five criteria pollutants in the row titled "Total Project Emissions." Additionally, the proposed project will reduce local GHG emissions. On page 5-26 of the DEIR, Table 5.2-8 shows GHG (expressed as CO<sub>2</sub>e) emission reductions. However, the DEIR also concludes that, despite the emissions reductions for some of these pollutants—NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and GHG—the proposed project's impact on emission levels for these five pollutants will only be "regionally neutral," rather than beneficial (pages 4-18 and 5-26 of the DEIR for criteria pollutants and GHG emissions, respectively).

For more information on the major sources of pollution currently in the area and associated health effects from existing air quality in the area, see Master Response 3.

**Comment Letter No. G1-51**

Dear Danny Luong,

I'm writing to inform you that I don't want the Tesoro refinery to get bigger and make me more sick from asthma.  G1-51.1

Anthony Argon

**Response to Comment Letter No. G1-51**

**Anthony Angon**

**Comment G1-51.1**

I'm writing to to imfor you that i dont want the tesoro refinery to get bigger and make me more sick from asthma.

G1-51.1

**Response G1-51.1**

The comment is from a student at Harry Bridges Span School in Wilmington.

The proposed project would not create a new or expand the existing Refinery; it would further integrate the Refinery's existing Carson and Wilmington Operations. Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the 6,000 bbl/day potential crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are described in Chapter 4 of the DEIR. For additional information on why the proposed project is not an expansion of the Refinery, see Master Response 7. For additional information regarding why the proposed project will not increase crude oil capacity beyond the 6,000 bbl/day, see also Master Response 6.

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As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project's potential health impacts from all pollutants. The proposed project's potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD's cancer risk significance threshold of ten in one million (see FEIR Section 4.2.2.5). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD's non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact.

Comment Letter No. G1-52

Dear Danny Luong,

I'm writing to you & the entire scaqmd because it is so unsafe for everyone to expand Tesoro in my city. I'm writing to oppose that because everyone is getting sick and I'm Against it because the gas is making people very sick.

G1-52.1

Gustavo

**Response to Comment Letter No. G1-52**

**Gustavo**

**Comment G1-52.1**

I'm writing to you & the entire scaqmd because it is so unsafe for everyone to expand Tesoro in my city., I'm writing to oppose that because everyone is getting sick and I'm Against it because the gas is making people very sik.

G1-52.1

**Response G1-52.1**

The comment is from a student at Harry Bridges Span School in Wilmington.

The proposed project would not create a new or expand the existing Refinery; it would further integrate the Refinery's existing Carson and Wilmington Operations. Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the 6,000 bbl/day potential crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are described in Chapter 4 of the DEIR. For additional information on why the proposed project is not an expansion of the Refinery, see Master Response 7. For additional information regarding why the proposed project will not increase crude oil capacity beyond the 6,000 bbl/day, see also Master Response 6.

Further, the proposed project will actually reduce local emissions of CO, NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. On page 4-17 of the DEIR, Table 4.2-4 shows the emission reductions associated with these five criteria pollutants in the row titled "Total Project Emissions." Additionally, the proposed project will reduce local GHG emissions. On page 5-26 of the DEIR, Table 5.2-8 shows GHG (expressed as CO<sub>2</sub>e) emission reductions. However, the DEIR also concludes that, despite the emissions reductions for some of these pollutants—NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and GHG—the proposed project's impact on emission levels for these five pollutants will only be "regionally neutral," rather than beneficial (pages 4-18 and 5-26 of the DEIR for criteria pollutants and GHG emissions, respectively).

The comment expresses concern that the proposed project may be unsafe. In the event of natural disasters, such as earthquakes, an extensive Worst-Case Consequence Analysis was prepared for the proposed project. Hazards at a facility can occur due to releases resulting from natural events, such as earthquakes, and non-natural events, such as mechanical failure or human error. Therefore, the DEIR evaluated the potential hazard (e.g., a spill followed by a fire associated with a storage tank and pipeline release) regardless of what type of event caused the accident, including earthquakes and accidents. The analyses of accidents, including those caused by earthquakes can be found in Appendix C of the FEIR and are summarized in Section 3.3 – Hazards and Hazardous Materials (environmental setting, pages 3-18 through 3-36) and Section 4.3 – Hazards and Hazardous Materials (environmental impacts and mitigation measures, pages 4-45 through 4-68) of the FEIR.

The hazard analysis takes a worst-case approach by assuming that the entire contents of a tank or other equipment would rapidly be released and that no safety measures are implemented that

## APPENDIX G1: RESPONSE TO COMMENTS

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could reduce the severity of an accidental release. It is expected that hazard impacts would be less than analyzed because the Refinery currently has safety measures in place and specified employees are trained regarding safety measures. Further, the DEIR imposes measures to mitigate hazard impacts. Finally, the Refinery is subject to many laws and regulations that address safety and emergency responses in the event of an accident. In spite of these efforts to reduce hazard impacts, the DEIR used a conservative approach and concluded that hazard impacts would remain significant. For additional information on the analysis of hazards and hazardous materials for the proposed project, refer to Master Response 9.

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project's potential health impacts from all pollutants. The proposed project's potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD's cancer risk significance threshold of ten in one million (see FEIR Section 4.2.2.5). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD's non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact.

Comment Letter No. G1-53

Dear Danny Luong,

We are writing to you & the entire SCAQMD because (South Coast Air Quality Management) because we 6th graders from Harry Bridges Span School are here to tell you that we are against Air Pollution in Wilmington. We are writing to oppose, that thousands of kids are getting asthma because of Air Pollution in Wilmington. We are against it because it is a very serious problem to Wilmington and are having the same problem as other states. So dont let Tesoro get bigger. Please.

G1-53.1

Sincerely,  
Destiny Acosta and Jocelyn Hernandez

**Response to Comment Letter No. G1-53**

**Destiny Acosta & Jocelyn Hernandez**

**Comment G1-53.1**

We are writing to you & the entire SCAQMD because (South Coast Air Quality Management) because we 6th graders from Harry Bridges Span School are here to tell you that we are against Air Pollution in Wilmington. We are writing to oppose, that thousands of kids are getting asthma because of Air Pollution in Wilmington. We are against it because it is a very serious problem to Wilmington and are having the same problem as other states. So dont let Tesoro get bigger. Please.

G1-53.1

**Response G1-53.1**

The comment is from two students at Harry Bridges Span School in Wilmington.

The comment expresses opposition to air pollution in Wilmington because many kids are getting asthma. For more information on the major sources of pollution currently in the area and associated health effects from existing air quality in the area, see Master Response 3.

The proposed project would not create a new or expand the existing Refinery; it would further integrate the Refinery’s existing Carson and Wilmington Operations. Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the 6,000 bbl/day potential crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are described in Chapter 4 of the DEIR. For additional information on why the proposed project is not an expansion of the Refinery, see Master Response 7. For additional information regarding why the proposed project will not increase crude oil capacity beyond the 6,000 bbl/day, see also Master Response 6.

Further, the proposed project will actually reduce local emissions of CO, NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. On page 4-17 of the DEIR, Table 4.2-4 shows the emission reductions associated with these five criteria pollutants in the row titled “Total Project Emissions.” Additionally, the proposed project will reduce local GHG emissions. On page 5-26 of the DEIR, Table 5.2-8 shows GHG (expressed as CO<sub>2</sub>e) emission reductions. However, the DEIR also concludes that, despite the emissions reductions for some of these pollutants—NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and GHG—the proposed project’s impact on emission levels for these five pollutants will only be “regionally neutral,” rather than beneficial (pages 4-18 and 5-26 of the DEIR for criteria pollutants and GHG emissions, respectively).

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project’s potential health impacts from all pollutants. The proposed project’s potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD’s cancer risk significance threshold of ten in one million (see FEIR Section 4.2.2.5). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD’s non-cancer chronic and acute

## **APPENDIX G1: RESPONSE TO COMMENTS**

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hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact.

Comment Letter No. G1-54

**From:** Gearin, Michael [<mailto:mpg9395@lausd.net>]  
**Sent:** Thursday, June 9, 2016 4:16 PM  
**To:** Danny Luong <[dluong@aqmd.gov](mailto:dluong@aqmd.gov)>  
**Cc:** Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>  
**Subject:** Think of the kids!

Dear Danny Luong,

Hi I'm BrookeLynn Davis, I'm writing this to you and the entire SCAQMD because I do not like the idea of expanding the Tesoro refinery. I do not like the idea because it makes Wilmington more polluted and it makes more kids and adults have asthma because of the pollution the refineries produce toxic air. I'm writing this to oppose that bigger refineries in Wilmington is a bad idea. I'm against this because making bigger refineries cause major problems in people life.

Sincerely, Brooke Lynn Davis

G1-54.1

**Response to Comment Letter No. G1-54**

**Brooke Lynn Davis**

**Comment G1-54.1**

Hi I'm BrookeLynn Davis, I'm writing this to you and the entire SCAQMD because I do not like the idea of expanding the Tesoro refinery. I do not like the idea because it makes Wilmington more polluted and it makes more kids and adults have asthma because of the pollution the refineries produce toxic air. I'm writing this to oppose that bigger refineries in Wilmington is a bad idea. I'm against this because making bigger refineries cause major problems in people life.

G1-54.1

**Response G1-54.1**

The comment is from a student at Harry Bridges Span School in Wilmington.

The comment expresses opposition to air pollution in Wilmington because many kids are getting asthma. For more information on the major sources of pollution currently in the area and associated health effects from existing air quality in the area, see Master Response 3.

The comment expresses opposition to the proposed project because it will expand the Refinery. The proposed project would not create a new or expand the existing Refinery; it would further integrate the Refinery's existing Carson and Wilmington Operations. Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the 6,000 bbl/day potential crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are described in Chapter 4 of the DEIR. For additional information on why the proposed project is not an expansion of the Refinery, see Master Response 7. For additional information regarding why the proposed project will not increase crude oil capacity beyond the 6,000 bbl/day, see also Master Response 6.

Further, the proposed project will actually reduce local emissions of CO, NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. On page 4-17 of the DEIR, Table 4.2-4 shows the emission reductions associated with these five criteria pollutants in the row titled "Total Project Emissions." Additionally, the proposed project will reduce local GHG emissions. On page 5-26 of the DEIR, Table 5.2-8 shows GHG (expressed as CO<sub>2</sub>e) emission reductions. However, the DEIR also concludes that, despite the emissions reductions for some of these pollutants—NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and GHG—the proposed project's impact on emission levels for these five pollutants will only be "regionally neutral," rather than beneficial (pages 4-18 and 5-26 of the DEIR for criteria pollutants and GHG emissions, respectively). As a result, the proposed project is not expected to worsen public health Wilmington.

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project's potential health impacts from all pollutants. The proposed project's potential cancer

## APPENDIX G1: RESPONSE TO COMMENTS

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and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD's cancer risk significance threshold of ten in one million (see FEIR Section 4.2.2.5). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD's non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact.

Comment Letter No. G1-55

**From:** Becky [<mailto:oct7becky@att.net>]  
**Sent:** Thursday, June 9, 2016 9:22 PM  
**To:** Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>  
**Subject:** Stop Tesoro merger please!

Hello there,

Please consider the short & extremely long term negative affects for so many families, so many already sensitive people with breathing issues, animals, real estate value losses & such huge negative impact on the entire South Bay Community in general. WE do not not to disable our community any further by increasing the dirty polluted air & already dangerously old refineries by the proposed dangerous merger! Surely no price can be set for human health & lives!  
Surely there are many other locations better suited for refineries to expand then to increase dangers for these already ancient refineries in Carson & Wilmington.

Thank you for realizing the impact of this very important decision that affects generations to come!

Becky Anderson

G1-55.1

**Response to Comment Letter No. G1-55**

**Becky Anderson**

**Comment G1-55.1**

Please consider the short & extremely long term negative affects for so many families, so many already sensitive people with breathing issues, animals, real estate value losses & such huge negative impact on the entire South Bay Community in general. WE do not not to disable our community any further by increasing the dirty polluted air & already dangerously old refineries by the proposed dangerous merger! Surely no price can be set for human health & lives! Surely there are many other locations better suited for refineries to expand then to increase dangers for these already ancient refineries in Carson & Wilmington.

Thank you for realizing the impact of this very important decision that affects generations to come!

G1-55.1

**Response G1-55.1**

As explained in Section 4.2.2.2 of the DEIR, upon completion, the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project emissions are described in detail in Section 4.2 of the DEIR and are summarized in Table 4.2-4 (see pages 4-16 through 4-18). The proposed project will result in local overall reductions in GHG emissions, as described in Section 5.2 of the FEIR and summarized in Table 5.2-8 (see page 5-26).

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project's potential health impacts from all pollutants. The proposed project's potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD's cancer risk significance threshold of ten in one million (see Section 4.2.2.5 of the FEIR). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD's non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact.

As explained in Master Response 7, the proposed project is not a merger. Tesoro acquired the Carson Operations from BP in 2013. The Carson and Wilmington Operations have already merged. The pre-existing refinery operations have been operating as one Refinery since the acquisition. As described in Section 2.1 of the DEIR, the proposed project is designed to better integrate the Carson and Wilmington Operations, which will improve processing efficiency and reduce emissions.

As described in Section 6.2.1 of the DEIR, an alternative location to the Refinery site was considered, but it was determined to be infeasible. The proposed project consists of modifications to an existing Refinery that contains necessary processing units; natural gas, water,

## APPENDIX G1: RESPONSE TO COMMENTS

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and electric transmission infrastructure; crude oil and petroleum product transportation infrastructure; and the appropriate land use designation necessary to support the proposed project. In addition, the Carson and Wilmington Operations are industrial facilities at fixed locations in the City of Carson and the Wilmington area in the City of Los Angeles. Operational equipment and infrastructure located at the proposed project site are also fixed and, generally, cannot be moved. The advantages of the existing Refinery site would be lost if another location were proposed (e.g., shut down of the Wilmington Operations FCCU). The development of a new refinery in an alternative location would require substantially more equipment, construction, and potentially generate more or substantially greater impacts in more environmental categories (e.g., air quality, energy, hazards/hazardous materials, hydrology/water quality, land use, noise, and traffic) than would potentially occur with implementation of the proposed project.

Comment Letter No. G1-56

**PHILIPPINE ACTION GROUP FOR THE ENVIRONMENT**

1631 Balard St Carson, Ca 90745

[fe.koons@aol.com](mailto:fe.koons@aol.com)

310.987.8886

June 9, 2016

Ms. Jillian Wong  
Program Supervisor  
SCAQMD  
21865 Copley Drive  
Diamond Bar, CA 91765

**Re: Title V Permit for LA Refinery Integration and  
Compliance Project of TESORO**

Dear Ms. Wong:

On behalf of the Philippine Action Group for the Environment, we request that **AQMD should not allow the permit application** of TESORO in its project to merge its Wilmington and Carson refineries. Upon reading the DEIR of the project, we find it necessary to disallow the permit for the project due to:

1. Underground pipes in the area provide risks to the community considering that Los Angeles is earthquake prone;
2. The DEIR does not include updated safety risk assessment of LPG railcars containing crude oil and exposing the community to high risk. More sulfur oxide is high risk;
3. There are no mitigation measures regarding the possibility of pipe explosions and what the communities will do;
4. The use of bigger marine ships in carrying crude oil not only results in pollution emissions when ships unload but also high possibility of oil spills;
5. The increase in crude oil capacity will increase negative impact of the environment on the health of the residents in Carson and Wilmington;
6. The DEIR does not disclose the ship tankers that will be used and if these ships will use best technology which will not expose the community members to pollution;

G1-56.1

G1-56.2

G1-56.3

G1-56.4

**APPENDIX G1: RESPONSE TO COMMENTS**

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|--|---|---------|
| 7. The DEIR also shows an increase in Volatile Organic Compounds, and Nitrogen Oxides (NO <sub>x</sub> ), Sulfur Oxide (SO <sub>x</sub> ), particulate matter, and toxics which will be harmful to the health of the community;  | } | G1-56.5 |
| 8. There should be health impact assessment as the construction and operation of a bigger Tesoro refinery resulting in the merger will mean increased air pollution due to more VOCs ;   |   |         |
| 9. This project will construct new crude oil storage tanks about 3.4 million barrels of oil. It compares to twice as big as the Wilmington Refinery, with new sulphuric acid and more VOCs that will be detrimental to the health of the residents in the area. In addition, the DEIR does not even state if the tanks will use technology such as vapor recovery; and | } | G1-56.6 |
| 10. Tesoro claims in the DEIR that there will be zero emissions from flaring. However, this is highly questionable. Tesoro has constantly flared in Carson and Wilmington despite the fact that it uses new equipment.   |   |         |

Sincerely,

FE P. KOONS (sgd)  
President  
PAGE

**Response to Comment Letter No. G1-56**

**Philippine Action Group for the Environment**

**Comment G1-56.1**

On behalf of the Philippine Action Group for the Environment, we request that **AQMD should not allow the permit application** of TESORO in its project to merge its Wilmington and Carson refineries. Upon reading the DEIR of the project, we find it necessary to disallow the permit for the project due to:

1. Underground pipes in the area provide risks to the community considering that Los Angeles is earthquake prone;
2. The DEIR does not include updated safety risk assessment of LPG railcars containing crude oil and exposing the community to high risk. More sulfur oxide is high risk;
3. There are no mitigation measures regarding the possibility of pipe explosions and what the communities will do;

G1-56.1

**Response G1-56.1**

As explained in Master Response 7, the proposed project is not a merger. Tesoro acquired the Carson Operations from BP in 2013. The Carson and Wilmington Operations have already merged. The two pre-existing refinery operations have been operating as one Refinery since the acquisition. As described in Section 2.1 of the DEIR, the proposed project is designed to better integrate the existing Carson and Wilmington Operations, which will improve processing efficiency and reduce emissions.

The comment claims that the underground pipelines in the Los Angeles area are prone to earthquake risks. Section 3.3.6 of the DEIR describes existing Refinery safety systems at the Tesoro Refinery. As explained in Section 4.3 and Appendix C of the FEIR and Master Response 9, the proposed project has been fully analyzed for hazard impacts based on a worst-case consequence analysis. This includes proposed project equipment, including pipelines and storage tanks, and process units regardless of the cause of release (e.g., human error, equipment failure, sabotage, terrorism, natural disaster, or civil uprising). The DEIR found that hazards associated with the Naphtha Isomerization Unit, new crude oil storage tanks, the SARP, and interconnecting pipelines are potentially significant based on worst-case release scenarios. The hazards analyses regarding the potential impact of earthquakes and other natural disasters have been fully analyzed as explained in Master Response 9.

The hazard analysis takes a worst-case approach by assuming that the entire contents of a tank or other equipment would rapidly be released, and that no safety measures are implemented that could reduce the severity of an accidental release. It is expected that hazard impacts would be less than analyzed because the Refinery has safety measures in place and specified employees are trained regarding safety measures. Further, the DEIR imposes measures to mitigate hazard impacts (see Section 4.3.3 of the DEIR). Finally, as described in Section 3.3.7 of the DEIR, the Refinery is subject to many laws and regulations that address safety and emergency responses in

the event of an accident. Nonetheless, the DEIR conservatively concluded that hazard impacts would remain significant.

As indicated in the DEIR Sections 2.6.1 and 2.6.2 for the proposed project, crude oil is not currently transported directly to either the Wilmington or Carson Operations via rail. These locations do not currently have the facilities or SCAQMD permits to receive crude oil deliveries by rail. No new or modified facilities are included in the proposed project to enable crude oil deliveries by rail.

As explained in Section 4.2.2.2 of the DEIR, upon completion, the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project emissions are described in detail in Section 4.2 of the DEIR and are summarized in Table 4.2-4 (see pages 4-16 through 4-18). The proposed project will result in local overall reductions in GHG emissions, as described in Section 5.2 of the FEIR and summarized in Table 5.2-8 (see page 5-26).

The DEIR imposes Mitigation Measure HHM-1 (see Section 4.3.3 of the DEIR) to mitigate hazard impacts. Finally, the Refinery is subject to many laws and regulations that address safety and emergency responses in the event of an accident. HHM-1 requires, among other obligations, that Tesoro demonstrate to the Los Angeles City and County Fire Departments compliance with all applicable hazardous material rules and regulations, and include, at a minimum, an Emergency Action Plan as required by the Fire Department that addresses spill, fire, and explosion hazards and relative risk of upset to adjacent land uses. This measure ensures that all components of the proposed project are evaluated and early compliance with regulatory requirements is demonstrated.

The commenter raised a concern regarding evacuation procedures for residents. The proposed project is located at an existing Refinery. The Refinery currently cooperatively works with the Unified Command from the public services from the respective City during an incident. The need for evacuations, shelter-in-place, exclusion zones, or other community requirement during an emergency is determined by public protection agencies, such as the responding fire department, police/sheriff department, or city. The proposed project does not affect the public protection agencies established procedures for responding to an emergency. As discussed in the NOP/IS (pages A-92 through A-94 and summarized in Section 4.10.10 of the DEIR, the proposed project will have no impact to public services.

**Comment G1-56.2**

4. The use of bigger marine ships in carrying crude oil not only results in pollution emissions when ships unload but also high possibility of oil spills;

G1-56.2

**Response G1-56.2**

The proposed project will not result in the use of larger marine vessels to transport crude oil. As explained in Section 4.2.2.2.2 of the DEIR, the Wilmington Operations Long Beach Marine Terminal currently receives crude oil shipments only in vessels of two size classes, Panamax (400,000 bbl capacity) and Aframax (720,000 bbl capacity) and will continue to receive crude oil shipments in the same size vessels once the proposed project becomes operational. Marine vessels larger than an Aframax cannot be handled at the Long Beach Marine Terminal because of its location within the Port of Long Beach and the water depth at the Marine Terminal location.

Marine Terminal 1 already receives the largest marine vessels which it is capable of unloading (i.e., Very Large Crude Carrier (VLCC – approximately two million bbl capacity)). Since the size of marine vessels that will deliver crude oil cargos to the marine terminals will not change, the consequences of a potential release will not change.

As described in Sections 2.7.2.11 and 4.2.2.2.2 of the DEIR, the proposed project will result in a decrease in transportation emissions with respect to marine vessels that deliver crude oil. The proposed project provides several advantages for emission reductions and offloading efficiency. The new and replacement storage tanks enable Tesoro to meet the proposed project objective of increased offloading efficiency which reduces marine vessel demurrage costs. Additionally, the proposed project would reduce maneuvering and hoteling emissions that occur while marine vessels wait for available storage space to offload into on-shore storage tanks. The additional hoteling associated with marine vessels waiting for on-shore storage space are a substantial portion of offloading emissions (see Master Response 6).

**Comment G1-56.3**

5. The increase in crude oil capacity will increase negative impact of the environment on the health of the residents in Carson and Wilmington;

G1-56.3

**Response G1-56.3**

Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity; it would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the 6,000 bbl/day potential crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are described in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

See Response G1-56.1 for additional information regarding emissions anticipated for the proposed project. As explained in Master Response 3, the DEIR fully analyzed and disclosed the

proposed project’s potential health impacts from all pollutants. The proposed project’s potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD’s cancer risk significance threshold of ten in one million (see Section 4.2.2.5 of the FEIR). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD’s non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact.

**Comment G1-56.4**

- 6. The DEIR does not disclose the ship tankers that will be used and if these ships will use best technology which will not expose the community members to pollution;

□ G1-56.4

**Response G1-56.4**

The types of marine vessels and the emission impacts from these vessels were evaluated in Section 4.2.2.2.2 of the DEIR. See Responses G1-56.2 for additional information regarding marine vessels and their associated emission reductions that would occur on an annual basis.

**Comment G1-56.5**

- 7. The DEIR also shows an increase in Volatile Organic Compounds, and Nitrogen Oxides (NOx), Sulfur Oxide (SOx), particulate matter, and toxics which will be harmful to the health of the community;
- 8. There should be health impact assessment as the construction and operation of a bigger Tesoro refinery resulting in the merger will mean increased air pollution due to more VOCs ;

□ G1-56.5

**Response G1-56.5**

As explained Response G1-56.1, the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NOx, SOx, PM10, and PM2.5 emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant.

As explained in Response G1-56.3, the DEIR fully analyzed and disclosed the proposed project’s potential health impacts from all pollutants. The proposed project’s potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The potential impacts from construction of the proposed project were also analyzed and found to be less than significant as described in Master Response 3.

The proposed project is not a merger. See Response G1-56.1 for additional information regarding the integration of the Refinery.

**Comment G1-56.6**

9. This project will construct new crude oil storage tanks about 3.4 million barrels of oil. It compares to twice as big as the Wilmington Refinery, with new sulphuric acid and more VOCs that will be detrimental to the health of the residents in the area. In addition, the DEIR does not even state if the tanks will use technology such as vapor recovery; and

G1-56.6

**Response G1-56.6**

The proposed project includes constructing new and replacement storage tanks, but this component of the proposed project does not increase crude oil capacity at the Refinery. The new and replacement storage tanks are proposed to provide sufficient crude oil storage capacity to allow crude oil tankers to offload more quickly at the Wilmington Operations Long Beach Marine Terminal and in one visit to the dock at Marine Terminal 1. This increase in crude oil storage capacity means that marine vessels will spend less time maneuvering or at dock or anchor in the Port because of improved offloading efficiency (i.e., quicker offloading and the elimination of or reduction of demurrage costs and the need for anchorage while waiting for available storage tank space to finish offloading). The DEIR did not take credit for emission reductions from marine vessel operations. However, annual emission reductions from improved marine vessel offloading efficiency were estimated and can be found in Master Response 6. Based on this analysis, daily marine vessel emissions would not increase and annual emissions would be substantially reduced.

As described in Master Response 11, all new or modified emission components of the proposed project will be subject to SCAQMD Rule 1303(a) BACT requirements. All of the new tanks that will be constructed as part of the proposed project will all be internal or external floating roof tanks, not fixed roof tanks that could accommodate vapor recovery. Vapor recovery units are considered to be BACT for fixed roof tanks, not floating roof tanks. The new storage tanks will comply with BACT for internal floating roof tanks that includes Category A Tank Seals and Compliance with SCAQMD Rule 463<sup>89</sup> and SCAQMD Rule 1178. BACT compliance will be incorporated as permit conditions as part of the proposed project and enforced by SCAQMD staff.

As explained Response G1-56.1, the increase in VOC emissions associated with the proposed project was found to be less than significant.

As explained in the DEIR (see Section 4.3.2.5.1), the proposed project would result in a reduction in the transport of spent sulfuric acid. Currently, spent sulfuric acid from the Carson Alkylation Unit is transported via pipeline to the ECO Services Dominguez Carson facility for recycling. Following completion of the SARP, spent sulfuric acid would be transported via truck to the SARP at the Wilmington Operations, a distance of about 1.9 miles offsite. Spent sulfuric acid from the Wilmington Operations Alkylation Unit is currently transported via truck to the

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<sup>89</sup> SCAQMD. 2008. Best Available Control Technology Guidelines Part D: BACT Guidelines for Non-Major Polluting Facilities. Online at: <http://www.aqmd.gov/docs/default-source/bact/bact-guidelines/part-d---bact-guidelines-for-non-major-polluting-facilities.pdf?sfvrsn=4>

ECO Services Dominguez Carson facility for recycling, as distance of approximate 5.55 miles. Following completion of the SARP, spent sulfuric acid from Wilmington Operations would be treated onsite so that the transport of spent sulfuric acid from the Wilmington Operations would be eliminated, resulting in an estimated reduction of over 6,000 truck miles per year (see Table 4.3-3 of the EIR for further details).

**Comment G1-56.7**

10. Tesoro claims in the DEIR that there will be zero emissions from flaring. However, this is highly questionable. Tesoro has constantly flared in Carson and Wilmington despite the fact that it uses new equipment.

G1-56.7

**Response G1-56.7**

The comment asserts, without providing evidence, that the proposed project would likely increase the number of flaring events, resulting in increased flaring emissions. The proposed project will not increase flaring emissions. Part of the piping associated with unit modifications includes installation of new pressure relief valves that will tie into the various existing Refinery flare gas recovery systems and flares. Master Response 15 explains the operation of the flare gas recovery system and flares. Under normal operating conditions, pressure relief valves vent to the flare gas recovery systems. The pressure relief valves allow gases to vent to the flares, which are safety equipment, during emergency conditions when the flare gas recovery system capacity is exceeded. There will be no routine venting to the flare system or the flare gas recovery systems from any of the modifications. As explained in Master Response 15 and Response G1-78.207, the number of pressure relief valves tied in to the flare systems is not indicative of flaring emissions. The proposed project will not increase flaring with the installation of new or modified process units because flaring from normal operations is prohibited by SCAQMD Rule 1118.

As explained in Master Response 15 and Response G1-78.207, the amount (hours) of flaring and emissions from flaring have decreased since the additional requirements in SCAQMD Rule 1118 were implemented.

Comment Letter No. G1-57

**From:** [ruboyesen@aol.com](mailto:ruboyesen@aol.com) [<mailto:ruboyesen@aol.com>]  
**Sent:** Friday, June 10, 2016 6:44 AM  
**To:** Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>  
**Subject:** Proposed Tesoro Merger Facility

Dear Dr. Wong,

I am writing as a very concerned citizen and resident of northwest San Pedro. My husband and I have lived here for over 40 years. We are appalled that there is even a consideration that there would be a merger that could easily further deteriorate the air quality in this area. Further, the danger to ALL people living and working in this area is HUGE. As, I am sure you know, there is all ready an incredible danger regarding the LPG tanks located on North Gaffey in San Pedro which sit on an earthquake fault that is greater than the tanks could withstand. WHY would you be willing to add to this all ready incredible danger by inviting a merger that could expand the problem??????????

PLEASE consider the health and welfare of those of us who have made this area our home for many years. We are elderly, my husband has dementia and moving would literally hasten his death.

Sincerely,

Ruth Boysen  
2234 Barrywood Ave.  
San Pedro, CA 90731

G1-57.1

**Response to Comment Letter No. G1-57**

**Ruth Boysen**

**Comment G1-57.1**

I am writing as a very concerned citizen and resident of northwest San Pedro. My husband and I have lived here for over 40 years. We are appalled that there is even a consideration that there would be a merger that could easily further deteriorate the air quality in this area. Further, the danger to ALL people living and working in this area is HUGE. As, I am sure you know, there is all ready an incredible danger regarding the LPG tanks located on North Gaffey in San Pedro which sit on an earthquake fault that is greater than the tanks could withstand. WHY would you be willing to add to this all ready incredible danger by inviting a merger that could expand the problem??????????

PLEASE consider the health and welfare of those of us who have made this area our home for many years. We are elderly, my husband has dementia and moving would literally hasten his death.

G1-57.1

**Response G1-57.1**

As explained in Master Response 7, the proposed project is not a merger. Tesoro acquired the Carson Operations from BP in 2013. The Carson and Wilmington Operations have already merged. The two pre-existing refinery operations have been operating as one Refinery since the acquisition. As described in Section 2.1 of the DEIR, the proposed project is designed to better integrate the existing Carson and Wilmington Operations, which will improve processing efficiency and reduce emissions.

As explained in Section 4.2.2.2 of the DEIR, upon completion, the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NOx, SOx, PM10, and PM2.5 emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project emissions are described in detail in Section 4.2 of the DEIR and are summarized in Table 4.2-4 (see pages 4-16 through 4-18). The proposed project will result in local overall reductions in GHG emissions, as described in Section 5.2 of the FEIR and summarized in Table 5.2-8 (see page 5-26).

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project's potential health impacts from all pollutants. The proposed project's potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD's cancer risk significance threshold of ten in one million (see Section 4.2.2.5 of the FEIR). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD's non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact.

Section 3.3.6 of the DEIR describes existing Refinery safety systems at the Tesoro Refinery. As explained in Section 4.3 and Appendix C of the FEIR and Master Response 9, the proposed project has been fully analyzed for hazard impacts based on a worst-case consequence analysis.

## APPENDIX G1: RESPONSE TO COMMENTS

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This includes proposed project equipment, including pipelines and storage tanks, and process units regardless of the cause of release (e.g., human error, equipment failure, sabotage, terrorism, natural disaster, or civil uprising). The DEIR found that hazards associated with the Naphtha Isomerization Unit, new crude oil storage tanks, the SARP, and interconnecting pipelines are potentially significant based on worst-case release scenarios. The hazards analyses regarding the potential impact of earthquakes and other natural disasters have been fully analyzed as explained in Master Response 9

The hazard analysis takes a worst-case approach by assuming that the entire contents of a tank or other equipment would rapidly be released, and that no safety measures are implemented that could reduce the severity of an accidental release. It is expected that hazard impacts would be less than analyzed because the Refinery has safety measures in place and specified employees are trained regarding safety measures. Further, the DEIR imposes measures to mitigate hazard impacts (see Section 4.3.3 of the DEIR). Finally, as described in Section 3.3.7 of the DEIR, the Refinery is subject to many laws and regulations that address safety and emergency responses in the event of an accident. Nonetheless, the DEIR conservatively concluded that hazard impacts would remain significant.

As explained in Master Response 10, the Rancho LPG facility is an existing facility that is not owned or operated by Tesoro. Additionally, Tesoro does not lease tankage at Rancho LPG. Tesoro regularly sells LPG on the open market and Rancho LPG is a customer. However, none of the LPG stored at the Rancho LPG facility in San Pedro is owned by Tesoro. It should be noted that the proposed project will reduce the excess LPG available for third-party sales (see Master Response 10).

Further, the Rancho LPG facility operates independently of, and is not part of, the proposed project. Thus, comments regarding risks related to the Rancho Facility do not raise issues relating to the proposed project or the DEIR and no response is necessary under CEQA.

Comment Letter No. G1-58

**From:** [ck55@verizon.net](mailto:ck55@verizon.net) [<mailto:ck55@verizon.net>]  
**Sent:** Friday, June 10, 2016 2:08 AM  
**To:** Danny Luong <[dluong@aqmd.gov](mailto:dluong@aqmd.gov)>  
**Cc:** Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>  
**Subject:** Tesoro merger.

Hello,

Not that it matters but I adamantly oppose the Tesoro merger. I can't believe it is even being considered! I live in Long Beach and many days the air stinks here. This will not help matters.

We are fully aware that our concerns mean nothing to any of you. Greed is the American way now and no decision maker cares about the environment or for their own families futures so I will keep this short.

Thank you for your time and good luck America!

Cindy Koch

Go Bernie!

G1-58.1

**Response to Comment Letter No. G1-58**

**Cindy Koch**

**Comment G1-58.1**

Not that it matters but I adamantly oppose the Tesoro merger. I can't believe it is even being considered! I live in Long Beach and many days the air stinks here. This will not help matters.

We are fully aware that our concerns mean nothing to any of you. Greed is the American way now and no decision maker cares about the environment or for their own families futures so I will keep this short.

G1-58.1

**Response G1-58.1**

The comment regarding opposition to the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

The proposed project is not a merger. As explained in Master Response 7, Tesoro acquired the Carson Operations from BP in 2013. The Carson and Wilmington Operations have already merged. The pre-existing refinery operations have been operating as one Refinery since the acquisition. As described in Section 2.1 of the DEIR, the proposed project is designed to better integrate the Carson and Wilmington Operations, which will improve processing efficiency and reduce emissions.

The proposed project does not introduce any potentially odor-causing chemicals that are not already used in the Refinery. All new and modified equipment will comply with Best Available Control Technology (BACT) for air pollutant emissions control. See Master Response 11 for an explanation of odors associated with proposed project.

Comment Letter No. G1-59

**From:** Melanie Cohen [<mailto:melaniecohen372@gmail.com>]  
**Sent:** Friday, June 10, 2016 8:52 AM  
**To:** Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>; Danny Luong <[dluong@aqmd.gov](mailto:dluong@aqmd.gov)>  
**Subject:** Comments Opposing Approval of the DEIR and Title V Permit Please READ not just FILE

EMAIL: [jwong1@aqmd.gov](mailto:jwong1@aqmd.gov); [dluong@aqmd.gov](mailto:dluong@aqmd.gov)

**SUBJECT:** Comments Opposing Approval of both the Draft Environmental Impact Report (DEIR) and the Title V Permit for the Tesoro Los Angeles Refinery Integration and Compliance Project (LARIC)

Dear Ms. Wong and Mr. Luong,

This letter is to oppose the Draft Environmental Impact Report (DEIR) and the Title V Permit for the Tesoro LARIC Project, including construction of massive new storage tanks to hold millions of barrels of crude oil, increase crude oil going through the refinery, add a dozen new pressure relief device connections to flares, increase use of 22 large refinery heaters, import Liquefied Petroleum Gas by rail to the refinery, and more.

G1-59.1

The DEIR and the Title V Permit (which sets permit limits) are inaccurate. They ignore Tesoro's own published plans to bring dangerous N. Dakota Bakken crude oil by rail to the Tesoro Savage Vancouver Washington ship terminal, then by ship to the Los Angeles refinery. This crude oil is particularly explosive. A Bakken crude oil rail accident blew up an entire town in 2013, killing many people. Just last Saturday another crude oil train carrying this material exploded, requiring evacuation of an elementary school, and spilling oil into the Columbia River. Bakken crude also contains high levels of volatile and toxic air contaminants and the DEIR should evaluate this threat. Tesoro's Project could also bring extreme Canadian tar sands crude oil to the LA refinery through the same Tesoro Savage ship terminal. These two crude oils cause increased greenhouse gases and harms to air, land, and water during extraction, and add explosion risks in storage and in refineries.

G1-59.2

The DEIR and Title V permit also failed to count air emissions from flaring during startup, shutdown, and maintenance, other air emissions increases, and failed to set permit conditions that would prevent these increased emissions.

G1-59.3

Our community already suffers from too much air pollution and dangers of petroleum storage, pipelines, and refining there are over 12 chemical plants, refineries, power plants within the South Bay region of Southern California as noted many times by the AQMD. We want to stop the expansion of oil refineries, to start building our safe, healthy, and clean energy future, and to have a fair public process. YOU ARE NOT Protecting THE PUBLIC. YOU ARE PROTECTING AND EXPANDING THE OIL INDUSTRY AND MAKING IT EASIER TO POLLUTE... this may be "legal" by legislation because of the UNDUE INFLUENCE of the industry you are trying to REGULATE... Please do the job you were hired for! Protect the public and CONTROL the out of control pollution caused by a dying industry that wants to wring the last amount of profit they can for their own benefits. Make the oil and gas industry INCLUDE renewables in the same amount they are having to pay via their "CAP and TRADE" rules.... It is time for WIND< SOLAR<and advanced battery technologies... Re-open the Public Hearings... STOP MAKING DECISIONS before you have hearings... STOP POLITICIZING THIS FIGHT<<<<Protect the weakest citizens who deal with some of the worst air quality in the United States.... Remember, you go home to clean air... WE CANNOT...

G1-59.4

Sincerely,

Melanie L. Cohen  
115 S Guadalupe Avenue H  
Redondo Beach , Ca 90277

**Response to Comment Letter No. G1-59**

**Melanie L Cohen**

**Comment G1-59.1**

Dear Ms. Wong and Mr. Luong,

This letter is to oppose the Draft Environmental Impact Report (DEIR) and the Title V Permit for the Tesoro LARIC Project, including construction of massive new storage tanks to hold millions of barrels of crude oil, increase crude oil going through the refinery, add a dozen new pressure relief device connections to flares, increase use of 22 large refinery heaters, import Liquefied Petroleum Gas by rail to the refinery, and more.

G1-59.1

**Response G1-59.1**

The comment regarding opposition to the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

Although the proposed project includes adding new storage tanks, this component of the proposed project would not increase the crude oil throughput capacity at the Refinery. Instead, the new crude oil storage tanks would allow the Refinery to reduce transportation emissions associated with marine vessels that deliver crude oil. As explained in the DEIR (see pages 4-26 through 4-29) and Master Response 6, the proposed project will increase the crude oil storage capacity at the Refinery, which will reduce the amount of time that marine vessels spend at the Port and the associated emissions.

Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity. It would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the potential 6,000 bbl/day crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

Master Response 15 and Response G1-78.207 address the new connections of pressure relief valves to the flare gas recovery system, which do not increase flaring.

The comment refers to increased use of 22 Refinery heaters and boilers. Response G1-81.79 addresses heaters and boilers. The DEIR fully analyzed proposed project impacts, including increased use of and modifications to numerous process heaters. As indicated in Section 4.1.2 of the DEIR, in addition to direct impacts, the proposed project may have indirect impacts on downstream equipment, including Refinery heaters, by causing increased utilization from operational changes, even though the equipment is not part of the proposed project. That is downstream equipment that will not be modified in any way, will operate within existing permit limits and no permit modification would be required. The anticipated indirect operational

changes are described in Section 4.1.2 and are included as part of the analysis of operational impacts in Section 4.2.2.2. Even though there is potential for increased operation of the various Refinery heaters, overall the proposed project will result in localized emission reduction benefits.

The Refinery currently receives LPG railcar deliveries. The proposed project will not increase the number of deliveries. The additional ten railcars associated with the proposed project will be added to existing trains. The potential hazards associated with rail transport were analyzed in Section 4.3.2.5.2 of the FEIR. The Worst-Case Consequence Analysis for the proposed project carefully evaluated the proposed modifications to existing equipment and proposed new units (see FEIR Appendix C).

**Comment G1-59.2**

The DEIR and the Title V Permit (which sets permit limits) are inaccurate. They ignore Tesoro's own published plans to bring dangerous N. Dakota Bakken crude oil by rail to the Tesoro Savage Vancouver Washington ship terminal, then by ship to the Los Angeles refinery. This crude oil is particularly explosive. A Bakken crude oil rail accident blew up an entire town in 2013, killing many people. Just last Saturday another crude oil train carrying this material exploded, requiring evacuation of an elementary school, and spilling oil into the Columbia River. Bakken crude also contains high levels of volatile and toxic air contaminants and the DEIR should evaluate this threat. Tesoro's Project could also bring extreme Canadian tar sands crude oil to the LA refinery through the same Tesoro Savage ship terminal. These two crude oils cause increased greenhouse gases and harms to air, land, and water during extraction, and add explosion risks in storage and in refineries.

G1-59.2

**Response G1-59.2**

As described in Section 4.1.2.5 of the DEIR and Master Response 8, the Vancouver Energy Project is wholly independent from the proposed project and is undergoing separate environmental review by the Washington State EFSEC, which includes evaluation of transportation hazards. Additionally, as explained in Master Response 8, the Final EIS has not yet been issued for the Vancouver Energy Project, and the project has not been approved.

As explained in detail in Sections 2.5.3 and 2.5.4 and Appendix F of the DEIR, Master Response 4, and Response G1-78.94, the Refinery is currently processing a blend of various crude oils and will continue to do so with or without the proposed project. The proposed project will not result in a substantial change in the crude oil blend processed by the Refinery.

The DEIR analyzed the potential increase in crude oil processing of up to 6,000 bbl/day associated with the modification of the DCU H-100 heater permit description. The increase in crude oil processing rate is not related to any specific crude oil source. Master Response 4 explains that the Refinery's sources of crude oils have and will continue to vary with or without the proposed project. By using worst-case crude oil properties (see Response G1-78.157), the DEIR fully analyzed the potential impacts associated with storing various crude oils in the new and replacement storage tanks and with transferring various crude oils via the associated piping. There would be no additional impacts, beyond those analyzed in the DEIR, for the new and replacement storage tanks if different light or heavy crude oil is processed at the Refinery (see Section 4.2.2.2 of the FEIR). The proposed project does not facilitate or encourage sourcing crude oil from any particular location. In other words, the improved offloading efficiency provides a benefit regardless of the type of crude oil transported by marine vessel.

Light and heavy crude oil is currently delivered, stored, and processed at the Refinery and will continue to be delivered, stored, and processed with or without the proposed project. The impact analysis in the DEIR accounts for the variety of crude oils that have been and will be handled by the Refinery. For example, the TAC concentrations of crude oils in storage tanks associated with the proposed project were based on a worst-case hybrid analysis of the toxic content of the crude oils currently and potentially processed at the Refinery, including Bakken and heavy Canadian crude oil. The hybrid TAC speciation was prepared by selecting the highest concentration of each toxic compound from the entire speciated data set of all the crude oils analyzed.

There have been previous volatility issues associated with the transport of Bakken crude oil. However, regulations have since been adopted that require a reduction in volatility of Bakken crude oil that is transported. For example, in December 2014, the Industrial Commission of North Dakota issued an order regarding conditioning of Bakken crude oil and limiting the RVP of crude oil provided for transport to 13.7 RVP. Thus, Bakken crude oil transported to the West Coast will be pipeline quality (i.e., qualified for safe transport) and will not have as high a vapor pressure as the Bakken crude oil produced at the wellhead. As with other U. S. crude oil production operations, the order adopted by the State of North Dakota will require that crude oil production facilities remove a significant portion of the light ends (ethane, propane, butane and pentane) prior to offering the crude oil for shipment to refineries for processing.

Because of Bakken crude oil's purported volatility, concerns were raised in the media as to whether Bakken crude oil was properly classified as a Class 3 hazardous material under U.S. DOT regulations. A Class 3 hazardous material is generally a flammable or combustible liquid that does not meet the regulatory classification requirements for other hazardous characteristics, such as toxicity, corrosivity, radioactivity or explosiveness. However, those concerns have since been resolved by repeated analysis and testing that demonstrates Bakken crude oil to be a Class 3 hazardous material, similar to other light sweet crude oils. After considering the information, the PHMSA Deputy Administrator testified to Congress that Bakken crude oil is accurately classified as a Hazard Class 3 Flammable Liquid.<sup>90</sup> This is consistent with the sampling and testing Tesoro has completed on Bakken crude oil. Therefore, Bakken crude oil has properties similar to other light crude oils, and is not classified as explosive.

As explained in subsequent responses, which are listed in Table 78-94.1, Bakken and heavy Canadian crude oils are similar to other light and heavy crude oils currently processed by the Refinery. As described in Master Response 4 and Response G1-78.150, in the future, as now, any Bakken or heavy Canadian crude oils processed would have to be combined with other crude oils to create a crude oil blend that matches the Refinery's processing capabilities and permit limitations. This is what has occurred with Bakken, heavy Canadian, and many other heavy and light crude oils that were utilized in the baseline period, and is what will continue after implementation of the proposed project. Any increased use of Bakken or heavy Canadian crude oils at the Refinery would not be caused by the proposed project. The proposed project's impacts were analyzed in detail using worst-case assumptions (e.g., the maximum vapor pressure of crude oil allowable by SCAQMD rules), which accounts for any impacts from increased use

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<sup>90</sup> Written statement of Timothy P. Butters Before the Subcommittees on Energy and Oversight Committee on Science, Space and Technology, U.S. House of Representatives at page 12 (Sept. 9, 2014).

of Bakken or heavy Canadian crude oil. Response G1-78.111 specifically addresses crude oil corrosivity. Responses G1-81.65 and G1-81.67 address greenhouse gases and crude oil production.

The comment also refers to derailment of a train carrying Bakken crude oil in Mosier, Oregon and another unidentifiable derailment. As explained in Response G1-81.57, there are no proposed project modifications to bring crude oil by rail to the Refinery. Thus the Mosier derailment and other derailments are not relevant to the DEIR analysis or the proposed project. Responses G1-81.65 and G1-81.67 explain that the DEIR does not need to analyze the environmental impacts from crude oil production because the proposed project will not cause any changes to that industry.

The FEIR fully analyzed the potential impacts of the proposed project with respect to greenhouse gas emissions in Section 5.2.2.3 and hazards in Section 4.3.2.

**Comment G1-59.3**

The DEIR and Title V permit also failed to count air emissions from flaring during startup, shutdown, and maintenance, other air emissions increases, and failed to set permit conditions that would prevent these increased emissions.

□ G1-59.3

**Response G1-59.3**

Startup and shutdown emissions, as well as emergency flaring, are discussed in detail in Master Response 15.

As explained in Master Response 15, the Refinery strives for startups, shutdowns, and maintenance without flaring. In any event, there are no new process units associated with the proposed project that would be expected to flare during startup or shutdown. No additional permit conditions are needed to control startup and shutdown emissions.

Emission changes as a result of the proposed project have been fully analyzed and are discussed in Section 4.2 of the DEIR. An emissions summary can be found on pages 4-16 through 4-18 in Table 4.2-4. Further, the Title V permit limits will be equal to or more restrictive than the emissions analyzed in the DEIR.

The comment also refers to “other air emission increases” that were not accounted for in the DEIR and the Title V permit. The comment lacks specificity. Without further detail regarding these other air emissions, a specific response cannot be provided.

**Comment G1-59.4**

Our community already suffers from too much air pollution and dangers of petroleum storage, pipelines, and refining there are over 12 chemical plants, refineries, power plants within the South Bay region of Southern California as noted many times by the AQMD. We want to stop the expansion of oil refineries, to start building our safe, healthy, and clean energy future, and to have a fair public process. YOU ARE NOT Protecting THE PUBLIC. YOU ARE PROTECTING AND EXPANDING THE OIL INDUSTRY AND MAKING IT EASIER TO POLLUTE... this may be "legal" by legislation because of the UNDUE INFLUENCE of the industry you are trying to REGULATE... Please do the job you were hired for! Protect the public and CONTROL the out of control pollution caused by a dying industry that wants to wring the last amount of profit they can for their own benefits. Make the oil and gas industry INCLUDE renewables in the same amount they are having to pay via their "CAP and TRADE" rules.... It is time for WIND< SOLAR<and advanced battery technologies... Re-open the Public Hearings... STOP MAKING DECISIONS before you have hearings... STOP POLITICIZING THIS FIGHT<<<<Protect the weakest citizens who deal with some of the worst air quality in the United States.... Remember, you go home to clean air... WE CANNOT...

G1-59.4

**Response G1-59.4**

The proposed project's local health effects have been analyzed and are discussed in Master Response 3. Potential hazard impacts, including those related to material storage and pipelines, are explained in Master Response 9. The proposed project is not an expansion of the Refinery. See Response G1-59.1 and Master Responses 6 and 7 for a detailed description of the potential 6,000 bbl/day crude oil capacity increase associated with the proposed project.

The proposed project has complied with the public process required by CEQA Guidelines § 15087. As explained in detail in Master Response 1, the DEIR was circulated for an extended length of time. The public comment period closed on June 10, 2016, after two extensions. A 94-day public review and comment period (March 8, 2016 through June 10, 2016) was provided, which exceeds CEQA requirements. A public hearing on the Title V permit and public meeting on the DEIR was held on May 17, 2016. Copies of the DEIR were made available in neighborhood public libraries. Notices were published and distributed for the original public comment period, the two extensions, and the public hearing on the Title V permit and public meeting on the DEIR.

In addition, Tesoro independently offered and provided community outreach to over 100 entities including public agencies, community organizations, neighborhood organizations, business associations, and other interested parties to explain the scope of the proposed project and the potential environmental effects of the proposed project. The community meetings were held on April 4, 11, and 14, 2016 in Carson, Wilmington, and Long Beach, respectively. Tesoro has identified that a total of 277 people attended the meetings.

The proposed project will further integrate the Refinery's Wilmington and Carson Operations. Section 2.2 of the DEIR details the objectives of the proposed project. As explained in Response G1-59.1, the proposed project is not an expansion of the Refinery.

As explained in Section 4.2.2.2 of the DEIR, upon completion, the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NOx, SOx PM10, and PM2.5 emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project emissions are described in detail in Section 4.2 of the DEIR and are summarized in Table 4.2-4 (see pages 4-16

through 4-18). The proposed project will result in local overall reductions in GHG emissions, as described in Section 5.2 of the FEIR and summarized in Table 5.2-8 (see page 5-26). Additionally, local health effects as a result of the proposed project have been found to be less than significant (see Section 4.2.2.5 of the FEIR) and are explained in Master Response 3.

Neither the CEQA Statutes nor Guidelines require an analysis of environmental justice impacts. The SCAQMD, however, has a strong record of addressing environmental justice issues since the SCAQMD's Environmental Justice program began in 1997. Since that time, the SCAQMD has instituted a number of community initiatives to help improve air quality for low income residents and residents of color in the Basin. The programs and initiatives have been continually reviewed and updated. As a result, the SCAQMD's Environmental Justice program goes beyond a single project, and encompasses a unified regional approach to reducing impacts to the Basin's most impacted communities. Master Response 14 addresses environmental justice regarding the proposed project.

The remainder of the comment involving renewable energy options, political opinions, and other opinions regarding the oil industry do not specifically address the DEIR or the proposed project and no response is necessary pursuant to CEQA.

Comment Letter No. G1-60

**From:** Kat Madrigal [<mailto:kmadrigal5@gmail.com>]  
**Sent:** Friday, June 10, 2016 9:38 AM  
**To:** Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>; Danny Luong <[dluong@aqmd.gov](mailto:dluong@aqmd.gov)>  
**Subject:** Comments Opposing Approval of both the Draft Environmental Impact Report (DEIR) and the Title V Permit for the Tesoro Los Angeles Refinery Integration and Compliance Project (LARIC)

Dear Ms. Wong and Mr. Luong,

This letter is to oppose the Draft Environmental Impact Report (DEIR) and the Title V Permit for the Tesoro LARIC Project, including construction of massive new storage tanks to hold millions of barrels of crude oil, increase crude oil going through the refinery, add a dozen new pressure relief device connections to flares, increase use of 22 large refinery heaters, import Liquefied Petroleum Gas by rail to the refinery, and more.

G1-60.1

The DEIR and the Title V Permit (which sets permit limits) are inaccurate. They ignore Tesoro's own published plans to bring dangerous N. Dakota Bakken crude oil by rail to the Tesoro Savage Vancouver Washington ship terminal, then by ship to the Los Angeles refinery. This crude oil is particularly explosive. A Bakken crude oil rail accident blew up an entire town in 2013, killing many people. Just last Saturday another crude oil train carrying this material exploded, requiring evacuation of an elementary school, and spilling oil into the Columbia River. Bakken crude also contains high levels of volatile and toxic air contaminants and the DEIR should evaluate this threat. Tesoro's Project could also bring extreme Canadian tar sands crude oil to the LA refinery through the same Tesoro Savage ship terminal. These two crude oils cause increased greenhouse gases and harms to air, land, and water during extraction, and add explosion risks in storage and in refineries.

G1-60.2

The DEIR and Title V permit also failed to count air emissions from flaring during startup, shutdown, and maintenance, other air emissions increases, and failed to set permit conditions that would prevent these increased emissions.

G1-60.3

Our community already suffers from too much air pollution and dangers of petroleum storage, pipelines, and refining. We want to stop the expansion of oil refineries, to start building our safe, healthy, and clean energy future, and to have a fair public process.

G1-60.4

Sincerely,

Kat Madrigal  
Wilmington Community Member

**Response to Comment Letter No. G1-60**

**Kat Madrigal**

**Comment G1-60.1**

This letter is to oppose the Draft Environmental Impact Report (DEIR) and the Title V Permit for the Tesoro LARIC Project, including construction of massive new storage tanks to hold millions of barrels of crude oil, increase crude oil going through the refinery, add a dozen new pressure relief device connections to flares, increase use of 22 large refinery heaters, import Liquefied Petroleum Gas by rail to the refinery, and more.

G1-60.1

**Response G1-60.1**

The comment regarding opposition to the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

Although the proposed project includes adding new storage tanks, this component of the proposed project would not increase the crude oil throughput capacity at the Refinery. Instead, the new crude oil storage tanks would allow the Refinery to reduce transportation emissions associated with marine vessels that deliver crude oil. As explained in the DEIR (see pages 4-26 through 4-29) and Master Response 6, the proposed project will increase the crude oil storage capacity at the Refinery, which will reduce the amount of time that marine vessels spend at the Port and the associated emissions.

Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity. It would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the potential 6,000 bbl/day crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

Master Response 15 and Response G1-78.207 address the new connections of pressure relief valves to the flare gas recovery system, which do not increase flaring.

The comment refers to increased use of 22 Refinery heaters and boilers. Response G1-81.79 addresses heaters and boilers. The DEIR fully analyzed proposed project impacts, including increased use of and modifications to numerous process heaters. As indicated in Section 4.1.2 of the DEIR, in addition to direct impacts, the proposed project may have indirect impacts on downstream equipment, including Refinery heaters, by causing increased utilization from operational changes, even though the equipment is not part of the proposed project. That is downstream equipment that will not be modified in any way, will operate within existing permit limits and no permit modification would be required. The anticipated indirect operational

changes are described in Section 4.1.2 and are included as part of the analysis of operational impacts in Section 4.2.2.2. Even though there is potential for increased operation of the various Refinery heaters, overall the proposed project will result in localized emission reduction benefits.

The Refinery currently receives LPG railcar deliveries. The proposed project will not increase the number of deliveries. The additional ten railcars associated with the proposed project will be added to existing trains. The potential hazards associated with rail transport were analyzed in Section 4.3.2.5.2 of the FEIR. The Worst-Case Consequence Analysis for the proposed project carefully evaluated the proposed modifications to existing equipment and proposed new units (see FEIR Appendix C).

**Comment G1-60.2**

The DEIR and the Title V Permit (which sets permit limits) are inaccurate. They ignore Tesoro's own published plans to bring dangerous N. Dakota Bakken crude oil by rail to the Tesoro Savage Vancouver Washington ship terminal, then by ship to the Los Angeles refinery. This crude oil is particularly explosive. A Bakken crude oil rail accident blew up an entire town in 2013, killing many people. Just last Saturday another crude oil train carrying this material exploded, requiring evacuation of an elementary school, and spilling oil into the Columbia River. Bakken crude also contains high levels of volatile and toxic air contaminants and the DEIR should evaluate this threat. Tesoro's Project could also bring extreme Canadian tar sands crude oil to the LA refinery through the same Tesoro Savage ship terminal. These two crude oils cause increased greenhouse gases and harms to air, land, and water during extraction, and add explosion risks in storage and in refineries.

G1-60.2

**Response G1-60.2**

As described in Section 4.1.2.5 of the DEIR and Master Response 8, the Vancouver Energy Project is wholly independent from the proposed project and is undergoing separate environmental review by the Washington State EFSEC, which includes evaluation of transportation hazards. Additionally, as explained in Master Response 8, the Final EIS has not yet been issued for the Vancouver Energy Project, and the project has not been approved.

As explained in detail in Sections 2.5.3 and 2.5.4 and Appendix F of the DEIR, Master Response 4, and Response G1-78.94, the Refinery is currently processing a blend of various crude oils and will continue to do so with or without the proposed project. The proposed project will not result in a substantial change in the crude oil blend processed by the Refinery.

The DEIR analyzed the potential increase in crude oil processing of up to 6,000 bbl/day associated with the modification of the DCU H-100 heater permit description. The increase in crude oil processing rate is not related to any specific crude oil source. Master Response 4 explains that the Refinery's sources of crude oils have and will continue to vary with or without the proposed project. By using worst-case crude oil properties (see Response G1-78.157), the DEIR fully analyzed the potential impacts associated with storing various crude oils in the new and replacement storage tanks and with transferring various crude oils via the associated piping. There would be no additional impacts, beyond those analyzed in the DEIR, for the new and replacement storage tanks if different light or heavy crude oil is processed at the Refinery (see Section 4.2.2.2 of the FEIR). The proposed project does not facilitate or encourage sourcing

crude oil from any particular location. In other words, the improved offloading efficiency provides a benefit regardless of the type of crude oil transported by marine vessel.

Light and heavy crude oil is currently delivered, stored, and processed at the Refinery and will continue to be delivered, stored, and processed with or without the proposed project. The impact analysis in the DEIR accounts for the variety of crude oils that have been and will be handled by the Refinery. For example, the TAC concentrations of crude oils in storage tanks associated with the proposed project were based on a worst-case hybrid analysis of the toxic content of the crude oils currently and potentially processed at the Refinery, including Bakken and heavy Canadian crude oil. The hybrid TAC speciation was prepared by selecting the highest concentration of each toxic compound from the entire speciated data set of all the crude oils analyzed.

There have been previous volatility issues associated with the transport of Bakken crude oil. However, regulations have since been adopted that require a reduction in volatility of Bakken crude oil that is transported. For example, in December 2014, the Industrial Commission of North Dakota issued an order regarding conditioning of Bakken crude oil and limiting the RVP of crude oil provided for transport to 13.7 RVP. Thus, Bakken crude oil transported to the West Coast will be pipeline quality (i.e., qualified for safe transport) and will not have as high a vapor pressure as the Bakken crude oil produced at the wellhead. As with other U. S. crude oil production operations, the order adopted by the State of North Dakota will require that crude oil production facilities remove a significant portion of the light ends (ethane, propane, butane and pentane) prior to offering the crude oil for shipment to refineries for processing.

Because of Bakken crude oil's purported volatility, concerns were raised in the media as to whether Bakken crude oil was properly classified as a Class 3 hazardous material under U.S. DOT regulations. A Class 3 hazardous material is generally a flammable or combustible liquid that does not meet the regulatory classification requirements for other hazardous characteristics, such as toxicity, corrosivity, radioactivity or explosiveness. However, those concerns have since been resolved by repeated analysis and testing that demonstrates Bakken crude oil to be a Class 3 hazardous material, similar to other light sweet crude oils. After considering the information, the PHMSA Deputy Administrator testified to Congress that Bakken crude oil is accurately classified as a Hazard Class 3 Flammable Liquid.<sup>91</sup> This is consistent with the sampling and testing Tesoro has completed on Bakken crude oil. Therefore, Bakken crude oil has properties similar to other light crude oils, and is not classified as explosive.

As explained in subsequent responses, which are listed in Table 78-94.1, Bakken and heavy Canadian crude oils are similar to other light and heavy crude oils currently processed by the Refinery. As described in Master Response 4 and Response G1-78.150, in the future, as now, any Bakken or heavy Canadian crude oils processed would have to be combined with other crude oils to create a crude oil blend that matches the Refinery's processing capabilities and permit limitations. This is what has occurred with Bakken, heavy Canadian, and many other heavy and light crude oils that were utilized in the baseline period, and is what will continue after implementation of the proposed project. Any increased use of Bakken or heavy Canadian crude

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<sup>91</sup> Written statement of Timothy P. Butters Before the Subcommittees on Energy and Oversight Committee on Science, Space and Technology, U.S. House of Representatives at page 12 (Sept. 9, 2014).

oils at the Refinery would not be caused by the proposed project. The proposed project's impacts were analyzed in detail using worst-case assumptions (e.g., the maximum vapor pressure of crude oil allowable by SCAQMD rules), which accounts for any impacts from increased use of Bakken or heavy Canadian crude oil. Response G1-78.111 specifically addresses crude oil corrosivity. Responses G1-81.65 and G1-81.67 address greenhouse gases and crude oil production.

The comment also refers to derailment of a train carrying Bakken crude oil in Mosier, Oregon and another unidentifiable derailment. As explained in Response G1-81.57, there are no proposed project modifications to bring crude oil by rail to the Refinery. Thus the Mosier derailment and other derailments are not relevant to the DEIR analysis or the proposed project. Responses G1-81.65 and G1-81.67 explain that the DEIR does not need to analyze the environmental impacts from crude oil production because the proposed project will not cause any changes to that industry.

The FEIR fully analyzed the potential impacts of the proposed project with respect to greenhouse gas emissions in Section 5.2.2.3 and hazards in Section 4.3.2.

**Comment G1-60.3**

The DEIR and Title V permit also failed to count air emissions from flaring during startup, shutdown, and maintenance, other air emissions increases, and failed to set permit conditions that would prevent these increased emissions.

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G1-60.3

**Response G1-60.3**

Startup and shutdown emissions, as well as emergency flaring, are discussed in detail in Master Response 15.

As explained in Master Response 15, the Refinery strives for startups, shutdowns, and maintenance without flaring. In any event, there are no new process units associated with the proposed project that would be expected to flare during startup or shutdown. No additional permit conditions are needed to control startup and shutdown emissions.

Emission changes as a result of the proposed project have been fully analyzed and are discussed in Section 4.2 of the DEIR. An emissions summary can be found on pages 4-16 through 4-18 in Table 4.2-4. Further, the Title V permit limits will be equal to or more restrictive than the emissions analyzed in the DEIR.

The comment also refers to "other air emission increases" that were not accounted for in the DEIR and the Title V permit. The comment lacks specificity. Without further detail regarding these other air emissions, a specific response cannot be provided.

**Comment G1-60.4**

Our community already suffers from too much air pollution and dangers of petroleum storage, pipelines, and refining. We want to stop the expansion of oil refineries, to start building our safe, healthy, and clean energy future, and to have a fair public process.

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G1-60.4

**Response G1-60.4**

The proposed project's local health effects have been analyzed and are discussed in Master Response 3. Potential hazard impacts, including those related to material storage and pipelines, are explained in Master Response 9. The proposed project is not an expansion of the Refinery. See Response G1-60.1 and Master Responses 6 and 7 for a detailed description of the potential 6,000 bbl/day crude oil capacity increase associated with the proposed project.

The proposed project has complied with the public process required by CEQA Guidelines § 15087. As explained in detail in Master Response 1, the DEIR was circulated for an extended length of time. The public comment period closed on June 10, 2016, after two extensions. A 94-day public review and comment period (March 8, 2016 through June 10, 2016) was provided, which exceeds CEQA requirements. A public hearing on the Title V permit and public meeting on the DEIR was held on May 17, 2016. Copies of the DEIR were made available in neighborhood public libraries. Notices were published and distributed for the original public comment period, the two extensions, and the public hearing on the Title V permit and public meeting on the DEIR.

In addition, Tesoro independently offered and provided community outreach to over 100 entities including public agencies, community organizations, neighborhood organizations, business associations, and other interested parties to explain the scope of the proposed project and the potential environmental effects of the proposed project. The community meetings were held on April 4, 11, and 14, 2016 in Carson, Wilmington, and Long Beach, respectively. Tesoro has identified that a total of 277 people attended the meetings.

Comment Letter No. G1-61

-----Original Message-----

From: Morelia Cuevas [<mailto:moreliacuevas@gmail.com>]

Sent: Friday, June 10, 2016 9:57 AM

To: Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>

Subject: STOP in the name of LOVE

Dear Jillian Wong,

I am a resident of planet Earth and because of this, although I do not live in Wilmington I find it my duty to speak out against more refining, storage and transportation of oil products in the harbor.

It has come to my attention that this proposed project of making Tesoro one of the largest refineries in the West Coast could cause an increase in an already overburdened community with more air pollution, crude by rail coming into the Harbor area and increase storage of dangerous materials in a heavily populated area. Since a community cannot exist without people and because this plan is risky and dirty beyond measure, I support every member in existence to pull the plug on this project. Let us not let money talk but let people talk instead.

Thank you for allowing me to share how I feel and hopefully this inspired you or your team members to find other solutions to this hazardous plan.

Sincerely,  
Morelia Cuevas from NM

G1-61.1

**Response to Comment Letter No. G1-61**

**Morelia Cuevas**

**Comment G1-61.1**

I am a resident of planet Earth and because of this, although I do not live in Wilmington I find it my duty to speak out against more refining, storage and transportation of oil products in the harbor.

It has come to my attention that this proposed project of making Tesoro one of the largest refineries in the West Coast could cause an increase in an already overburdened community with more air pollution, crude by rail coming into the Harbor area and increase storage of dangerous materials in a heavily populated area. Since a community cannot exist without people and because this plan is risky and dirty beyond measure, I support every member in existence to pull the plug on this project. Let us not let money talk but let people talk instead.

Thank you for allowing me to share how I feel and hopefully this inspired you or your team members to find other solutions to this hazardous plan.

G1-61.1

**Response G1-61.1**

As described in Master Response 7, the proposed project is not a merger. Tesoro acquired the Carson Operations from BP in 2013. The Carson and Wilmington Operations have already merged, and the two pre-existing refinery operations have been operating as one Refinery since the acquisition. As described in Section 2.1 of the DEIR, the proposed project is designed to better integrate the Carson and Wilmington Operations, which will improve processing efficiency and reduce emissions.

Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity. It would further integrate the Refinery's Carson and Wilmington Operations. Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the potential 6,000 bbl/day crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

As explained in Section 4.2.2.2 of the DEIR, upon completion, the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project emissions are described in detail in Section 4.2 of the DEIR and are summarized in Table 4.2-4 (see pages 4-16 through 4-18). The proposed project will result in local overall reductions in GHG emissions, as described in Section 5.2 of the FEIR and summarized in Table 5.2-8 (see page 5-26).

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project's potential health impacts from all pollutants. The proposed project's potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD's cancer risk

significance threshold of ten in one million (see Section 4.2.2.5 of the FEIR). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD's non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact.

Section 3.3.6 of the DEIR describes existing Refinery safety systems at the Tesoro Refinery. As explained in Section 4.3 and Appendix C of the FEIR and Master Response 9, the proposed project has been fully analyzed for hazard impacts based on a worst-case consequence analysis. This includes proposed project equipment, including pipelines and storage tanks, and process units regardless of the cause of release (e.g., human error, equipment failure, sabotage, terrorism, natural disaster, or civil uprising). The DEIR found that hazards associated with the Naphtha Isomerization Unit, new crude oil storage tanks, the SARP, and interconnecting pipelines are potentially significant based on worst-case release scenarios.

The hazard analysis takes a worst-case approach by assuming that the entire contents of a tank or other equipment would rapidly be released, and that no safety measures are implemented that could reduce the severity of an accidental release. It is expected that hazard impacts would be less than analyzed because the Refinery has safety measures in place and specified employees are trained regarding safety measures. Further, the DEIR imposes measures to mitigate hazard impacts (see Section 4.3.3 of the DEIR). Finally, as described in Section 3.3.7 of the DEIR, the Refinery is subject to many laws and regulations that address safety and emergency responses in the event of an accident. Nonetheless, the DEIR conservatively concluded that hazard impacts would remain significant.

Comment Letter No. G1-62

**From:** Grellmann Hans [<mailto:pvegrellmann@dslextreme.com>]  
**Sent:** Friday, June 10, 2016 10:41 AM  
**To:** Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>  
**Cc:** Danny Luong <[dluong@aqmd.gov](mailto:dluong@aqmd.gov)>; [organizer@southbay350.org](mailto:organizer@southbay350.org)  
**Subject:** Proposed Tesoro Merger, Facility ID#s 174655 and 800436

Dear Dr. Wong:

I write in opposition to the Proposed Title V Significant Permit Revisions and the Draft Environmental Impact Report (DEIR) for Tesoro Refining & Marketing Co., LLC's Carson and Wilmington Sites, Facility ID#s 174655 and 800436. G1-62.1

Tesoro is falsely promoting the merger as a pollution reduction project. The proposed project will increase VOC emissions in our communities which already suffer from some of the worst air quality in the country, which cause high rates of asthma and other diseases. Emissions of NOx, SOx, PMs and toxins will remain the same, which serves no benefit to the public, if such claims are even true. G1-62.2

The project will increase refining capacity and add over 3 million barrels of new storage, which is the equivalent of a new oil terminal. This expansion creates real concern that Tesoro will start importing, storing and/or refining dirty and dangerous crudes like Canadian Tar Sands and Bakken Shale into the Los Angeles Harbor area. The overall environmental impacts of such crudes are not addressed in the DEIR. G1-62.3

The project will put the community and Los Angeles/Long Beach Harbors at risk due to increased amount of highly explosive materials, including additional LPG rail car deliveries, carrying butane and propane. The project will create increased risks of toxic release hazards at a number of areas of the mega-refinery. G1-62.4

The project would allow Tesoro to have an anti-competitive advantage by giving it an even larger share of the California oil market, which could increase prices for consumers. In sum, the Title V application should be rejected and the DEIR should be sent back for revisions. G1-62.5

Thank you for your consideration.

Hans Grellmann

3625 Via La Selva, Palos Verdes Estates, CA 90274

**Response to Comment Letter No. G1-62**

**Hans Grellmann**

**Comment G1-62.1**

I write in opposition to the Proposed Title V Significant Permit Revisions and the Draft Environmental Impact Report (DEIR) for Tesoro Refining & Marketing Co., LLC's Carson and Wilmington Sites, Facility ID#s 174655 and 800436.

]

G1-62.1

**Response G1-62.1**

The comment regarding opposition to the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

**Comment G1-62.2**

Tesoro is falsely promoting the merger as a pollution reduction project. The proposed project will increase VOC emissions in our communities which already suffer from some of the worst air quality in the country, which cause high rates of asthma and other diseases. Emissions of NOx, SOx, PMs and toxins will remain the same, which serves no benefit to the public, if such claims are even true.

]

G1-62.2

**Response G1-62.2**

As explained in Master Response 7, the proposed project is not a merger. Tesoro acquired the Carson Operations from BP in 2013. The Carson and Wilmington Operations have already merged. The pre-existing Carson and Wilmington Operations have been operating as one Refinery since the acquisition. As described in Section 2.1 of the DEIR, the proposed project is designed to better integrate the Carson and Wilmington Operations, which will improve processing efficiency and reduce emissions.

The comment claims that the proposed project will not result in an emissions benefit. This statement is incorrect. As explained in Section 4.2.2.2 of the DFEIR, upon completion, the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NOx, SOx PM10, and PM2.5 emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project emissions are described in detail in Section 4.2 of the DEIR and are summarized in Table 4.2-4 (see pages 4-16 through 4-18). The proposed project will result in local overall reductions in GHG emissions, as described in Section 5.2 of the FEIR and summarized in Table 5.2-8 (see page 5-26).

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project's potential health impacts from all pollutants. The proposed project's potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due

to the operation of the proposed project was found to be less than the SCAQMD's cancer risk significance threshold of ten in one million (see Section 4.2.2.5 of the FEIR). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD's non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact.

**Comment G1-62.3**

The project will increase refining capacity and add over 3 million barrels of new storage, which is the equivalent of a new oil terminal. This expansion creates real concern that Tesoro will start importing, storing and/or refining dirty and dangerous crudes like Canadian Tar Sands and Bakken Shale into the Los Angeles Harbor area. The overall environmental impacts of such crudes are not addressed in the DEIR.

G1-62.3

**Response G1-62.3**

Although the proposed project includes adding new storage tanks, this component of the proposed project would not increase the crude oil throughput capacity at the Refinery. Instead, the new crude oil storage tanks would allow the Refinery to reduce transportation emissions associated with marine vessels that deliver crude oil. As explained in the DEIR (see pages 4-26 through 4-29) and Master Response 6, the proposed project will increase the crude oil storage capacity at the Refinery, which will reduce the amount of time that marine vessels spend at the Port and the associated emissions.

Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity. It would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the potential 6,000 bbl/day crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

As explained in detail in Sections 2.5.3 and 2.5.4 and Appendix F of the DEIR, Master Response 4 and Response G1-78.94, the Refinery is currently processing a blend of various crude oils and will continue to do so with or without the proposed project. The proposed project will not result in a substantial change in the crude oil blend processed by the Refinery.

The DEIR analyzed the potential increase in crude oil processing of up to 6,000 bbl/day associated with the modification of the DCU H-100 heater permit description. The increase in crude oil processing rate is not related to any specific crude oil source. Master Response 4 explains that the sources of crude oils have and will continue to vary with or without the proposed project. By using worst-case crude oil properties (see Response G1-78.157), the DEIR fully analyzed the potential impacts associated with storing various crude oils in the new and replacement storage tanks and with transferring various crude oils via the associated piping.

There would be no additional impacts, beyond those analyzed in the DEIR, for the new and replacement storage tanks if different light or heavy crude oil is processed at the Refinery (see Section 4.2.2.2 of the FEIR). The proposed project does not facilitate or encourage sourcing crude oil from any particular location. In other words, the improved offloading efficiency provides a benefit regardless of the type of crude oil transported by marine vessel.

Light and heavy crude oil is currently delivered, stored, and processed at the Refinery and will continue to be delivered, stored, and processed with or without the proposed project. The impact analysis in the DEIR accounts for the variety of crude oils that have been and will be handled by the Refinery. For example, the TAC concentrations of crude oils in storage tanks associated with the proposed project were based on a worst-case hybrid analysis of the toxic content of the crude oils currently and potentially processed at the Refinery, including Bakken and heavy Canadian crude oil. The hybrid TAC speciation was prepared by selecting the highest concentration of each toxic compound from the entire speciated data set of all the crude oils analyzed.

As explained in subsequent responses, which are listed in Table 78-94.1, Bakken and heavy Canadian crude oils are similar to other light and heavy crude oils currently processed by the Refinery. As described in Master Response 4 and Response G1-78.150, in the future, as now, any Bakken or heavy Canadian crude oils processed would have to be combined with other crude oils to create a crude oil blend that matches the Refinery's processing capabilities and permit limitations. This is what has occurred with Bakken, heavy Canadian, and many other heavy and light crude oils that were utilized in the baseline period, and is what will continue after implementation of the proposed project. Providing advantaged crude oil, as defined by Tesoro, to Tesoro refineries, including the Los Angeles Refinery, is occurring independent of the proposed project. Because crude oils are blended to meet the Refinery limitations and specifications, the Refinery may continue to receive advantaged crude oil, without modifying its crude oil processing units, storage facilities or transfer operations. Any increased use of Bakken or heavy Canadian crude oils at the Refinery would not be caused by the proposed project. The proposed project's impacts were analyzed in detail using worst-case assumptions (e.g., the maximum vapor pressure of crude oil allowable by SCAQMD rules), which accounts for any impacts from increased use of Bakken or heavy Canadian crude oil. Response G1-78.111 specifically addresses crude oil corrosivity. Responses G1-81.65 and G1-81.67 address greenhouse gases and crude oil production. Therefore, the DEIR fully evaluated the potential impacts of the proposed project.

#### Comment G1-62.4

The project will put the community and Los Angeles/Long Beach Harbors at risk due to increased amount of highly explosive materials, including additional LPG rail car deliveries, carrying butane and propane. The project will create increased risks of toxic release hazards at a number of areas of the mega-refinery.

G1-62.4

#### Response G1-62.4

Section 3.3.6 of the DEIR describes existing Refinery safety systems at the Tesoro Refinery. As explained in Section 4.3 and Appendix C of the FEIR and Master Response 9, the proposed

project has been fully analyzed for hazard impacts based on a worst-case consequence analysis. This includes proposed project equipment, including pipelines and storage tanks, and process units regardless of the cause of release (e.g., human error, equipment failure, sabotage, terrorism, natural disaster, or civil uprising). The DEIR found that hazards associated with the Naphtha Isomerization Unit, new crude oil storage tanks, the SARP, and interconnecting pipelines are potentially significant based on worst-case release scenarios.

The hazard analysis takes a worst-case approach by assuming that the entire contents of a tank or other equipment would rapidly be released, and that no safety measures are implemented that could reduce the severity of an accidental release. It is expected that hazard impacts would be less than analyzed because the Refinery has safety measures in place and specified employees are trained regarding safety measures. Further, the DEIR imposes measures to mitigate hazard impacts (see Section 4.3.3 of the DEIR). Finally, as described in Section 3.3.7 of the DEIR, the Refinery is subject to many laws and regulations that address safety and emergency responses in the event of an accident. Nonetheless, the DEIR conservatively concluded that hazard impacts would remain significant.

The Refinery currently receives LPG railcar deliveries, and the proposed project will not increase the number of deliveries. The additional ten railcars will be added to existing trains. The potential risks associated with rail transport are analyzed in Section 4.3.2.5.2 of the FEIR.

**Comment G1-62.5**

The project would allow Tesoro to have an anti-competitive advantage by giving it an even larger share of the California oil market, which could increase prices for consumers. In sum, the Title V application should be rejected and the DEIR should be sent back for revisions.

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G1-62.5

**Response G1-62.5**

The issues raised about Tesoro increasing its share of the California oil market will not be realized as a result of the proposed project because it will not enable Tesoro to process significantly more crude oil (beyond a limited potential increase of 6,000 bbl/day). See Master Response 7 explaining that the proposed project is not an expansion of the Refinery.

To the extent that the comment regarding an anti-competitive advantage targets Tesoro's acquisition of the BP Carson Operations generally, it is neither related to the proposed project nor supported by substantial evidence. In June 2013, Tesoro purchased the adjacent BP Carson Operations. Prior to the acquisition, the proposed transaction underwent a nine-month investigation by the Federal Trade Commission and the California Attorney General's office to address potential antitrust concerns. Both government agencies found that the acquisition of the BP Carson operations did not violate anti-trust laws and would not give Tesoro an unlawful anti-competitive advantage. The proposed project involves further integration of the Refinery's Wilmington and Carson Operations.

## APPENDIX G1: RESPONSE TO COMMENTS

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As part of this process, Tesoro agreed to maintain average daily historical fuel production levels for the Carson and Wilmington Operations for at least three years after the acquisition of Carson Operations. Further details regarding the acquisition, including statements taken from the Federal Trade Commission and California Attorney General's reports, can be found in the DEIR on page 2-1.

The consumer price of gasoline in California will not increase as a result of the proposed project, which further integrates two existing Carson and Wilmington Operations, enabling emissions reductions while maintaining the integrated Refinery's overall fuel production capability. There are many factors that determine the price of transportation fuels, such as gasoline. These include the cost of crude oil, distribution and marketing costs, refining costs, and federal and state taxes. These marketplace and market conditions, including supply and demand factors, determine the price consumers pay at the pump, not one refinery's operational efficiencies. Further, as explained in Master Response 7, the proposed project is not an expansion of the Refinery and thus will not give Tesoro a larger share of the oil market.

The comment regarding the rejection of the Title V application does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA. The comment asserts that the DEIR should be sent back for revisions. However, no evidence was provided in the comment requiring revision of the DEIR.

Comment Letter No. G1-63

**From:** bernice007ca [mailto:bernice007ca@aol.com]  
**Sent:** Friday, June 10, 2016 10:58 AM  
**To:** Jillian Wong <jwong1@aqmd.gov>  
**Subject:** Tesoro

Dear Dr. Wong:

I hereby provide my public comment on the Proposed Title V Significant Permit Revisions and the Draft Environmental Impact Report (DEIR) for Tesoro Refining & Marketing Co., LLC's Carson and Wilmington Sites, Facility ID#s 174655 and 800436. As a local resident, I am opposed to this project. The project will create the largest refinery on the West Coast in an area that already suffers from some of the worst air quality in the United States due to the existence of 6 oil refineries, two large ports, multiple major freeways and a large concentration of urban refining.

G1-63.1

The project would include adding some 3.4 million barrels of storage, which is the equivalent of a new oil terminal. The large crude storage tanks make the project a likely source to store, refine and/or export large volumes of dangerous crude oils, including increased imports of highly explosive fracked Bakken Shale and highly corrosive, high carbon Canadian Tar Sands. The DEIR does not consider the increased environmental impacts of greenhouse gases due to extraction and transportation of these dirty crudes. Tesoro has recently obtained approval for a 2-year extension of a crude-by-rail to marine terminal in Vancouver, Washington and has bragged to its shareholders of its "West Coast Strategy" to bring cheaper crude to its refineries. At the same time, this merger would give Tesoro an even bigger share of the oil market and allow it manipulate prices.

G1-63.2

While the project would lead to a decrease in CO2 emissions, this is only the result of the required shut down of the FCCU at the Wilmington facility which the State of California required as a condition for approval of Tesoro's purchase of the facility. Tesoro should not be granted any air pollution credits to offset for other air pollution expansions that are part of the proposed project.

Tesoro is intentionally misleading the public by claiming that this project is an air pollution reduction and efficiency project. In reality, the only air pollution reduction would be in CO2, which comes from the required shutdown of the FCCU, which will occur with or without the merger. In reality, the project will increase emissions in our community including VOCs and have neutral impacts on NOx, SOx, Particulate matter and toxic emissions. Moreover, the DEIR seems to overstate the existing amount of emissions while overstating the potential emissions after the Project is completed. This calls the accuracy of the DEIR into question.

G1-63.3

The project calls for the modification of many major processing units inside the refinery including building new sulfur processing units. The project would add to LPG rail car deliveries, including butane and propane, which cause a major concern for our communities because of the risk of explosion from such rail cars in what is not only a densely populated area but a major center for commerce for the entire State of California.

G1-63.4

The DEIR identifies potential explosion and toxic release risks due to the Project including BLEVE hazard (Boiling Liquid Expanding Vapor Explosion) from LPG rail unloading, and toxic release hazards from the Hydrocracker Unit, Catalytic Reforming

**APPENDIX G1: RESPONSE TO COMMENTS**

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Unit (CRU), Propane Sales Treating Unit (PSTU), and Sulfuric Acid Recovery Plant (SARP) areas.	]	G1-63.4 cont'd.
Our region is overdue for a major earthquake and the dangers from large tanks full of hazardous and explosive materials are an unacceptable risk for our community.	]	G1-63.5
The DEIR claims new emissions from flaring at the project would be "zero" even though many new equipment connections would be added to the flares. This does not seem accurate. This is just one of a number of deficiencies in the DEIR and Title V permit application, which failed to include alternatives that would have lesser effects.	]	G1-63.6
The Project is being touted as a boost to our local economy. In reality, the jobs created during the project will be temporary and there is no guarantee that they will be filled by local residents. History has shown us that mergers such as this are often designed to streamline operations by eliminating jobs, which would be a detriment to our communities.	]	G1-63.7
Again, I am opposed to the Merger Project and request that the Title V permit not be issued and that the DEIR be sent back for re-drafting to include potential and real expected impacts which have not been addressed.	]	G1-63.8
Name: Bernice Nabayan		
Address: 322 W 212 St. CARSON, CA 90745		

**Response to Comment Letter No. G1-63**

**Bernice Nabayan**

**Comment G1-63.1**

I hereby provide my public comment on the Proposed Title V Significant Permit Revisions and the Draft Environmental Impact Report (DEIR) for Tesoro Refining & Marketing Co., LLC's Carson and Wilmington Sites, Facility ID#s 174655 and 800436. As a local resident, I am opposed to this project. The project will create the largest refinery on the West Coast in an area that already suffers from some of the worst air quality in the United States due to the existence of 6 oil refineries, two large ports, multiple major freeways and a large concentration of urban refining.

G1-63.1

**Response G1-63.1**

The comment regarding opposition to the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

With regard to the comment that the Refinery is the “largest on the West Coast,” Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity. It would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the potential 6,000 bbl/day crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

Air quality issues relating to the proposed project are addressed in Section 4.2 of the DEIR and are summarized in Table 4.2-4 on pages 4-16 through 4-18. Cumulative impacts of the proposed project, including cumulative air quality impacts, are analyzed in Chapter 5 of the DEIR and are further explained in Master Response 16. Local health effects have been analyzed and are described in Master Response 3. Environmental justice issues are discussed in Master Response 14.

**Comment G1-63.2**

The project would include adding some 3.4 million barrels of storage, which is the equivalent of a new oil terminal. The large crude storage tanks make the project a likely source to store, refine and/or export large volumes of dangerous crude oils, including increased imports of highly explosive fracked Bakken Shale and highly corrosive, high carbon Canadian Tar Sands. The DEIR does not consider the increased environmental impacts of greenhouse gases due to extraction and transportation of these dirty crudes. Tesoro has recently obtained approval for a 2-year extension of a crude-by-rail to marine terminal in Vancouver, Washington and has bragged to its shareholders of its “West Coast Strategy” to bring cheaper crude to its refineries. At the same time, this merger would give Tesoro an even bigger share of the oil market and allow it manipulate prices.

G1-63.2

### Response G1-63.2

The proposed project includes constructing new and replacement storage tanks, but this component of the proposed project does not increase crude oil capacity at the Refinery. The new and replacement storage tanks are proposed to provide sufficient crude oil storage capacity to allow crude oil tankers to offload more quickly at the Wilmington Operations Long Beach Marine Terminal and in one visit to the dock at Marine Terminal 1. This increase in crude oil storage capacity means that marine vessels will spend less time maneuvering or at dock or anchor in the Port because of improved offloading efficiency (i.e., quicker offloading and the elimination of or reduction of demurrage costs and the need for anchorage while waiting for available storage tank space to finish offloading). The DEIR did not take credit for emission reductions from marine vessel operations. However, annual emission reductions from improved marine vessel offloading efficiency were estimated and can be found in Master Response 6. Based on this analysis, daily marine vessel emissions would not increase and annual emissions would be substantially reduced.

As explained in detail in Sections 2.5.3 and 2.5.4 and Appendix F of the DEIR, Master Response 4, and Response G1-78.94, the Refinery is currently processing a blend of various crude oils and the proposed project will not result in a substantial change in the crude oil blend processed by the Refinery.

The DEIR analyzed the potential increase in crude oil processing of up to 6,000 bbl/day associated with the modification of the DCU H-100 heater permit description. The increase in crude oil processing rate is not related to any specific crude oil source. Master Response 4 explains that the Refinery's sources of crude oils have and will continue to vary with or without the proposed project. By using worst-case crude oil properties (see Response G1-78.157), the DEIR fully analyzed the potential impacts associated with storing various crude oils in the new and replacement storage tanks and with transferring various crude oils via the associated piping. There would be no additional impacts, beyond those analyzed in the DEIR, for the new and replacement storage tanks if different light or heavy crude oil is processed at the Refinery (see Section 4.2.2.2 of the FEIR). The proposed project does not facilitate or encourage sourcing crude oil from any particular location. In other words, the improved offloading efficiency provides a benefit regardless of the type of crude oil transported by marine vessel.

Light and heavy crude oil is currently delivered, stored, and processed at the Refinery and will continue to be delivered, stored, and processed with or without the proposed project. The impact analysis in the DEIR accounts for the variety of crude oils that have been and will be handled by the Refinery. For example, the TAC concentrations of crude oils in storage tanks associated with the proposed project were based on a worst-case hybrid analysis of the toxic content of the crude oils currently and potentially processed at the Refinery, including Bakken and heavy Canadian crude oil. The hybrid TAC speciation was prepared by selecting the highest concentration of each toxic compound from the entire speciated data set of all the crude oils analyzed.

There have been previous volatility issues associated with the transport of Bakken crude oil. However, regulations have since been adopted that require a reduction in volatility of Bakken crude oil that is transported. For example, in December 2014, the Industrial Commission of

North Dakota issued an order regarding conditioning of Bakken crude oil and limiting the RVP of crude oil provided for transport to 13.7 RVP. Thus, Bakken crude oil transported to the West Coast will be pipeline quality (i.e., qualified for safe transport) and will not have as high a vapor pressure as the Bakken crude oil produced at the wellhead. As with other U. S. crude oil production operations, the order adopted by the State of North Dakota will require that crude oil production facilities remove a significant portion of the light ends (ethane, propane, butane and pentane) prior to offering the crude oil for shipment to refineries for processing.

Because of Bakken crude oil's purported volatility, concerns were raised in the media as to whether Bakken crude oil was properly classified as a Class 3 hazardous material under U.S. DOT regulations. A Class 3 hazardous material is generally a flammable or combustible liquid that does not meet the regulatory classification requirements for other hazardous characteristics, such as toxicity, corrosivity, radioactivity or explosiveness. However, those concerns have since been resolved by repeated analysis and testing that demonstrates Bakken crude oil to be a Class 3 hazardous material, similar to other light sweet crude oils. After considering the information, the PHMSA Deputy Administrator testified to Congress that Bakken crude oil is accurately classified as a Hazard Class 3 Flammable Liquid.<sup>92</sup> This is consistent with the sampling and testing Tesoro has completed on Bakken crude oil. Therefore, Bakken crude oil has properties similar to other light crude oils, and is not classified as explosive.

As explained in subsequent responses, which are listed in Table 78-94.1, Bakken and heavy Canadian crude oils are similar to other light and heavy crude oils currently processed by the Refinery. As described in Master Response 4 and Response G1-78.150, in the future, as now, any Bakken or heavy Canadian crude oils processed would have to be combined with other crude oils to create a crude oil blend that matches the Refinery's processing capabilities and permit limitations. This is what has occurred with Bakken, heavy Canadian, and many other heavy and light crude oils that were utilized in the baseline period, and is what will continue after implementation of the proposed project. Providing advantaged crude oil, as defined by Tesoro, to Tesoro refineries, including the Los Angeles Refinery, is occurring independent of the proposed project. Because crude oils are blended to meet the Refinery limitations and specifications, the Refinery may continue to receive advantaged crude oil, without modifying its crude oil processing units, storage facilities or transfer operations. Any increased use of Bakken or heavy Canadian crude oils at the Refinery would not be caused by the proposed project. The proposed project's impacts were analyzed in detail using worst-case assumptions (e.g., the maximum vapor pressure of crude oil allowable by SCAQMD rules), which accounts for any impacts from increased use of Bakken or heavy Canadian crude oil. Response G1-78.111 specifically addresses crude oil corrosivity. Responses G1-81.65 and G1-81.67 address greenhouse gases and crude oil production.

The proposed project does not expand the Refinery beyond the 6,000 bbl/day described in Response G1-63.1.

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<sup>92</sup> Written statement of Timothy P. Butters Before the Subcommittees on Energy and Oversight Committee on Science, Space and Technology, U.S. House of Representatives at page 12 (Sept. 9, 2014).

Responses G1-81.65 and G1-81.67 explain that the DEIR does not need to analyze the environmental impacts from crude oil production because the proposed project will not cause any changes to that industry.

As explained in Section 4.1.2.5 of the DEIR and Master Response 8, the Vancouver Energy Project is wholly independent from the proposed project and is undergoing separate environmental review by the Washington State EFSEC. That review includes the evaluation of transportation hazards. Additionally, as described in Master Response 8, the Final EIS has not yet been issued for the Vancouver Energy Project, and the project has not been approved.

The comment notes a two-year “. . . extension of a crude-by-rail to marine terminal in Vancouver, Washington. . .” The lease for the site for the proposed Vancouver Energy Project was extended eight months, not two years, while the Vancouver Energy Project permitting process continues.

Statements made by Tesoro regarding sourcing advantaged crude oils as defined by Tesoro, including Bakken crude oil, are typically made with regard to its West Coast system, which includes the Kenai Refinery in Alaska, the Anacortes Refinery in Washington, and the two California refineries in Martinez and Los Angeles<sup>93</sup>, not specifically the Los Angeles Refinery. As explained in Response G1-78.94, SCAQMD acknowledges Tesoro’s continuing efforts to provide advantaged crude oil to its U.S. refineries. Providing advantaged crude oil, as defined by Tesoro, to Tesoro refineries, including the Los Angeles Refinery, is occurring, and will continue to occur, with or without the proposed project. Additionally, Responses G1-81.22 through G1-81.24 explain corporate statements made by Tesoro that, when put in proper context, do not support claims that the proposed project is dependent on processing any particular type of crude oil. There are no corporate statements that state or even imply that the proposed project is designed to facilitate a change in the crude oil blend processed by the Refinery

The issues raised regarding Tesoro acquiring a larger share of the oil market and manipulating prices as a result of the proposed project are incorrect. As explained in Master Response 7, the proposed project is neither an expansion of the Refinery nor a merger. Tesoro acquired the Carson Operations from BP in 2013. The Carson and Wilmington Operations have already merged. The two pre-existing refinery operations have been operating as one Refinery since the acquisition. As described in Section 2.1 of the DEIR, the proposed project is designed to better integrate the existing Carson and Wilmington Operations, which will improve processing efficiency and reduce emissions. See Section 2.2 of the DEIR, which further explains the objectives of the proposed project.

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<sup>93</sup> The reference to the “West Coast system” that appears in Tesoro’s corporate presentations and statements is a term that is used with varying meanings based on the context of the presentation or statement. Analyst day and earning statements presentations are given to an audience that routinely participates in the presentations and is familiar with Tesoro’s corporate structure and financial performance. Therefore, some of the references are not intended to be as explicit as they would be to an uninformed audience. At times, the term refers to Tesoro’s four west coast refineries, but it can also refer to those four refineries as well as Tesoro Logistics or a distribution system to third-party clients on the west coast. Thus, the context surrounding the use of this phrase is always necessary to understand the speaker’s intended meaning, but the phrase is not used to refer only to the Los Angeles Refinery in isolation.

The consumer price of gasoline in California will not increase as a result of the proposed project, which further integrates two existing Carson and Wilmington Operations, enabling emissions reductions while maintaining the integrated Refinery’s overall fuel production capability. There are many factors that determine the price of transportation fuels, such as gasoline. These include the cost of crude oil, distribution and marketing costs, refining costs, and federal and state taxes. The marketplace and market conditions, such as supply and demand, determine the price consumers pay at the pump, not one refinery’s operational efficiencies. Manipulation of fuel prices is unlawful and is monitored by the California Attorney General and the California Energy Commission. All refineries, including the Los Angeles Refinery, must comply with all applicable laws and regulations.

**Comment G1-63.3**

While the project would lead to a decrease in CO2 emissions, this is only the result of the required shut down of the FCCU at the Wilmington facility which the State of California required as a condition for approval of Tesoro’s purchase of the facility. Tesoro should not be granted any air pollution credits to offset for other air pollution expansions that are part of the proposed project. Tesoro is intentionally misleading the public by claiming that this project is an air pollution reduction and efficiency project. In reality, the only air pollution reduction would be in CO2, which comes from the required shutdown of the FCCU, which will occur with or without the merger. In reality, the project will increase emissions in our community including VOCs and have neutral impacts on NOx, SOx, Particulate matter and toxic emissions. Moreover, the DEIR seems to overstate the existing amount of emissions while overstating the potential emissions after the Project is completed. This calls the accuracy of the DEIR into question.

G1-63.3

**Response G1-63.3**

As described in Master Response 13, the comment incorrectly claims that the shutdown of the Wilmington Operations FCCU was a condition of approval for Tesoro's acquisition of the BP Carson Refinery and ARCO branded service stations, and therefore, the baseline for air quality impacts should not include emissions from the Wilmington Operations FCCU. Consistent with applicable law, the District properly concluded that the baseline includes the existing operation of the Wilmington Operations FCCU. The Federal Trade Commission and the California Attorney General both reviewed Tesoro's proposed acquisition to ensure that the acquisition would not violate federal and state antitrust laws. After a nine-month review, on May 17, 2013, the agencies announced that they had resolved any potential antitrust concerns with the proposed acquisition.

During the antitrust review process, Tesoro submitted documents to the FTC and the California Attorney General stating that Tesoro intended to make certain modifications at the combined Refinery that would allow Tesoro to achieve specified “synergies” between the Wilmington and Carson Operations. Among other changes, Tesoro explained, Tesoro planned to replace some of the combined Refinery’s fluid catalytic cracking unit (“FCCU”) capacity with additional hydrotreater capacity.

In connection with her approval of the acquisition, the Attorney General entered into an agreement with Tesoro. In this agreement Tesoro agreed to maintain CARBOB capacity for three years, maintain the ARCO brand, and not eliminate jobs for a period of two years. Tesoro

also agreed to provide an annual report on the actions taken to achieve the specified synergies, including actions designed to replace FCCU capacity with hydrotreater capacity.<sup>94</sup>

Thus, it is not accurate to say that the Attorney General required Tesoro to shut down the Wilmington Operations FCCU as a condition of approval. Rather, the Attorney General required Tesoro to provide an annual report on the implementation of Tesoro's existing plans to modify the combined Refinery by, among other things, replacing FCCU capacity with hydrotreater capacity. Moreover, operation of the Wilmington Operations FCCU is part of the baseline environmental conditions and the proposed project enables the Wilmington Operations FCCU to be shutdown.

As explained in Section 4.2.2.2 and Table 4.2-4 of the DEIR and Master Response 13, emission reductions are appropriately credited to the proposed project. Further information about the purchase of the BP Carson Refinery by Tesoro can be found on Page 2-1 of the DEIR. Section 4.2.2.2 of the DEIR explains that the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project will result in local reductions in GHG emissions as discussed in Section 5.2 of the DEIR and as summarized in Table 5.2-8 (see page 5-26 of the DEIR).

As explained in Response G1-63.2, the proposed project is not a merger.

The comment claims that the DEIR has overstated the existing amount of emissions and the potential emissions after the project is completed. The comment is not specific about which emissions have been overstated, and which calculations or baseline are in question. Further, this comment is unsupported.

A conservative analysis of expected emissions as a result of the proposed project is included in Section 4.2 of the DEIR and is summarized on pages 4-16 through 4-18 in Table 4.2-4. Additionally, assumptions and detailed calculations can be found in Appendix B-3.

Baseline emissions are reported on page 3-9 in Table 3.2-4 of the DEIR and are based on annual emission fee reports submitted to the SCAQMD in 2012 and 2013. The baseline selected for the proposed project is accurate and appropriate, as detailed in Master Response 12.

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<sup>94</sup> See Attachment E, Kathleen Foote for Kamala Harris, letter to Robert Weisenmiller, May 17, 2013. In the letter, the Attorney General uses the term "distillate desulfurization unit" to refer to additional hydrotreating capacity. The letter notes that replacing FCCU capacity with "desulfurization" capacity will benefit the environment by reducing emissions and greenhouse gases.

**Comment G1-63.4**

The project calls for the modification of many major processing units inside the refinery including building new sulfur processing units. The project would add to LPG rail car deliveries, including butane and propane, which cause a major concern for our communities because of the risk of explosion from such rail cars in what is not only a densely populated area but a major center for commerce for the entire State of California.

The DEIR identifies potential explosion and toxic release risks due to the Project including BLEVE hazard (Boiling Liquid Expanding Vapor Explosion) from LPG rail unloading, and toxic release hazards from the Hydrocracker Unit, Catalytic Reforming Unit (CRU), Propane Sales Treating Unit (PSTU), and Sulfuric Acid Recovery Plant (SARP) areas.

G1-63.4  
G1-63.4  
cont'd.

**Response G1-63.4**

The proposed project does not propose to build new sulfur processing units, but includes the SARP, which will allow regeneration of sulfuric acid. The potential hazard impacts of the proposed project have been fully analyzed, including hazards related to explosive materials (see Section 4.3 pages 4-45 through 4-69 of the FEIR and Master Response 9). The Refinery currently receives LPG railcar deliveries. The proposed project will not increase the number of deliveries. The additional ten railcars associated with the proposed project will be added to existing trains. The potential risks associated with rail transport were analyzed in Section 4.3.2.5.2 of the FEIR. The Worst-Case Consequence Analysis for the proposed project carefully evaluated the proposed modifications to existing equipment and proposed new units (see Appendix C of the FEIR).

This comment accurately states the potential hazards explained and analyzed in the DEIR. No response is necessary.

**Comment G1-63.5**

Our region is overdue for a major earthquake and the dangers from large tanks full of hazardous and explosive materials are an unacceptable risk for our community.

G1-63.5

**Response G1-63.5**

Section 3.3.6 of the DEIR describes existing Refinery safety systems at the Tesoro Refinery. As explained in Section 4.3 and Appendix C of the FEIR and Master Response 9, the proposed project has been fully analyzed for hazard impacts based on a worst-case consequence analysis. This includes proposed project equipment, including pipelines and storage tanks, and process units regardless of the cause of release (e.g., human error, equipment failure, sabotage, terrorism, natural disaster, or civil uprising). The DEIR found that hazards associated with the Naphtha Isomerization Unit, new crude oil storage tanks, the SARP, and interconnecting pipelines are potentially significant based on worst-case release scenarios. Additionally, the hazards analyses regarding the potential impact of earthquakes and other natural disasters have been fully analyzed as explained in Master Response 9.

The hazard analysis takes a worst-case approach by assuming that the entire contents of a tank or other equipment would rapidly be released, and that no safety measures are implemented that could reduce the severity of an accidental release. It is expected that hazard impacts would be less than analyzed because the Refinery has safety measures in place and specified employees are trained regarding safety measures. Further, the DEIR imposes measures to mitigate hazard impacts (see Section 4.3.3 of the DEIR). Finally, as described in Section 3.3.7 of the DEIR, the Refinery is subject to many laws and regulations that address safety and emergency responses in the event of an accident. Nonetheless, the DEIR conservatively concluded that hazard impacts would remain significant.

**Comment G1-63.6**

The DEIR claims new emissions from flaring at the project would be “zero” even though many new equipment connections would be added to the flares. This does not seem accurate. This is just one of a number of deficiencies in the DEIR and Title V permit application, which failed to include alternatives that would have lesser effects.

]

G1-63.6

**Response G1-63.6**

The proposed project will not increase flaring emissions. Part of the piping associated with unit modifications includes installation of new pressure relief valves that will tie into the various existing Refinery flare gas recovery systems and flares. Master Response 15 explains the operation of the flare gas recovery system and flares. Under normal operating conditions, pressure relief valves vent to the flare gas recovery systems. The pressure relief valves allow gases to vent to the flares, which are safety equipment, during emergency conditions when the flare gas recovery system capacity is exceeded. There will be no routine venting to the flare system or the flare gas recovery systems from any of the modifications. As explained in Master Response 15 and Response G1-78.207, the number of pressure relief valves tied in to the flare systems is not indicative of flaring emissions. The proposed project will not increase flaring with the installation of new or modified process units because flaring from normal operations is prohibited by SCAQMD Rule 1118.

As explained in Master Response 15 and Response G1-78.207, the amount (hours) of flaring and emissions from flaring have decreased since the additional requirements in SCAQMD Rule 1118 were implemented.

The comment provides no specific evidence as to deficiencies in the DEIR or the Title V permit. Chapter 6 of the DEIR explains alternatives to the proposed project in detail, a summary of which can be found on page 6-54. The DEIR found that while several of the alternatives explained meet many of the project objectives, none of the project alternatives would eliminate the potentially significant adverse construction air quality and hazard impacts, except Alternative 1, the No Project Alternative. As a result, when balancing environmental impacts with achieving project objectives, the proposed project was the preferred choice as it would most effectively meet all project objectives.

**Comment 63.7**

The Project is being touted as a boost to our local economy. In reality, the jobs created during the project will be temporary and there is no guarantee that they will be filled by local residents. History has shown us that mergers such as this are often designed to streamline operations by eliminating jobs, which would be a detriment to our communities.



G1-63.7

**Response 63.7**

The new jobs created are expected to be approximately 1,800 construction jobs that are not expected to be long-term. The Refinery has stated its intention to hire Union labor and may require increasing the geographic scope of the labor pool to meet Union requirements. While construction jobs are temporary, the proposed project is expected to take approximately five years to complete. During the construction period, local businesses are expected to benefit from the increased workforce at the Refinery.

The comment does not refer to the environmental analysis of the proposed project in the DEIR; instead it refers to economic and social effects. Pursuant to CEQA, economic and social effects of a project shall not be treated as significant effects on the environment unless a chain of cause and effect through economic or social effects of the project can be identified that result in physical changes to the environment (CEQA Guidelines § 15131). No economic or social effects of the proposed project were identified that resulted in physical changes to the environment. Therefore, no further response is necessary.

The acquisition of the BP Carson Refinery was completed in 2013 and the Refinery staffing has remained relatively unchanged. The proposed project does not eliminate permanent Refinery positions.

As explained in Response G1-63.2, the proposed project is not a merger.

**Comment G1-63.8**

Again, I am opposed to the Merger Project and request that the Title V permit not be issued and that the DEIR be sent back for re-drafting to include potential and real expected impacts which have not been addressed.  
Name: Bernice Nabayan



G1-63.8

**Response G1-63.8**

As explained in Response G1-63.2, the proposed project is not a merger.

The comment regarding opposition to the proposed project and requesting that the Title V permit not be issued does not raise issues related to the proposed project or the DEIR. The DEIR fully analyzed the proposed project's potential impacts and the comment does not provide any new information of environmental impacts that was not analyzed or that changes the significance conclusions made in the DEIR. Therefore, no revision or recirculation of the DEIR is necessary under CEQA.

Comment Letter No. G1-64

**From:** Catherine Leys [<mailto:catherine.leys@yahoo.com>]  
**Sent:** Friday, June 10, 2016 10:59 AM  
**To:** Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>  
**Cc:** Danny Luong <[dluong@aqmd.gov](mailto:dluong@aqmd.gov)>; [organizer@southbay350.org](mailto:organizer@southbay350.org); South Bay Flare <[info@southbayflare.com](mailto:info@southbayflare.com)>  
**Subject:** Proposed Tesoro Merger, Facility ID#s 174655 and 800436

Dear Dr. Wong:

I write in opposition to the Proposed Title V Significant Permit Revisions and the Draft Environmental Impact Report (DEIR) for Tesoro Refining & Marketing Co., LLC's Carson and Wilmington Sites, Facility ID#s 174655 and 800436.

G1-64.1

Tesoro is promoting the merger as a pollution reduction project. The proposed project will increase VOC emissions in our communities which already suffer from some of the worst air quality in the country, which cause high rates of asthma and other diseases. Emissions of NOx, SOx, PMs and toxins will remain the same, which serves no benefit to the public, assuming this information is accurate.

G1-64.2

The project will increase refining capacity and add over 3 million barrels of new storage, which is the equivalent of a new oil terminal. This expansion creates real concern that Tesoro will start importing, storing and/or refining dirty and dangerous crudes like Canadian Tar Sands and Bakken Shale into the Los Angeles Harbor area. The overall environmental impacts of such crudes are not addressed in the DEIR.

G1-64.3

The project will put the community and Los Angeles/Long Beach Harbors at risk due to increased amount of highly explosive materials, including additional LPG rail car deliveries, carrying butane and propane. The project will create increased risks of toxic release hazards at a number of areas of the mega-refinery.

G1-64.4

The project would allow Tesoro to have an anti-competitive advantage by giving it an even larger share of the California oil market, which could increase prices for consumers.

G1-64.5

In sum, the Title V application should be rejected and the DEIR should be sent back for revisions.

Thank you for your consideration.

Sincerely,

Catherine Leys

Steveann Street, Torrance, CA 90503

**Response to Comment Letter No. G1-64**

**Catherine Leys**

**Comment G1-64.1**

Dear Dr. Wong:

I write in opposition to the Proposed Title V Significant Permit Revisions and the Draft Environmental Impact Report (DEIR) for Tesoro Refining & Marketing Co., LLC's Carson and Wilmington Sites, Facility ID#s 174655 and 800436.

G1-64.1

**Response G1-64.1**

The comment regarding opposition to the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

**Comment G1-64.2**

Tesoro is promoting the merger as a pollution reduction project. The proposed project will increase VOC emissions in our communities which already suffer from some of the worst air quality in the country, which cause high rates of asthma and other diseases. Emissions of NO<sub>x</sub>, SO<sub>x</sub>, PMs and toxins will remain the same, which serves no benefit to the public, assuming this information is accurate.

G1-64.2

**Response G1-64.2**

As explained in Master Response 7, the proposed project is not a merger. Tesoro acquired the Carson Operations from BP in 2013. The Carson and Wilmington Operations have already merged. The pre-existing Carson and Wilmington Operations have been operating as one Refinery since the acquisition. As described in Section 2.1 of the DEIR, the proposed project is designed to better integrate the Carson and Wilmington Operations, which will improve processing efficiency and reduce emissions.

The comment claims that the proposed project will not result in an emissions benefit. This statement is incorrect. As explained in Section 4.2.2.2 of the DEIR, upon completion, the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project emissions are described in detail in Section 4.2 of the DEIR and are summarized in Table 4.2-4 (see pages 4-16 through 4-18). The proposed project will result in local overall reductions in GHG emissions, as described in Section 5.2 of the FEIR and summarized in Table 5.2-8 (see page 5-26).

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project's potential health impacts from all pollutants. The proposed project's potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were

analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD's cancer risk significance threshold of ten in one million (see Section 4.2.2.5 of the FEIR). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD's non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact.

**Comment G1-64.3**

The project will increase refining capacity and add over 3 million barrels of new storage, which is the equivalent of a new oil terminal. This expansion creates real concern that Tesoro will start importing, storing and/or refining dirty and dangerous crudes like Canadian Tar Sands and Bakken Shale into the Los Angeles Harbor area. The overall environmental impacts of such crudes are not addressed in the DEIR.

G1-64.3

**Response G1-64.3**

Although the proposed project includes adding new storage tanks, this component of the proposed project would not increase the crude oil throughput capacity at the Refinery. Instead, the new crude oil storage tanks would allow the Refinery to reduce transportation emissions associated with marine vessels that deliver crude oil. As explained in the DEIR (see pages 4-26 through 4-29) and Master Response 6, the proposed project will increase the crude oil storage capacity at the Refinery, which will reduce the amount of time that marine vessels spend at the Port and the associated emissions.

Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity. It would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the potential 6,000 bbl/day crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

As explained in detail in Sections 2.5.3 and 2.5.4 and Appendix F of the DEIR, Master Response 4 and Response G1-78.94, the Refinery is currently processing a blend of various crude oils and will continue to do so with or without the proposed project. The proposed project will not result in a substantial change in the crude oil blend processed by the Refinery.

The DEIR analyzed the potential increase in crude oil processing of up to 6,000 bbl/day associated with the modification of the DCU H-100 heater permit description. The increase in crude oil processing rate is not related to any specific crude oil source. Master Response 4 explains that the sources of crude oils have and will continue to vary with or without the proposed project. By using worst-case crude oil properties (see Response G1-78.157), the DEIR

fully analyzed the potential impacts associated with storing various crude oils in the new and replacement storage tanks and with transferring various crude oils via the associated piping. There would be no additional impacts, beyond those analyzed in the DEIR, for the new and replacement storage tanks if different light or heavy crude oil is processed at the Refinery (see Section 4.2.2.2 of the FEIR). The proposed project does not facilitate or encourage sourcing crude oil from any particular location. In other words, the improved offloading efficiency provides a benefit regardless of the type of crude oil transported by marine vessel.

Light and heavy crude oil is currently delivered, stored, and processed at the Refinery and will continue to be delivered, stored, and processed with or without the proposed project. The impact analysis in the DEIR accounts for the variety of crude oils that have been and will be handled by the Refinery. For example, the TAC concentrations of crude oils in storage tanks associated with the proposed project were based on a worst-case hybrid analysis of the toxic content of the crude oils currently and potentially processed at the Refinery, including Bakken and heavy Canadian crude oil. The hybrid TAC speciation was prepared by selecting the highest concentration of each toxic compound from the entire speciated data set of all the crude oils analyzed.

As explained in subsequent responses, which are listed in Table 78-94.1, Bakken and heavy Canadian crude oils are similar to other light and heavy crude oils currently processed by the Refinery. As described in Master Response 4 and Response G1-78.150, in the future, as now, any Bakken or heavy Canadian crude oils processed would have to be combined with other crude oils to create a crude oil blend that matches the Refinery's processing capabilities and permit limitations. This is what has occurred with Bakken, heavy Canadian, and many other heavy and light crude oils that were utilized in the baseline period, and is what will continue after implementation of the proposed project. Providing advantaged crude oil, as defined by Tesoro, to Tesoro refineries, including the Los Angeles Refinery, is occurring independent of the proposed project. Because crude oils are blended to meet the Refinery limitations and specifications, the Refinery may continue to receive advantaged crude oil, without modifying its crude oil processing units, storage facilities or transfer operations. Any increased use of Bakken or heavy Canadian crude oils at the Refinery would not be caused by the proposed project. The proposed project's impacts were analyzed in detail using worst-case assumptions (e.g., the maximum vapor pressure of crude oil allowable by SCAQMD rules), which accounts for any impacts from increased use of Bakken or heavy Canadian crude oil. Response G1-78.111 specifically addresses crude oil corrosivity. Responses G1-81.65 and G1-81.67 address greenhouse gases and crude oil production. Therefore, the DEIR fully evaluated the potential impacts of the proposed project.

**Comment G1-64.4**

The project will put the community and Los Angeles/Long Beach Harbors at risk due to increased amount of highly explosive materials, including additional LPG rail car deliveries, carrying butane and propane. The project will create increased risks of toxic release hazards at a number of areas of the mega-refinery.

G1-64.4

**Response G1-64.4**

Section 3.3.6 of the DEIR describes existing Refinery safety systems at the Tesoro Refinery. As explained in Section 4.3 and Appendix C of the FEIR and Master Response 9, the proposed project has been fully analyzed for hazard impacts based on a worst-case consequence analysis. This includes proposed project equipment, including pipelines and storage tanks, and process units regardless of the cause of release (e.g., human error, equipment failure, sabotage, terrorism, natural disaster, or civil uprising). The DEIR found that hazards associated with the Naphtha Isomerization Unit, new crude oil storage tanks, the SARP, and interconnecting pipelines are potentially significant based on worst-case release scenarios.

The hazard analysis takes a worst-case approach by assuming that the entire contents of a tank or other equipment would rapidly be released, and that no safety measures are implemented that could reduce the severity of an accidental release. It is expected that hazard impacts would be less than analyzed because the Refinery has safety measures in place and specified employees are trained regarding safety measures. Further, the DEIR imposes measures to mitigate hazard impacts (see Section 4.3.3 of the DEIR). Finally, as described in Section 3.3.7 of the DEIR, the Refinery is subject to many laws and regulations that address safety and emergency responses in the event of an accident. Nonetheless, the DEIR conservatively concluded that hazard impacts would remain significant.

The Refinery currently receives LPG railcar deliveries, and the proposed project will not increase the number of deliveries. The additional ten railcars will be added to existing trains. The potential risks associated with rail transport are analyzed in Section 4.3.2.5.2 of the FEIR.

**Comment G1-64.5**

The project would allow Tesoro to have an anti-competitive advantage by giving it an even larger share of the California oil market, which could increase prices for consumers.  
In sum, the Title V application should be rejected and the DEIR should be sent back for revisions.

G1-64.5

**Response G1-64.5**

The issues raised about Tesoro increasing its share of the California oil market will not be realized as a result of the proposed project because it will not enable Tesoro to process significantly more crude oil (beyond a limited potential increase of 6,000 bbl/day). See Master Response 7 explaining that the proposed project is not an expansion of the Refinery.

To the extent that the comment regarding an anti-competitive advantage targets Tesoro's acquisition of the BP Carson Operations generally, it is neither related to the proposed project nor supported by substantial evidence. In June 2013, Tesoro purchased the adjacent BP Carson Operations. Prior to the acquisition, the proposed transaction underwent a nine-month investigation by the Federal Trade Commission and the California Attorney General's office to address potential antitrust concerns. Both government agencies found that the acquisition of the

## APPENDIX G1: RESPONSE TO COMMENTS

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BP Carson operations did not violate anti-trust laws and would not give Tesoro an unlawful anti-competitive advantage. The proposed project involves further integration of the Refinery's Wilmington and Carson Operations.

As part of this process, Tesoro agreed to maintain average daily historical fuel production levels for the Carson and Wilmington Operations for at least three years after the acquisition of Carson Operations. Further details regarding the acquisition, including statements taken from the Federal Trade Commission and California Attorney General's reports, can be found in the DEIR on page 2-1.

The consumer price of gasoline in California will not increase as a result of the proposed project, which further integrates two existing Carson and Wilmington Operations, enabling emissions reductions while maintaining the integrated Refinery's overall fuel production capability. There are many factors that determine the price of transportation fuels, such as gasoline. These include the cost of crude oil, distribution and marketing costs, refining costs, and federal and state taxes. These marketplace and market conditions, including supply and demand factors, determine the price consumers pay at the pump, not one refinery's operational efficiencies. Further, as explained in Master Response 7, the proposed project is not an expansion of the Refinery and thus will not give Tesoro a larger share of the oil market.

The comment regarding the rejection of the Title V application does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA. The comment asserts that the DEIR should be sent back for revisions. However, no evidence was provided in the comment requiring revision of the DEIR.

Comment Letter No. G1-65

**From:** Michelle Kinman [<mailto:michelle@environmentcalifornia.org>]  
**Sent:** Friday, June 10, 2016 11:42 AM  
**To:** Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>  
**Cc:** Danny Luong <[dluong@aqmd.gov](mailto:dluong@aqmd.gov)>  
**Subject:** Proposed Tesoro Merger, Facility ID#s 174655 and 800436

Dear Dr. Wong:

On behalf of Environment California, I am writing in opposition to the Proposed Title V Significant Permit Revisions and the Draft Environmental Impact Report (DEIR) for Tesoro Refining & Marketing Co., LLC's Carson and Wilmington Sites, Facility ID#s 174655 and 800436. Environment California is a statewide, citizen-funded environmental advocacy organization dedicated to protecting California's air, water and open spaces.

G1-65.1

Tesoro is falsely promoting the merger as a pollution reduction project. The proposed project will increase VOC emissions in communities that already suffer from some of the worst air quality in the country—poor air quality that causes high rates of asthma and other diseases.

G1-65.2

The project will increase refining capacity and add over 3 million barrels of new storage, which is the equivalent of a new oil terminal. This expansion creates real concern that Tesoro will start importing, storing and/or refining dirty and dangerous crudes like Canadian Tar Sands and Bakken Shale into the Los Angeles Harbor area. The overall environmental impacts of such crudes are not addressed in the DEIR.

G1-65.3

The project will put the community and Los Angeles/Long Beach Harbors at risk due to increased amount of highly explosive materials, including additional LPG rail car deliveries, carrying butane and propane. The project will create increased risks of toxic release hazards at a number of areas of the mega-refinery.

G1-65.4

In sum, the Title V application should be rejected and the DEIR should be sent back for revisions.

G1-65.5

Thank you for your consideration.

Sincerely,  
Michelle Kinman

Michelle Kinman  
Clean Energy Advocate  
Environment California / Environment California Research & Policy Center  
3435 Wilshire Blvd., #385  
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**Response to Comment Letter No. G1-65**

**Environment California**

**Comment G1-65.1**

On behalf of Environment California, I am writing in opposition to the Proposed Title V Significant Permit Revisions and the Draft Environmental Impact Report (DEIR) for Tesoro Refining & Marketing Co., LLC's Carson and Wilmington Sites, Facility ID#s 174655 and 800436. Environment California is a statewide, citizen-funded environmental advocacy organization dedicated to protecting California's air, water and open spaces.

G1-65.1

**Response G1-65.1**

The comment regarding opposition to the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

**Comment G1-65.2**

Tesoro is falsely promoting the merger as a pollution reduction project. The proposed project will increase VOC emissions in communities that already suffer from some of the worst air quality in the country—poor air quality that causes high rates of asthma and other diseases.

G1-65.2

**Response G1-65.2**

As explained in Master Response 7, the proposed project is not a merger. Tesoro acquired the Carson Operations from BP in 2013. The Carson and Wilmington Operations have already merged. The pre-existing Carson and Wilmington Operations have been operating as one Refinery since the acquisition. As described in Section 2.1 of the DEIR, the proposed project is designed to better integrate the Carson and Wilmington Operations, which will improve processing efficiency and reduce emissions.

The comment claims that the proposed project will not result in an emissions benefit. This statement is incorrect. As explained in Section 4.2.2.2 of the DEIR, upon completion, the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NO<sub>x</sub>, SO<sub>x</sub> PM<sub>10</sub>, and PM<sub>2.5</sub> emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project emissions are described in detail in Section 4.2 of the DEIR and are summarized in Table 4.2-4 (see pages 4-16 through 4-18). The proposed project will result in local overall reductions in GHG emissions, as described in Section 5.2 of the FEIR and summarized in Table 5.2-8 (see page 5-26).

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project's potential health impacts from all pollutants. The proposed project's potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due

to the operation of the proposed project was found to be less than the SCAQMD's cancer risk significance threshold of ten in one million (see Section 4.2.2.5 of the FEIR). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD's non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact.

**Comment G1-65.3**

The project will increase refining capacity and add over 3 million barrels of new storage, which is the equivalent of a new oil terminal. This expansion creates real concern that Tesoro will start importing, storing and/or refining dirty and dangerous crudes like Canadian Tar Sands and Bakken Shale into the Los Angeles Harbor area. The overall environmental impacts of such crudes are not addressed in the DEIR.

G1-65.3

**Response G1-65.3**

Although the proposed project includes adding new storage tanks, this component of the proposed project would not increase the crude oil throughput capacity at the Refinery. Instead, the new crude oil storage tanks would allow the Refinery to reduce transportation emissions associated with marine vessels that deliver crude oil. As explained in the DEIR (see pages 4-26 through 4-29) and Master Response 6, the proposed project will increase the crude oil storage capacity at the Refinery, which will reduce the amount of time that marine vessels spend at the Port and the associated emissions.

Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity. It would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the potential 6,000 bbl/day crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

As explained in detail in Sections 2.5.3 and 2.5.4 and Appendix F of the DEIR, Master Response 4 and Response G1-78.94, the Refinery is currently processing a blend of various crude oils and will continue to do so with or without the proposed project. The proposed project will not result in a substantial change in the crude oil blend processed by the Refinery.

The DEIR analyzed the potential increase in crude oil processing of up to 6,000 bbl/day associated with the modification of the DCU H-100 heater permit description. The increase in crude oil processing rate is not related to any specific crude oil source. Master Response 4 explains that the sources of crude oils have and will continue to vary with or without the proposed project. By using worst-case crude oil properties (see Response G1-78.157), the DEIR fully analyzed the potential impacts associated with storing various crude oils in the new and replacement storage tanks and with transferring various crude oils via the associated piping.

There would be no additional impacts, beyond those analyzed in the DEIR, for the new and replacement storage tanks if different light or heavy crude oil is processed at the Refinery (see Section 4.2.2.2 of the FEIR). The proposed project does not facilitate or encourage sourcing crude oil from any particular location. In other words, the improved offloading efficiency provides a benefit regardless of the type of crude oil transported by marine vessel.

Light and heavy crude oil is currently delivered, stored, and processed at the Refinery and will continue to be delivered, stored, and processed with or without the proposed project. The impact analysis in the DEIR accounts for the variety of crude oils that have been and will be handled by the Refinery. For example, the TAC concentrations of crude oils in storage tanks associated with the proposed project were based on a worst-case hybrid analysis of the toxic content of the crude oils currently and potentially processed at the Refinery, including Bakken and heavy Canadian crude oil. The hybrid TAC speciation was prepared by selecting the highest concentration of each toxic compound from the entire speciated data set of all the crude oils analyzed.

As explained in subsequent responses, which are listed in Table 78-94.1, Bakken and heavy Canadian crude oils are similar to other light and heavy crude oils currently processed by the Refinery. As described in Master Response 4 and Response G1-78.150, in the future, as now, any Bakken or heavy Canadian crude oils processed would have to be combined with other crude oils to create a crude oil blend that matches the Refinery's processing capabilities and permit limitations. This is what has occurred with Bakken, heavy Canadian, and many other heavy and light crude oils that were utilized in the baseline period, and is what will continue after implementation of the proposed project. Providing advantaged crude oil, as defined by Tesoro, to Tesoro refineries, including the Los Angeles Refinery, is occurring independent of the proposed project. Because crude oils are blended to meet the Refinery limitations and specifications, the Refinery may continue to receive advantaged crude oil, without modifying its crude oil processing units, storage facilities or transfer operations. Any increased use of Bakken or heavy Canadian crude oils at the Refinery would not be caused by the proposed project. The proposed project's impacts were analyzed in detail using worst-case assumptions (e.g., the maximum vapor pressure of crude oil allowable by SCAQMD rules), which accounts for any impacts from increased use of Bakken or heavy Canadian crude oil. Response G1-78.111 specifically addresses crude oil corrosivity. Responses G1-81.65 and G1-81.67 address greenhouse gases and crude oil production. Therefore, the DEIR fully evaluated the potential impacts of the proposed project.

#### Comment G1-65.4

The project will put the community and Los Angeles/Long Beach Harbors at risk due to increased amount of highly explosive materials, including additional LPG rail car deliveries, carrying butane and propane. The project will create increased risks of toxic release hazards at a number of areas of the mega-refinery.

G1-65.4

#### Response G1-65.4

Section 3.3.6 of the DEIR describes existing Refinery safety systems at the Tesoro Refinery. As explained in Section 4.3 and Appendix C of the FEIR and Master Response 9, the proposed project has been fully analyzed for hazard impacts based on a worst-case consequence analysis.

## APPENDIX G1: RESPONSE TO COMMENTS

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This includes proposed project equipment, including pipelines and storage tanks, and process units regardless of the cause of release (e.g., human error, equipment failure, sabotage, terrorism, natural disaster, or civil uprising). The DEIR found that hazards associated with the Naphtha Isomerization Unit, new crude oil storage tanks, the SARP, and interconnecting pipelines are potentially significant based on worst-case release scenarios.

The hazard analysis takes a worst-case approach by assuming that the entire contents of a tank or other equipment would rapidly be released, and that no safety measures are implemented that could reduce the severity of an accidental release. It is expected that hazard impacts would be less than analyzed because the Refinery has safety measures in place and specified employees are trained regarding safety measures. Further, the DEIR imposes measures to mitigate hazard impacts (see Section 4.3.3 of the DEIR). Finally, as described in Section 3.3.7 of the DEIR, the Refinery is subject to many laws and regulations that address safety and emergency responses in the event of an accident. Nonetheless, the DEIR conservatively concluded that hazard impacts would remain significant.

The Refinery currently receives LPG railcar deliveries, and the proposed project will not increase the number of deliveries. The additional ten railcars will be added to existing trains. The potential risks associated with rail transport are analyzed in Section 4.3.2.5.2 of the FEIR.

### Comment G1-65.5

In sum, the Title V application should be rejected and the DEIR should be sent back for revisions.

G1-65.5

### Response G1-65.5

The comment regarding the rejection of the Title V application does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA. The comment asserts that the DEIR should be sent back for revisions. However, no evidence was provided in the comment requiring revision of the DEIR.

Comment Letter No. G1-66

**From:** S L [<mailto:stephen.a.leys@gmail.com>]  
**Sent:** Friday, June 10, 2016 11:51 AM  
**To:** Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>  
**Cc:** Danny Luong <[dluong@aqmd.gov](mailto:dluong@aqmd.gov)>  
**Subject:** Proposed Tesoro Merger, Facility ID#s 174655 and 800436

Dear Dr. Wong:

I write in opposition to the Proposed Title V Significant Permit Revisions and the Draft Environmental Impact Report (DEIR) for Tesoro Refining & Marketing Co., LLC's Carson and Wilmington Sites, Facility ID#s 174655 and 800436.	]	G1-66.1
The project appears to increase refining capacity and add over 3 million barrels of new storage, which is the equivalent of a new oil terminal. This expansion creates real concern that Tesoro will start importing, storing and/or refining dirty and dangerous crudes like Canadian Tar Sands and Bakken Shale into the Los Angeles Harbor area. I do not believe that the overall environmental impacts of such crudes are not addressed in the DEIR.	]	G1-66.2
Further, the project would allow Tesoro to have an anti-competitive advantage by giving it an even larger share of the California oil market, which could increase prices for consumers.	]	G1-66.3
While the Project is being touted as a boost to our local economy. In reality, the jobs created during the project will be temporary and there is no guarantee that they will be filled by local residents. History has shown us that mergers such as this are often designed to streamline operations by eliminating jobs, which would be a detriment to our communities. I worry that this project may be a long term detriment to employment in the community.	]	G1-66.4
Again, I am opposed to the Merger Project and request that the Title V permit not be issued and that the DEIR be sent back for re-drafting to include potential and real expected impacts which have not been addressed.	]	G1-66.5

Stephen Leys  
Steveann Street  
Torrance, CA 90503

**Response to Comment Letter No. G1-66**

**Stephen Leys**

**Comment G1-66.1**

I write in opposition to the Proposed Title V Significant Permit Revisions and the Draft Environmental Impact Report (DEIR) for Tesoro Refining & Marketing Co., LLC's Carson and Wilmington Sites, Facility ID#s 174655 and 800436.

]

G1-66.1

**Response G1-66.1**

The comment regarding opposition to the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

**Comment G1-66.2**

The project appears to increase refining capacity and add over 3 million barrels of new storage, which is the equivalent of a new oil terminal. This expansion creates real concern that Tesoro will start importing, storing and/or refining dirty and dangerous crudes like Canadian Tar Sands and Bakken Shale into the Los Angeles Harbor area. I do not believe that the overall environmental impacts of such crudes are not addressed in the DEIR.

]

G1-66.2

**Response G1-66.2**

Although the proposed project includes adding new storage tanks, this component of the proposed project would not increase the crude oil throughput capacity at the Refinery. Instead, the new crude oil storage tanks would allow the Refinery to reduce transportation emissions associated with marine vessels that deliver crude oil. As explained in the DEIR (see pages 4-26 through 4-29) and Master Response 6, the proposed project will increase the crude oil storage capacity at the Refinery, which will reduce the amount of time that marine vessels spend at the Port and the associated emissions.

Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity. It would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the potential 6,000 bbl/day crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

As explained in detail in Sections 2.5.3 and 2.5.4 and Appendix F of the DEIR, Master Response 4 and Response G1-78.94, the Refinery is currently processing a blend of various crude oils and

will continue to do so with or without the proposed project. The proposed project will not result in a substantial change in the crude oil blend processed by the Refinery.

The DEIR analyzed the potential increase in crude oil processing of up to 6,000 bbl/day associated with the modification of the DCU H-100 heater permit description. The increase in crude oil processing rate is not related to any specific crude oil source. Master Response 4 explains that the sources of crude oils have and will continue to vary with or without the proposed project. By using worst-case crude oil properties (see Response G1-78.157), the DEIR fully analyzed the potential impacts associated with storing various crude oils in the new and replacement storage tanks and with transferring various crude oils via the associated piping. There would be no additional impacts, beyond those analyzed in the DEIR, for the new and replacement storage tanks if different light or heavy crude oil is processed at the Refinery (see Section 4.2.2.2 of the FEIR). The proposed project does not facilitate or encourage sourcing crude oil from any particular location. In other words, the improved offloading efficiency provides a benefit regardless of the type of crude oil transported by marine vessel.

Light and heavy crude oil is currently delivered, stored, and processed at the Refinery and will continue to be delivered, stored, and processed with or without the proposed project. The impact analysis in the DEIR accounts for the variety of crude oils that have been and will be handled by the Refinery. For example, the TAC concentrations of crude oils in storage tanks associated with the proposed project were based on a worst-case hybrid analysis of the toxic content of the crude oils currently and potentially processed at the Refinery, including Bakken and heavy Canadian crude oil. The hybrid TAC speciation was prepared by selecting the highest concentration of each toxic compound from the entire speciated data set of all the crude oils analyzed.

As explained in subsequent responses, which are listed in Table 78-94.1, Bakken and heavy Canadian crude oils are similar to other light and heavy crude oils currently processed by the Refinery. As described in Master Response 4 and Response G1-78.150, in the future, as now, any Bakken or heavy Canadian crude oils processed would have to be combined with other crude oils to create a crude oil blend that matches the Refinery's processing capabilities and permit limitations. This is what has occurred with Bakken, heavy Canadian, and many other heavy and light crude oils that were utilized in the baseline period, and is what will continue after implementation of the proposed project. Providing advantaged crude oil, as defined by Tesoro, to Tesoro refineries, including the Los Angeles Refinery, is occurring independent of the proposed project. Because crude oils are blended to meet the Refinery limitations and specifications, the Refinery may continue to receive advantaged crude oil, without modifying its crude oil processing units, storage facilities or transfer operations. Any increased use of Bakken or heavy Canadian crude oils at the Refinery would not be caused by the proposed project. The proposed project's impacts were analyzed in detail using worst-case assumptions (e.g., the maximum vapor pressure of crude oil allowable by SCAQMD rules), which accounts for any impacts from increased use of Bakken or heavy Canadian crude oil. Response G1-78.111 specifically addresses crude oil corrosivity. Responses G1-81.65 and G1-81.67 address greenhouse gases and crude oil production. Therefore, the DEIR fully evaluated the potential impacts of the proposed project.

**Comment G1-66.3**

Further, the project would allow Tesoro to have an anti-competitive advantage by giving it an even larger share of the California oil market, which could increase prices for consumers.

]

G1-66.3

**Response G1-66.3**

The issues raised about Tesoro increasing its share of the California oil market will not be realized as a result of the proposed project because it will not enable Tesoro to process significantly more crude oil (beyond a limited potential increase of 6,000 bbl/day). See Master Response 7 explaining that the proposed project is not an expansion of the Refinery.

To the extent that the comment regarding an anti-competitive advantage targets Tesoro's acquisition of the BP Carson Operations generally, it is neither related to the proposed project nor supported by substantial evidence. In June 2013, Tesoro purchased the adjacent BP Carson Operations. Prior to the acquisition, the proposed transaction underwent a nine-month investigation by the Federal Trade Commission and the California Attorney General's office to address potential antitrust concerns. Both government agencies found that the acquisition of the BP Carson operations did not violate anti-trust laws and would not give Tesoro an unlawful anti-competitive advantage. The proposed project involves further integration of the Refinery's Wilmington and Carson Operations.

As part of this process, Tesoro agreed to maintain average daily historical fuel production levels for the Carson and Wilmington Operations for at least three years after the acquisition of Carson Operations. Further details regarding the acquisition, including statements taken from the Federal Trade Commission and California Attorney General's reports, can be found in the DEIR on page 2-1.

The consumer price of gasoline in California will not increase as a result of the proposed project, which further integrates two existing Carson and Wilmington Operations, enabling emissions reductions while maintaining the integrated Refinery's overall fuel production capability. There are many factors that determine the price of transportation fuels, such as gasoline. These include the cost of crude oil, distribution and marketing costs, refining costs, and federal and state taxes. These marketplace and market conditions, including supply and demand factors, determine the price consumers pay at the pump, not one refinery's operational efficiencies. Further, as explained in Master Response 7, the proposed project is not an expansion of the Refinery and thus will not give Tesoro a larger share of the oil market.

**Comment G1-66.4**

While the Project is being touted as a boost to our local economy. In reality, the jobs created during the project will be temporary and there is no guarantee that they will be filled by local residents. History has shown us that mergers such as this are often designed to streamline operations by eliminating jobs, which would be a detriment to our communities. I worry that this project may be a long term detriment to employment in the community.

]

G1-66.4

**Response G1-66.4**

The new jobs created are expected to be approximately 1,800 construction jobs that are not expected to be long-term. The Refinery has stated its intention to hire Union labor and may require increasing the geographic scope of the labor pool to meet Union requirements. While construction jobs are temporary, the proposed project is expected to take approximately five years to complete. During the construction period, local businesses are expected to benefit from the increased workforce at the Refinery.

The comment does not refer to the environmental analysis of the proposed project in the DEIR; instead it refers to economic and social effects. Pursuant to CEQA, economic and social effects of a project shall not be treated as significant effects on the environment unless a chain of cause and effect through economic or social effects of the project can be identified that result in physical changes to the environment (CEQA Guidelines § 15131). No economic or social effects of the proposed project were identified that resulted in physical changes to the environment. Therefore, no further response is necessary.

The acquisition of the BP Carson Refinery was completed in 2013 and the Refinery staffing has remained relatively unchanged. The proposed project does not eliminate permanent Refinery positions.

As explained in Master Response 7, the proposed project is neither an expansion of the Refinery nor a merger. Tesoro acquired the Carson Operations from BP in 2013. The Carson and Wilmington Operations have already merged. The two pre-existing refinery operations have been operating as one Refinery since the acquisition. As described in Section 2.1 of the DEIR, the proposed project is designed to better integrate the existing Carson and Wilmington Operations, which will improve processing efficiency and reduce emissions. See Section 2.2 of the DEIR, which further explains the objectives of the proposed project.

**Comment G1-66.5**

Again, I am opposed to the Merger Project and request that the Title V permit not be issued and that the DEIR be sent back for re-drafting to include potential and real expected impacts which have not been addressed.

□ G1-66.5

**Response G1-66.5**

As explained in Response G1-66.4, the proposed project is not a merger.

The comment regarding opposition to the proposed project and requesting that the Title V permit not be issued does not raise issues related to the proposed project or the DEIR. The DEIR fully analyzed the proposed project's potential impacts and the comment does not provide any new information of environmental impacts that are not analyzed or that change the significance conclusions made in the DEIR. Therefore, no revision or recirculation of the DEIR is necessary under CEQA.

Comment Letter No. G1-67

**From:** Carl Southwell [<mailto:carl.southwell@gmail.com>]  
**Sent:** Friday, June 10, 2016 12:27 PM  
**To:** Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>; Danny Luong <[dluong@aqmd.gov](mailto:dluong@aqmd.gov)>  
**Subject:** Proposed Tesoro Merger, Facility ID#s 174655 and 800436

Dear Dr. Wong:

I'm writing to provide public comment on the Proposed Title V Significant Permit Revisions and the Draft Environmental Impact Report (DEIR) for Tesoro Refining & Marketing Co., LLC's Carson and Wilmington Sites, Facility ID#s 174655 and 800436.

G1-67.1

As a local resident of Rolling Hills Estates, I am opposed to this project. The project will create the largest refinery on the West Coast in an area that already suffers from some of the worst air quality in the United States due to the existence of 6 oil refineries, two large ports, multiple major freeways and a large concentration of urban refining.

The project would include adding approximately 3.4 million barrels of storage, the equivalent of a new oil terminal. The large crude storage tanks make the project a likely source to store, refine and/or export large volumes of dangerous crude oils, including increased imports of highly explosive fracked Bakken Shale and highly corrosive, high carbon Canadian Tar Sands. The DEIR does not consider the increased environmental impacts of greenhouse gases due to extraction and transportation of these dirty crudes nor does it consider the potential catastrophic impact of a Bakken oil train crash or terrorist event in a highly urbanized area. Tesoro has recently obtained approval for a 2-year extension of a crude-by-rail to marine terminal in Vancouver, Washington and has reported to its shareholders about its "West Coast Strategy" to bring cheaper crude to its refineries. At the same time, this merger would give Tesoro an even bigger share of the oil market and, as such, be counter to solid free market principles of competitive markets.

G1-67.2

While the project may lead to a decrease in CO2 emissions, this is mainly the result of the required shut down of the FCCU at the Wilmington facility which the State required as a condition for approval of Tesoro's purchase of the facility. Tesoro should not be granted any air pollution credits to offset for other air pollution expansions that are part of the proposed project.

As such, the project as currently proposed may be misleading the public by claiming that this project is an air pollution reduction and efficiency project. In reality, the only air pollution reduction would be in CO2, which comes from the required shutdown of the FCCU. In reality, the project will increase emissions in our community including VOCs and have neutral impacts on NOx, SOx, Particulate matter and toxic emissions. Moreover, the DEIR seems to overstate the existing amount of emissions while overstating the potential emissions after the Project is completed. This calls the accuracy of the DEIR into question.

G1-67.3

The project calls for the modification of many major processing units inside the refinery including building new sulfur processing units. The project would add to LPG rail car deliveries, including butane and propane, which cause a major concern for our communities--such as the Ranch LPG facility in San Pedro--because of the risk of explosion from such rail cars and/or

G1-67.4

APPENDIX G1: RESPONSE TO COMMENTS

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storage tanks in what is not only a densely populated area but a major center for commerce for the entire State of California.

G1-67.4  
cont'd.

The DEIR identifies potential explosion and toxic release risks due to the Project including BLEVE hazard (Boiling Liquid Expanding Vapor Explosion) from LPG rail unloading, and toxic release hazards from the Hydrocracker Unit, Catalytic Reforming Unit (CRU), Propane Sales Treating Unit (PSTU), and Sulfuric Acid Recovery Plant (SARP) areas.

Our region is overdue for a major earthquake and the dangers from large tanks full of hazardous and explosive materials are an unacceptable risk for our community.

G1-67.5

The DEIR claims new emissions from flaring at the project would be "zero" even though many new equipment connections would be added to the flares. (Also, this does not contemplate the unrecorded emissions' deadweight of "emergency flaring.") Accordingly, this does not seem accurate. This is just one of a number of deficiencies in the DEIR and Title V permit application, which failed to include alternatives (including re-siting the facilities and maintaining the status quo) that would have lesser effects.

G1-67.6

The Project is being touted as a boost to our local economy. In reality, many of the jobs created during the project will be temporary, and there is no guarantee that they will be filled by local residents.

G1-67.7

I am opposed to the Merger Project and request that the Title V permit not be issued and that the DEIR be sent back for re-drafting to include potential and real expected full cycle impacts as well as a comprehensive risk assessment (including natural and man-made perils) which have not been sufficiently addressed.

G1-67.8

Thank you.

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Carl Southwell  
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R.H.E., CA 90274

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**Response to Comment Letter No. G1-67**

**Carl Southwell**

**Comment G1-67.1**

I'm writing to provide public comment on the Proposed Title V Significant Permit Revisions and the Draft Environmental Impact Report (DEIR) for Tesoro Refining & Marketing Co., LLC's Carson and Wilmington Sites, Facility ID#s 174655 and 800436.

As a local resident of Rolling Hills Estates, I am opposed to this project. The project will create the largest refinery on the West Coast in an area that already suffers from some of the worst air quality in the United States due to the existence of 6 oil refineries, two large ports, multiple major freeways and a large concentration of urban refining.

G1-67.1

**Response G1-67.1**

The comment regarding opposition to the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

With regard to the comment that the Refinery is the "largest on the West Coast," Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity. It would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the potential 6,000 bbl/day crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

Air quality issues relating to the proposed project are addressed in Section 4.2 of the DEIR and are summarized in Table 4.2-4 on pages 4-16 through 4-18. Cumulative impacts of the proposed project, including cumulative air quality impacts, are analyzed in Chapter 5 of the DEIR and are further explained in Master Response 16. Local health effects have been analyzed and are described in Master Response 3. Environmental justice issues are discussed in Master Response 14.

**Comment G1-67.2**

The project would include adding approximately 3.4 million barrels of storage, the equivalent of a new oil terminal. The large crude storage tanks make the project a likely source to store, refine and/or export large volumes of dangerous crude oils, including increased imports of highly explosive fracked Bakken Shale and highly corrosive, high carbon Canadian Tar Sands. The DEIR does not consider the increased environmental impacts of greenhouse gases due to extraction and transportation of these dirty crudes nor does it consider the potential catastrophic impact of a Bakken oil train crash or terrorist event in a highly urbanized area. Tesoro has recently obtained approval for a 2-year extension of a crude-by-rail to marine terminal in Vancouver, Washington and has reported to its shareholders about its "West Coast Strategy" to bring cheaper crude to its refineries. At the same time, this merger would give Tesoro an even bigger share of the oil market and, as such, be counter to solid free market principles of competitive markets.

G1-67.2

### Response G1-67.2

The proposed project includes constructing new and replacement storage tanks, but this component of the proposed project does not increase crude oil capacity at the Refinery. The new and replacement storage tanks are proposed to provide sufficient crude oil storage capacity to allow crude oil tankers to offload more quickly at the Wilmington Operations Long Beach Marine Terminal and in one visit to the dock at Marine Terminal 1. This increase in crude oil storage capacity means that marine vessels will spend less time maneuvering or at dock or anchor in the Port because of improved offloading efficiency (i.e., quicker offloading and the elimination of or reduction of demurrage costs and the need for anchorage while waiting for available storage tank space to finish offloading). The DEIR did not take credit for emission reductions from marine vessel operations. However, annual emission reductions from improved marine vessel offloading efficiency were estimated and can be found in Master Response 6. Based on this analysis, daily marine vessel emissions would not increase and annual emissions would be substantially reduced.

As explained in detail in Sections 2.5.3 and 2.5.4 and Appendix F of the DEIR, Master Response 4, and Response G1-78.94, the Refinery is currently processing a blend of various crude oils and the proposed project will not result in a substantial change in the crude oil blend processed by the Refinery.

The DEIR analyzed the potential increase in crude oil processing of up to 6,000 bbl/day associated with the modification of the DCU H-100 heater permit description. The increase in crude oil processing rate is not related to any specific crude oil source. Master Response 4 explains that the Refinery's sources of crude oils have and will continue to vary with or without the proposed project. By using worst-case crude oil properties (see Response G1-78.157), the DEIR fully analyzed the potential impacts associated with storing various crude oils in the new and replacement storage tanks and with transferring various crude oils via the associated piping. There would be no additional impacts, beyond those analyzed in the DEIR, for the new and replacement storage tanks if different light or heavy crude oil is processed at the Refinery (see Section 4.2.2.2 of the FEIR). The proposed project does not facilitate or encourage sourcing crude oil from any particular location. In other words, the improved offloading efficiency provides a benefit regardless of the type of crude oil transported by marine vessel.

Light and heavy crude oil is currently delivered, stored, and processed at the Refinery and will continue to be delivered, stored, and processed with or without the proposed project. The impact analysis in the DEIR accounts for the variety of crude oils that have been and will be handled by the Refinery. For example, the TAC concentrations of crude oils in storage tanks associated with the proposed project were based on a worst-case hybrid analysis of the toxic content of the crude oils currently and potentially processed at the Refinery, including Bakken and heavy Canadian crude oil. The hybrid TAC speciation was prepared by selecting the highest concentration of each toxic compound from the entire speciated data set of all the crude oils analyzed.

There have been previous volatility issues associated with the transport of Bakken crude oil. However, regulations have since been adopted that require a reduction in volatility of Bakken crude oil that is transported. For example, in December 2014, the Industrial Commission of

North Dakota issued an order regarding conditioning of Bakken crude oil and limiting the RVP of crude oil provided for transport to 13.7 RVP. Thus, Bakken crude oil transported to the West Coast will be pipeline quality (i.e., qualified for safe transport) and will not have as high a vapor pressure as the Bakken crude oil produced at the wellhead. As with other U. S. crude oil production operations, the order adopted by the State of North Dakota will require that crude oil production facilities remove a significant portion of the light ends (ethane, propane, butane and pentane) prior to offering the crude oil for shipment to refineries for processing.

Because of Bakken crude oil's purported volatility, concerns were raised in the media as to whether Bakken crude oil was properly classified as a Class 3 hazardous material under U.S. DOT regulations. A Class 3 hazardous material is generally a flammable or combustible liquid that does not meet the regulatory classification requirements for other hazardous characteristics, such as toxicity, corrosivity, radioactivity or explosiveness. However, those concerns have since been resolved by repeated analysis and testing that demonstrates Bakken crude oil to be a Class 3 hazardous material, similar to other light sweet crude oils. After considering the information, the PHMSA Deputy Administrator testified to Congress that Bakken crude oil is accurately classified as a Hazard Class 3 Flammable Liquid.<sup>95</sup> This is consistent with the sampling and testing Tesoro has completed on Bakken crude oil. Therefore, Bakken crude oil has properties similar to other light crude oils, and is not classified as explosive.

As explained in subsequent responses, which are listed in Table 78-94.1, Bakken and heavy Canadian crude oils are similar to other light and heavy crude oils currently processed by the Refinery. As described in Master Response 4 and Response G1-78.150, in the future, as now, any Bakken or heavy Canadian crude oils processed would have to be combined with other crude oils to create a crude oil blend that matches the Refinery's processing capabilities and permit limitations. This is what has occurred with Bakken, heavy Canadian, and many other heavy and light crude oils that were utilized in the baseline period, and is what will continue after implementation of the proposed project. Providing advantaged crude oil, as defined by Tesoro, to Tesoro refineries, including the Los Angeles Refinery, is occurring independent of the proposed project. Because crude oils are blended to meet the Refinery limitations and specifications, the Refinery may continue to receive advantaged crude oil, without modifying its crude oil processing units, storage facilities or transfer operations. Any increased use of Bakken or heavy Canadian crude oils at the Refinery would not be caused by the proposed project. The proposed project's impacts were analyzed in detail using worst-case assumptions (e.g., the maximum vapor pressure of crude oil allowable by SCAQMD rules), which accounts for any impacts from increased use of Bakken or heavy Canadian crude oil. Response G1-78.111 specifically addresses crude oil corrosivity. Responses G1-81.65 and G1-81.67 address greenhouse gases and crude oil production.

The proposed project does not expand the Refinery beyond the 6,000 bbl/day described in Response G1-67.1.

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<sup>95</sup> Written statement of Timothy P. Butters Before the Subcommittees on Energy and Oversight Committee on Science, Space and Technology, U.S. House of Representatives at page 12 (Sept. 9, 2014).

Responses G1-81.65 and G1-81.67 explain that the DEIR does not need to analyze the environmental impacts from crude oil production because the proposed project will not cause any changes to that industry.

As explained in Section 4.1.2.5 of the DEIR and Master Response 8, the Vancouver Energy Project is wholly independent from the proposed project and is undergoing separate environmental review by the Washington State EFSEC. That review includes the evaluation of transportation hazards. Additionally, as described in Master Response 8, the Final EIS has not yet been issued for the Vancouver Energy Project, and the project has not been approved.

The comment notes a two-year “. . . extension of a crude-by-rail to marine terminal in Vancouver, Washington. . .” The lease for the site for the proposed Vancouver Energy Project was extended eight months, not two years, while the Vancouver Energy Project permitting process continues.

Statements made by Tesoro regarding sourcing advantaged crude oils as defined by Tesoro, including Bakken crude oil, are typically made with regard to its West Coast system, which includes the Kenai Refinery in Alaska, the Anacortes Refinery in Washington, and the two California refineries in Martinez and Los Angeles<sup>96</sup>, not specifically the Los Angeles Refinery. As explained in Response G1-78.94, SCAQMD acknowledges Tesoro’s continuing efforts to provide advantaged crude oil to its U.S. refineries. Providing advantaged crude oil, as defined by Tesoro, to Tesoro refineries, including the Los Angeles Refinery, is occurring, and will continue to occur, with or without the proposed project. Additionally, Responses G1-81.22 through G1-81.24 explain corporate statements made by Tesoro that, when put in proper context, do not support claims that the proposed project is dependent on processing any particular type of crude oil. There are no corporate statements that state or even imply that the proposed project is designed to facilitate a change in the crude oil blend processed by the Refinery.

The issues raised regarding Tesoro acquiring a larger share of the oil market and manipulating prices as a result of the proposed project are incorrect. As explained in Master Response 7, the proposed project is neither an expansion of the Refinery nor a merger. Tesoro acquired the Carson Operations from BP in 2013. The Carson and Wilmington Operations have already merged. The two pre-existing refinery operations have been operating as one Refinery since the acquisition. As described in Section 2.1 of the DEIR, the proposed project is designed to better integrate the existing Carson and Wilmington Operations, which will improve processing efficiency and reduce emissions. See Section 2.2 of the DEIR, which further explains the objectives of the proposed project.

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<sup>96</sup> The reference to the “West Coast system” that appears in Tesoro’s corporate presentations and statements is a term that is used with varying meanings based on the context of the presentation or statement. Analyst day and earning statements presentations are given to an audience that routinely participates in the presentations and is familiar with Tesoro’s corporate structure and financial performance. Therefore, some of the references are not intended to be as explicit as they would be to an uninformed audience. At times, the term refers to Tesoro’s four west coast refineries, but it can also refer to those four refineries as well as Tesoro Logistics or a distribution system to third-party clients on the west coast. Thus, the context surrounding the use of this phrase is always necessary to understand the speaker’s intended meaning, but the phrase is not used to refer only to the Los Angeles Refinery in isolation.

The consumer price of gasoline in California will not increase as a result of the proposed project, which further integrates two existing Carson and Wilmington Operations, enabling emissions reductions while maintaining the integrated Refinery’s overall fuel production capability. There are many factors that determine the price of transportation fuels, such as gasoline. These include the cost of crude oil, distribution and marketing costs, refining costs, and federal and state taxes. The marketplace and market conditions, such as supply and demand, determine the price consumers pay at the pump, not one refinery’s operational efficiencies. Manipulation of fuel prices is unlawful and is monitored by the California Attorney General and the California Energy Commission. All refineries, including the Los Angeles Refinery, must comply with all applicable laws and regulations.

**Comment G1-67.3**

While the project may lead to a decrease in CO2 emissions, this is mainly the result of the required shut down of the FCCU at the Wilmington facility which the State required as a condition for approval of Tesoro’s purchase of the facility. Tesoro should not be granted any air pollution credits to offset for other air pollution expansions that are part of the proposed project.

As such, the project as currently proposed may be misleading the public by claiming that this project is an air pollution reduction and efficiency project. In reality, the only air pollution reduction would be in CO2, which comes from the required shutdown of the FCCU. In reality, the project will increase emissions in our community including VOCs and have neutral impacts on NOx, SOx, Particulate matter and toxic emissions. Moreover, the DEIR seems to overstate the existing amount of emissions while overstating the potential emissions after the Project is completed. This calls the accuracy of the DEIR into question.

G1-67.3

**Response G1-67.3**

As described in Master Response 13, the comment incorrectly claims that the shutdown of the Wilmington Operations FCCU was a condition of approval for Tesoro's acquisition of the BP Carson Refinery and ARCO branded service stations, and therefore, the baseline for air quality impacts should not include emissions from the Wilmington Operations FCCU. Consistent with applicable law, the District properly concluded that the baseline includes the existing operation of the Wilmington Operations FCCU. The Federal Trade Commission and the California Attorney General both reviewed Tesoro's proposed acquisition to ensure that the acquisition would not violate federal and state antitrust laws. After a nine-month review, on May 17, 2013, the agencies announced that they had resolved any potential antitrust concerns with the proposed acquisition.

During the antitrust review process, Tesoro submitted documents to the FTC and the California Attorney General stating that Tesoro intended to make certain modifications at the combined Refinery that would allow Tesoro to achieve specified “synergies” between the Wilmington and Carson Operations. Among other changes, Tesoro explained, Tesoro planned to replace some of the combined Refinery’s fluid catalytic cracking unit (“FCCU”) capacity with additional hydrotreater capacity.

In connection with her approval of the acquisition, the Attorney General entered into an agreement with Tesoro. In this agreement Tesoro agreed to maintain CARBOB capacity for three years, maintain the ARCO brand, and not eliminate jobs for a period of two years. Tesoro

also agreed to provide an annual report on the actions taken to achieve the specified synergies, including actions designed to replace FCCU capacity with hydrotreater capacity.<sup>97</sup>

Thus, it is not accurate to say that the Attorney General required Tesoro to shut down the Wilmington Operations FCCU as a condition of approval. Rather, the Attorney General required Tesoro to provide an annual report on the implementation of Tesoro's existing plans to modify the combined Refinery by, among other things, replacing FCCU capacity with hydrotreater capacity. Moreover, operation of the Wilmington Operations FCCU is part of the baseline environmental conditions and the proposed project enables the Wilmington Operations FCCU to be shutdown.

As explained in Section 4.2.2.2 and Table 4.2-4 of the DEIR and Master Response 13, emission reductions are appropriately credited to the proposed project. Further information about the purchase of the BP Carson Refinery by Tesoro can be found on Page 2-1 of the DEIR. Section 4.2.2.2 of the DEIR explains that the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project will result in local reductions in GHG emissions as discussed in Section 5.2 of the DEIR and as summarized in Table 5.2-8 (see page 5-26 of the DEIR).

As explained in Response G1-67.2, the proposed project is not a merger.

The comment claims that the DEIR has overstated the existing amount of emissions and the potential emissions after the project is completed. The comment is not specific about which emissions have been overstated, and which calculations or baseline are in question. Further, this comment is unsupported.

A conservative analysis of expected emissions as a result of the proposed project is included in Section 4.2 of the DEIR and is summarized on pages 4-16 through 4-18 in Table 4.2-4. Additionally, assumptions and detailed calculations can be found in Appendix B-3.

Baseline emissions are reported on page 3-9 in Table 3.2-4 of the DEIR and are based on annual emission fee reports submitted to the SCAQMD in 2012 and 2013. The baseline selected for the proposed project is accurate and appropriate, as detailed in Master Response 12.

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<sup>97</sup> See Attachment E, Kathleen Foote for Kamala Harris, letter to Robert Weisenmiller, May 17, 2013. In the letter, the Attorney General uses the term "distillate desulfurization unit" to refer to additional hydrotreating capacity. The letter notes that replacing FCCU capacity with "desulfurization" capacity will benefit the environment by reducing emissions and greenhouse gases.

**Comment G1-67.4**

The project calls for the modification of many major processing units inside the refinery including building new sulfur processing units. The project would add to LPG rail car deliveries, including butane and propane, which cause a major concern for our communities--such as the Ranch LPG facility in San Pedro--because of the risk of explosion from such rail cars and/or storage tanks in what is not only a densely populated area but a major center for commerce for the entire State of California.

The DEIR identifies potential explosion and toxic release risks due to the Project including BLEVE hazard (Boiling Liquid Expanding Vapor Explosion) from LPG rail unloading, and toxic release hazards from the Hydrocracker Unit, Catalytic Reforming Unit (CRU), Propane Sales Treating Unit (PSTU), and Sulfuric Acid Recovery Plant (SARP) areas.

G1-67.4

G1-67.4  
cont'd.

**Response G1-67.4**

The proposed project does not propose to build new sulfur processing units, but includes the SARP, which will allow regeneration of sulfuric acid. The potential hazard impacts of the proposed project have been fully analyzed, including hazards related to explosive materials (see Section 4.3 pages 4-45 through 4-69 of the FEIR and Master Response 9). The Refinery currently receives LPG railcar deliveries. The proposed project will not increase the number of deliveries. The additional ten railcars associated with the proposed project will be added to existing trains. The potential risks associated with rail transport were analyzed in Section 4.3.2.5.2 of the FEIR. The Worst-Case Consequence Analysis for the proposed project carefully evaluated the proposed modifications to existing equipment and proposed new units (see Appendix C of the FEIR).

This comment accurately states the potential hazards explained and analyzed in the DEIR. No response is necessary.

As explained in Master Response 10, the Rancho LPG facility is an existing facility that is not owned or operated by Tesoro. Additionally, Tesoro does not lease tankage at Rancho LPG. Tesoro regularly sells LPG on the open market and Rancho LPG is a customer. However, none of the LPG stored at the Rancho LPG facility in San Pedro is owned by Tesoro. It should be noted that the proposed project will reduce the excess LPG available for third-party sales (see Master Response 10).

Further, the Rancho LPG facility operated independently of, and is not part of, the proposed project. Thus, comments regarding risks related to the Rancho Facility do not raise issues relating to the proposed project or the DEIR and no response is necessary under CEQA.

**Comment G1-67.5**

Our region is overdue for a major earthquake and the dangers from large tanks full of hazardous and explosive materials are an unacceptable risk for our community.

G1-67.5

**Response G1-67.5**

Section 3.3.6 of the DEIR describes existing Refinery safety systems at the Tesoro Refinery. As explained in Section 4.3 and Appendix C of the FEIR and Master Response 9, the proposed project has been fully analyzed for hazard impacts based on a worst-case consequence analysis. This includes proposed project equipment, including pipelines and storage tanks, and process units regardless of the cause of release (e.g., human error, equipment failure, sabotage, terrorism, natural disaster, or civil uprising). The DEIR found that hazards associated with the Naphtha Isomerization Unit, new crude oil storage tanks, the SARP, and interconnecting pipelines are potentially significant based on worst-case release scenarios. Additionally, the hazards analyses regarding the potential impact of earthquakes and other natural disasters have been fully analyzed as explained in Master Response 9.

The hazard analysis takes a worst-case approach by assuming that the entire contents of a tank or other equipment would rapidly be released, and that no safety measures are implemented that could reduce the severity of an accidental release. It is expected that hazard impacts would be less than analyzed because the Refinery has safety measures in place and specified employees are trained regarding safety measures. Further, the DEIR imposes measures to mitigate hazard impacts (see Section 4.3.3 of the DEIR). Finally, as described in Section 3.3.7 of the DEIR, the Refinery is subject to many laws and regulations that address safety and emergency responses in the event of an accident. Nonetheless, the DEIR conservatively concluded that hazard impacts would remain significant.

**Comment G1-67.6**

The DEIR claims new emissions from flaring at the project would be “zero” even though many new equipment connections would be added to the flares. (Also, this does not contemplate the unrecorded emissions' deadweight of "emergency flaring.") Accordingly, this does not seem accurate. This is just one of a number of deficiencies in the DEIR and Title V permit application, which failed to include alternatives (including re-siting the facilities and maintaining the status quo) that would have lesser effects.

G1-67.6

**Response G1-67.6**

The proposed project will not increase flaring emissions. Part of the piping associated with unit modifications includes installation of new pressure relief valves that will tie into the various existing Refinery flare gas recovery systems and flares. Master Response 15 explains the operation of the flare gas recovery system and flares. Under normal operating conditions, pressure relief valves vent to the flare gas recovery systems. The pressure relief valves allow gases to vent to the flares, which are safety equipment, during emergency conditions when the flare gas recovery system capacity is exceeded. There will be no routine venting to the flare system or the flare gas recovery systems from any of the modifications. As explained in Master Response 15 and Response G1-78.207, the number of pressure relief valves tied in to the flare systems is not indicative of flaring emissions. The proposed project will not increase flaring with the installation of new or modified process units because flaring from normal operations is prohibited by SCAQMD Rule 1118.

As explained in Master Response 15 and Response G1-78.207, the amount (hours) of flaring and emissions from flaring have decreased since the additional requirements in SCAQMD Rule 1118 were implemented.

The comment provides no specific evidence as to deficiencies in the DEIR or the Title V permit. Chapter 6 of the DEIR explains alternatives to the proposed project in detail, a summary of which can be found on page 6-54. The DEIR found that while several of the alternatives explained meet many of the project objectives, none of the project alternatives would eliminate the potentially significant adverse construction air quality and hazard impacts, except Alternative 1, the No Project Alternative. As a result, when balancing environmental impacts with achieving project objectives, the proposed project was the preferred choice as it would most effectively meet all project objectives.

The comment questions why Tesoro's proposed project doesn't occur in a different location. As explained in Section 6.2.1 of the DEIR, an alternative location to the Refinery site was considered, but it was determined to be infeasible as the proposed project consists of modifications to an existing Refinery that contains necessary processing units; natural gas, water, and electric transmission infrastructures; crude oil and petroleum product transportation infrastructure; and the appropriate land use designation necessary to support the proposed project. In addition, the Carson and Wilmington Operations are industrial facilities at fixed locations in the City of Carson and the Wilmington area in the City of Los Angeles. Operational equipment and infrastructure located at the proposed project site are also fixed and, generally, cannot be moved. Advantages of the existing Refinery site would be lost if another location were proposed (e.g., shut down of the Wilmington Operations FCCU). The development of a new refinery in an alternative location would require substantially more equipment, construction, and potentially generate more or substantially greater impacts in more environmental categories (e.g., air quality, energy, hazards/hazardous materials, hydrology/water quality, land use, noise, and traffic) than would occur under the proposed project.

**Comment G1-67.7**

The Project is being touted as a boost to our local economy. In reality, many of the jobs created during the project will be temporary, and there is no guarantee that they will be filled by local residents.

□ G1-67.7

**Response G1-67.7**

The new jobs created are expected to be approximately 1,800 construction jobs that are not expected to be long-term. The Refinery has stated its intention to hire Union labor and may require increasing the geographic scope of the labor pool to meet Union requirements. While construction jobs are temporary, the proposed project is expected to take approximately five years to complete. During the construction period, local businesses are expected to benefit from the increased workforce at the Refinery.

The comment does not refer to the environmental analysis of the proposed project in the DEIR; instead it refers to economic and social effects. Pursuant to CEQA, economic and social effects of a project shall not be treated as significant effects on the environment unless a chain of cause

## APPENDIX G1: RESPONSE TO COMMENTS

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and effect through economic or social effects of the project can be identified that result in physical changes to the environment (CEQA Guidelines § 15131). No economic or social effects of the proposed project were identified that resulted in physical changes to the environment. Therefore, no further response is necessary.

The acquisition of the BP Carson Refinery was completed in 2013 and the Refinery staffing has remained relatively unchanged. The proposed project does not eliminate permanent Refinery positions.

### Comment G1-67.8

I am opposed to the Merger Project and request that the Title V permit not be issued and that the DEIR be sent back for re-drafting to include potential and real expected full cycle impacts as well as a comprehensive risk assessment (including natural and man-made perils) which have not been sufficiently addressed.

G1-67.8

### Response G1-67.8

As explained in Response G1-67.2, the proposed project is not a merger.

The comment regarding opposition to the proposed project and requesting that the Title V permit not be issued does not raise issues related to the proposed project or the DEIR. The DEIR fully analyzed the proposed project's potential impacts and the comment does not provide any new information of environmental impacts that are not analyzed or that change the significance conclusions made in the DEIR. Therefore, no revision or recirculation of the DEIR is necessary under CEQA.

Comment Letter No. G1-68

**From:** Rhetta Alexander [<mailto:ralexander2@earthlink.net>]  
**Sent:** Friday, June 10, 2016 12:31 PM  
**To:** Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>  
**Subject:** Public Comment in opposition to expansion of Tesoro Refinery

South Coast Air Quality Management District  
Jillian Wong, PH.D  
Program Supervisor, CEQA  
email: [jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)  
OR Fax: 909-396-3324

- I am submitting this as a public comment opposing the increased refining, storage and transportation of oil products in the Los Angeles harbor communities of Carson and Wilmington. This is in response to the proposed expansion of the Tesoro Refinery which purchased the BP Refinery in Carson and now wants to combine it with its existing refinery in Wilmington, making this the largest refinery on the West Coast. The proposed project will create a massive, 380,000 barrel PER DAY facility. Tesoro is seeking to actually EXPAND operations by adding 6 new storage tanks and replacing 2 others, which is a likely indication of making this mega refinery a hub for exporting dirty and dangerous crude like Bakken Shale and Tar Sands. G1-68.1
- Residents of the impacted communities have expressed concerns due to increased air pollution, the additional crude by rail coming into the Harbor area and increase storage of dangerous materials in a heavily populated area. G1-68.2
- Residents and consumer groups have expressed the following concerns:
- > environmental evaluation of the refinery left out many serious harms to the community such as risk of increased adverse health effects. G1-68.3
  - > the project is misleading on emission reductions. For instance, Tesoro gets pollution credits for the shutdown of its fluid catalytic cracking unit. But it will use or sell those credits to offset other increased emissions that will affect the community. G1-68.4
  - > According to an article in the Daily Breeze, Tesoro should not get credit for eliminating the polluting unit, because the shutdown of that unit was a condition set by the state in exchange for allowing the company to purchase the BP refinery. G1-68.5
  - > a consumer group found the merger was anti-competitive and would increase gas prices. G1-68.6
  - > Opponents raised fears that the eight massive new storage tanks, which double the current Tesoro Wilmington crude oil storage capacity, could be used to store dangerous, explosive crude oil from North Dakota. Tesoro publicly stated plans to bring in this type of crude oil, and the United States Department of Transportation found this crude oil increases explosion risks. This is the same crude oil that blew up the town of Lac Magantic killing 47 people and destroying 30 buildings after a runaway railcar catastrophe. Just this past week a railcar derailed along the Columbia River and four tank cars of crude oil exploded causing evacuations of a nearby school and town. G1-68.7
- There are fears of voluminous pipelines in our high earthquake risk region. The plant poses real threats from new propane rail loading, climate dangers and earthquake risks. G1-68.8

**APPENDIX G1: RESPONSE TO COMMENTS**

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According to an article in the Daily Breeze many residents have only heard Tesoro's version about how the plant would reduce emissions. It states that the air district found only one pollutant will be reduced: carbon monoxide. The presence of fine particulate matter and ozone-forming toxins will remain. And other smog-forming chemicals would increase.

G1-68.9

At an earlier governing board meeting parents and teachers pleaded with district officials to consider the potential impact: more asthma in their children and expressing concern for students who get behind from missing school due to asthma.

G1-68.10

I join with community residents who have expressed these concerns. Residents do not want to have more dangerous petroleum storage tanks in exchange for questionable emission cuts from faster ship offloading. They do not feel safer having more pipelines, rail and refinery vessels with explosive, flammable material in such close proximity to homes.

I believe this refinery project would put the community, already poisoned by pollution, at more risk, and should be denied.

G1-68.11

I believe oil dependency is not the future. The SCAQMD can be responsive to both the concerns and needs of the residents and business by supporting clean renewable energy (wind and solar).

Rheta Alexander, Member, SCAQMD Environmental Justice Advisory Committee

**Response to Comment Letter No. G1-68**

**Rhett Alexander**

**Comment G1-68.1**

I am submitting this as a public comment opposing the increased refining, storage and transportation of oil products in the Los Angeles harbor communities of Carson and Wilmington. This is in response to the proposed expansion of the Tesoro Refinery which purchased the BP Refinery in Carson and now wants to combine it with its existing refinery in Wilmington, making this the largest refinery on the West Coast. The proposed project will create a massive, 380,000 barrel PER DAY facility. Tesoro is seeking to actually EXPAND operations by adding 6 new storage tanks and replacing 2 others, which is a likely indication of making this mega refinery a hub for exporting dirty and dangerous crude like Bakken Shale and Tar Sands.

G1-68.1

**Response G1-68.1**

Master Response 5 explains that the current Refinery capacity is 380,000 bbl/day. The proposed project does not enable the Refinery to achieve this capacity. The reported capacity of 380,000 bbl/day has already been achieved by the various individual crude processing units in the Refinery. The current Refinery capacity of 380,000 bbl/day is noted in the FEIR.

As explained in Master Response 7, the proposed project is not a merger Tesoro acquired the Carson Operations from BP in 2013. The Carson and Wilmington Operations have already merged, and the two pre-existing refinery operations have been operating as one Refinery since the acquisition. As described in Section 2.1 of the DEIR, the proposed project is designed to better integrate the Carson and Wilmington Operations, which will improve processing efficiency and reduce emissions.

Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity. It would further integrate the Refinery's Carson and Wilmington Operations. Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the potential 6,000 bbl/day crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

In general, the Refinery imports crude oil and produces transportation fuels such as gasoline, diesel, and jet fuel for consumption in the U.S. Marine Terminal 1 is connected to the Carson Crude Terminal via pipeline. No facilities exist or are proposed to load crude oil onto marine vessels from the storage tanks at the Carson Crude Terminal. Furthermore, Marine Terminal 1, the Refinery's large marine vessel unloading terminal, has no capabilities to load crude oil onto marine vessels. In order to load crude oil onto marine vessels, SCAQMD permits would be required to allow the installation of a marine vapor recovery system meeting the requirements of SCAQMD Rule 1142 and BACT. No such modifications are included in the proposed project to enable crude oil loading at Marine Terminal 1. Therefore, the capabilities for exporting crude oil from the marine terminals will not change with the proposed project.

As described on page 2-16 of the DEIR, the Refinery currently processes crude oil blends that consist of a variety of crude oils from around the world, including North American crude oils such as Bakken and Canadian tar sands crude oils. The individual crude oils purchased by the Refinery continually change with market availability and demand. However, the crude oil blend that is processed through the Refinery crude units will stay within a consistent range of properties to meet the processing constraints of the Refinery process units. For crude oil to be processed in the Refinery, the properties of each crude oil type need to be analyzed so that the various crude oils can be blended to meet overall specifications that are within the range of what can physically be processed by the equipment. For additional information, see Master Response 4.

**Comment G1-68.2**

Residents of the impacted communities have expressed concerns due to increased air pollution, the additional crude by rail coming into the Harbor area and increase storage of dangerous materials in a heavily populated area.

□ G1-68.2

**Response G1-68.2**

As explained in Section 4.2.2.2 of the DEIR, upon completion, the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NOx, SOx PM10, and PM2.5 emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project emissions are described in detail in Section 4.2 of the DEIR and are summarized in Table 4.2-4 (see pages 4-16 through 4-18). The proposed project will result in local overall reductions in GHG emissions, as described in Section 5.2 of the FEIR and summarized in Table 5.2-8 (see page 5-26).

As indicated in Sections 2.6.1 and 2.6.2 of the DEIR for the proposed project, crude oil is not currently transported directly to either the Wilmington or Carson Operations via rail. These locations do not have the facilities or SCAQMD permits to receive crude oil deliveries by rail. No new or modified facilities are included in the proposed project to enable crude oil deliveries by rail.

Section 3.3.6 of the DEIR describes existing Refinery safety systems at the Tesoro Refinery. As explained in Section 4.3 and Appendix C of the FEIR and Master Response 9, the proposed project has been fully analyzed for hazard impacts based on a worst-case consequence analysis. This includes proposed project equipment, including pipelines and storage tanks, and process units regardless of the cause of release (e.g., human error, equipment failure, sabotage, terrorism, natural disaster, or civil uprising). The DEIR found that hazards associated with the Naphtha Isomerization Unit, new crude oil storage tanks, the SARP, and interconnecting pipelines are potentially significant based on worst-case release scenarios.

The hazard analysis takes a worst-case approach by assuming that the entire contents of a tank or other equipment would rapidly be released, and that no safety measures are implemented that could reduce the severity of an accidental release. It is expected that hazard impacts would be less than analyzed because the Refinery has safety measures in place and specified employees are trained regarding safety measures. Further, the DEIR imposes measures to mitigate hazard

impacts (see Section 4.3.3 of the DEIR). Finally, as described in Section 3.3.7 of the DEIR, the Refinery is subject to many laws and regulations that address safety and emergency responses in the event of an accident. Nonetheless, the DEIR conservatively concluded that hazard impacts would remain significant.

**Comment G1-68.3**

Residents and consumer groups have expressed the following concerns:

> environmental evaluation of the refinery left out many serious harms to the community such as risk of increased adverse health effects.

G1-68.3

**Response G1-68.3**

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project’s potential health impacts from all pollutants. The proposed project’s potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD’s cancer risk significance threshold of ten in one million (see Section 4.2.2.5 of the FEIR). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD’s non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact.

**Comment G1-68.4**

> the project is misleading on emission reductions. For instance, Tesoro gets pollution credits for the shutdown of its fluid catalytic cracking unit. But it will use or sell those credits to offset other increased emissions that will affect the community.

G1-68.4

**Response G1-68.4**

As explained in Response G1-68.2, the proposed project will result in local operational reductions of criteria pollutant emissions, except for VOC emissions. The proposed project will result in a less than significant increase of VOC emissions. Accordingly, the CEQA analysis is not misleading because it discloses the changes in operational emissions and does not take credit for emissions reductions on a regional level due to the potential use of emission reduction credits. The generation and use of emission reduction credits in market-based programs (i.e., ERCs and RTCs) are controlled by SCAQMD Regulations XIII and XX, both of which have undergone CEQA review. The proposed project complies with the SCAQMD’s Regulations XIII and XX. The DEIR presented the emission reductions from the proposed project as offsetting other aspects of the proposed project or as emission reduction credits being retained or generated.

Response G1-68.2 describes the emission reductions associated with the proposed project. The Federal Clean Air Act requires the use of emission reduction credits as a means of offsetting emission increases from new, modified, or relocated sources. Emission reduction credits can

only be granted if emission reductions are not otherwise required by rules, regulations, and control measures in the Air Quality Management Plan. SCAQMD Rule 1303 specifically requires emission increases from affected facilities to be offset by either emission reduction credits approved pursuant to SCAQMD Rule 1309 or by allocations from the Priority Reserve in accordance with the provisions of SCAQMD Rule 1309.1. Offset ratios are 1.2-to-1.0 for Emission Reduction Credits and 1.0-to-1.0 for allocations from the Priority Reserve and RECLAIM Trading Credits. Offset ratio means, for example, that for every one pound of pollutant emitted, 1.2 pounds must be offset. Further, when applying for emission reduction credits, SCAQMD Rule 1306 requires that credits for the actual emissions be reduced to an amount as if current BACT were applied. As a result, the amount of emission reduction credits granted is much less than the actual emission reductions achieved. This ensures an overall reduction in pollutants within the jurisdiction of the SCAQMD.

**Comment G1-68.5**

> According to an article in the Daily Breeze, Tesoro should not get credit for eliminating the polluting unit, because the shutdown of that unit was a condition set by the state in exchange for allowing the company to purchase the BP refinery.

] G1-68.5

**Response G1-68.5**

As described in Master Response 13, the comment incorrectly claims that the shutdown of the Wilmington Operations FCCU was a condition of approval for Tesoro's acquisition of the BP Carson Refinery and ARCO branded service stations, and therefore, the baseline for air quality impacts should not include emissions from the Wilmington Operations FCCU. Consistent with applicable law, the District properly concluded that the baseline includes the existing operation of the Wilmington Operations FCCU. The Federal Trade Commission and the California Attorney General both reviewed Tesoro's proposed acquisition to ensure that the acquisition would not violate federal and state antitrust laws. After a nine-month review, on May 17, 2013, the agencies announced that they had resolved any potential antitrust concerns with the proposed acquisition.

During the antitrust review process, Tesoro submitted documents to the FTC and the California Attorney General stating that Tesoro intended to make certain modifications at the combined Refinery that would allow Tesoro to achieve specified “synergies” between the Wilmington and Carson Operations. Among other changes, Tesoro explained, Tesoro planned to replace some of the combined Refinery’s fluid catalytic cracking unit (“FCCU”) capacity with additional hydrotreater capacity.

In connection with her approval of the acquisition, the Attorney General entered into an agreement with Tesoro. In this agreement Tesoro agreed to maintain CARBOB capacity for three years, maintain the ARCO brand, and not eliminate jobs for a period of two years. Tesoro

also agreed to provide an annual report on the actions taken to achieve the specified synergies, including actions designed to replace FCCU capacity with hydrotreater capacity.<sup>98</sup>

Thus, it is not accurate to say that the Attorney General required Tesoro to shut down the Wilmington Operations FCCU as a condition of approval. Rather, the Attorney General required Tesoro to provide an annual report on the implementation of Tesoro's existing plans to modify the combined Refinery by, among other things, replacing FCCU capacity with hydrotreater capacity. Moreover, operation of the Wilmington Operations FCCU is part of the baseline environmental conditions and the proposed project enables the Wilmington Operations FCCU to be shutdown.

As explained in Section 4.2.2.2 and Table 4.2-4 of the DEIR and Master Response 13, emission reductions are appropriately credited to the proposed project. Further information about the purchase of the BP Carson Refinery by Tesoro can be found on Page 2-1 of the DEIR. Section 4.2.2.2 of the DEIR explains that the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project will result in local reductions in GHG emissions as discussed in Section 5.2 of the DEIR and as summarized in Table 5.2-8 (see page 5-26 of the DEIR).

#### **Comment G1-68.6**

> a consumer group found the merger was anti-competitive and would increase gas prices.

□ G1-68.6

#### **Response G1-68.6**

As explained in Response G1-68.1, the proposed project is not a merger. Furthermore, in June 2013, Tesoro purchased the adjacent BP Carson Operations. Prior to the acquisition, the proposed transaction underwent a nine-month investigation by the Federal Trade Commission and the California Attorney General's office to address potential anti-trust concerns. Both government agencies found that the acquisition of the BP Carson operations did not violate anti-trust laws and would not give Tesoro an unlawful anti-competitive advantage. The proposed project involves further integration of the Refinery's Wilmington and Carson Operations.

As part of this process, Tesoro agreed to maintain average daily historical fuel production levels for the Carson and Wilmington Operations for at least three years after the acquisition of Carson Operations. Further details regarding the acquisition, including statements taken from the Federal Trade Commission and California Attorney General's reports, can be found in the DEIR on page 2-1.

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<sup>98</sup> See Attachment E, Kathleen Foote for Kamala Harris, letter to Robert Weisenmiller, May 17, 2013. In the letter, the Attorney General uses the term "distillate desulfurization unit" to refer to additional hydrotreating capacity. The letter notes that replacing FCCU capacity with "desulfurization" capacity will benefit the environment by reducing emissions and greenhouse gases.

Further, as explained in Master Response 7, the proposed project is not an expansion of the Refinery and thus will not give Tesoro a larger share of the oil market. The proposed project further integrates the two existing Carson and Wilmington Operations, enabling emission reductions through the shutdown of the Wilmington Operations FCCU while maintaining the integrated Refinery's overall transportation fuel production capability.

The consumer price of gasoline in California will not increase as a result of the proposed project, which further integrates two existing Carson and Wilmington Operations, enabling emissions reductions while maintaining the integrated Refinery's overall fuel production capability. There are many factors that determine the price of transportation fuels, such as gasoline. These include the cost of crude oil, distribution and marketing costs, refining costs, and federal and state taxes. These marketplace and market conditions, including supply and demand factors, determine the price consumers pay at the pump, not one refinery's operational efficiencies.

**Comment G1-68.7**

> Opponents raised fears that the eight massive new storage tanks, which double the current Tesoro Wilmington crude oil storage capacity, could be used to store dangerous, explosive crude oil from North Dakota. Tesoro publicly stated plans to bring in this type of crude oil, and the United States Department of Transportation found this crude oil increases explosion risks. This is the same crude oil that blew up the town of Lac Magantic killing 47 people and destroying 30 buildings after a runaway railcar catastrophe. Just this past week a railcar derailed along the Columbia River and four tank cars of crude oil exploded causing evacuations of a nearby school and town.

G1-68.7

**Response G1-68.7**

As explained in detail in Sections 2.5.3 and 2.5.4 and Appendix F of the DEIR, Master Response 4, and Response G1-78.94, the Refinery is currently processing a blend of various crude oils and will continue to do so with or without the proposed project. The proposed project will not result in a substantial change in the crude oil blend processed by the Refinery.

Master Response 4 explains that the Refinery's sources of crude oils have and will continue to vary with or without the proposed project. By using worst-case crude oil properties (see Response G1-78.157), the DEIR fully analyzed the potential impacts associated with storing various crude oils in the new and replacement storage tanks and with transferring various crude oils via the associated piping. There would be no additional impacts, beyond those analyzed in the DEIR, for the new and replacement storage tanks if different light or heavy crude oil is processed at the Refinery (see Section 4.2.2.2 of the FEIR). The proposed project does not facilitate or encourage sourcing crude oil from any particular location. In other words, the improved offloading efficiency provides a benefit regardless of the type of crude oil transported by marine vessel.

There have been previous volatility issues associated with the transport of Bakken crude oil. However, regulations have since been adopted that require a reduction in volatility of Bakken crude oil that is transported. For example, in December 2014, the Industrial Commission of North Dakota issued an order regarding conditioning of Bakken crude oil and limiting the RVP of crude oil provided for transport to 13.7 RVP. Thus, Bakken crude oil transported to the West Coast will be pipeline quality (i.e., qualified for safe transport) and will not have as high a vapor

pressure as the Bakken crude oil produced at the wellhead. As with other U. S. crude oil production operations, the order adopted by the State of North Dakota will require that crude oil production facilities remove a significant portion of the light ends (ethane, propane, butane and pentane) prior to offering the crude oil for shipment to refineries for processing.

Because of Bakken crude oil's purported volatility, concerns were raised in the media as to whether Bakken crude oil was properly classified as a Class 3 hazardous material under U.S. DOT regulations. A Class 3 hazardous material is generally a flammable or combustible liquid that does not meet the regulatory classification requirements for other hazardous characteristics, such as toxicity, corrosivity, radioactivity or explosiveness. However, those concerns have since been resolved by repeated analysis and testing that demonstrates Bakken crude oil to be a Class 3 hazardous material, similar to other light sweet crude oils. After considering the information, the PHMSA Deputy Administrator testified to Congress that Bakken crude oil is accurately classified as a Hazard Class 3 Flammable Liquid.<sup>99</sup> This is consistent with the sampling and testing Tesoro has completed on Bakken crude oil. Therefore, Bakken crude oil has properties similar to other light crude oils, and is not classified as explosive.

The comment also refers to derailment of a train carrying Bakken crude oil in Mosier, Oregon and Lac-Megantic, Quebec, Canada. As explained in Response G1-81.57, there are no proposed project modifications to bring crude oil by rail to the Refinery. Thus, the Mosier derailment and other derailments are not relevant to the DEIR analysis or the proposed project.

Responses G1-81.65 and G1-81.67 explain that the DEIR does not need to analyze the environmental impacts from crude oil production because the proposed project will not cause any changes to that industry.

**Comment G1-68.8**

There are fears of voluminous pipelines in our high earthquake risk region. The plant poses real threats from new propane rail loading, climate dangers and earthquake risks.

□ G1-68.8

**Response G1-68.8**

As explained in Response G1-68.2, the potential hazard impacts of the proposed project have been fully analyzed, including hazards related to pipelines and from explosive materials. The potential impact of earthquakes and other natural disasters have been fully analyzed as explained in Master Response 9.

The Refinery currently receives LPG railcar deliveries. The proposed project will not increase the number of deliveries. The additional ten railcars associated with the proposed project will be added to existing trains. The potential risks associated with rail transport were analyzed in Section 4.3.2.5.2 of the FEIR. The Worst-Case Consequence Analysis for the proposed project

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<sup>99</sup> Written statement of Timothy P. Butters Before the Subcommittees on Energy and Oversight Committee on Science, Space and Technology, U.S. House of Representatives at page 12 (Sept. 9, 2014).

## APPENDIX G1: RESPONSE TO COMMENTS

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carefully evaluated the proposed modifications to existing equipment and proposed new units (see FEIR Appendix C).

The comment alleges that the proposed project would pose climate dangers. It is assumed that this comment refers to GHG emissions, which contribute to climate change. As indicated in Response G1-68.2, the proposed project would produce substantial GHG emission reductions at the facility, but be emissions neutral because the Refinery is subject to the AB32 Cap and Trade Program.

### Comment G1-68.9

According to an article in the Daily Breeze many residents have only heard Tesoro's version about how the plant would reduce emissions. It states that the air district found only one pollutant will be reduced: carbon monoxide. The presence of fine particulate matter and ozone-forming toxins will remain. And other smog-forming chemicals would increase.

G1-68.9

### Response G1-68.9

See Response G1-68.2 and G1-68.3 regarding criteria pollutant and TAC emissions anticipated from the proposed project.

### Comment G1-68.10

At an earlier governing board meeting parents and teachers pleaded with district officials to consider the potential impact: more asthma in their children and expressing concern for students who get behind from missing school due to asthma.

G1-68.10

### Response G1-68.10

As noted in Response G1-68.2, the proposed project is expected to reduce local emissions from the Refinery. See Response G1-68.3 regarding asthma and other existing respiratory illnesses.

### Comment G1-68.11

I join with community residents who have expressed these concerns. Residents do not want to have more dangerous petroleum storage tanks in exchange for questionable emission cuts from faster ship offloading. They do not feel safer having more pipelines, rail and refinery vessels with explosive, flammable material in such close proximity to homes.

I believe this refinery project would put the community, already poisoned by pollution, at more risk, and should be denied.

I believe oil dependency is not the future. The SCAQMD can be responsive to both the concerns and needs of the residents and business by supporting clean renewable energy (wind and solar).

G1-68.11

### Response G1-68.11

The comment summarizes comments made earlier in the letter. See Response G1-68.2 regarding hazards from new storage tanks and pipelines, emission reductions, and that the proposed project

## APPENDIX G1: RESPONSE TO COMMENTS

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will not allow transport of crude oil by rail. See Response G1-68.3 for additional information regarding health risk related to the proposed project. As explained in Response G1-68.1, the proposed project would not increase the number of marine vessel trips to the Port above those analyzed in the DEIR (see pages 4-26 through 4-29).

As described in Response G-68.1, the proposed project does not involve increasing crude oil capacity other than as analyzed in the DEIR. Further, because the proposed project includes larger crude oil storage tanks, increased crude oil storage capacity means that marine vessels will spend less time maneuvering or at dock or anchor in the Port because of improved offloading efficiency (i.e., quicker offloading and the elimination of or reduction of, demurrage costs and the need for anchorage while waiting for available storage tank space to finish offloading). The DEIR did not take credit for emission reductions from marine vessel operations. However, annual emission reductions from improved marine vessel offloading efficiency were estimated and can be found in Master Response 6. Based on this analysis, daily marine vessel emissions would not increase and annual emissions would be substantially reduced.

The comment concludes by stating that oil dependency is not the future, instead the SCAQMD should support clean renewable energy. The comment is outside the scope of the proposed project and, therefore, does not pertain to the environmental analysis in the DEIR. No further response is necessary under CEQA.

Comment Letter No. G1-69

**From:** william koons [<mailto:williamkoons7@gmail.com>]  
**Sent:** Friday, June 10, 2016 1:12 PM  
**To:** Danny Luong <[dluong@aqmd.gov](mailto:dluong@aqmd.gov)>  
**Cc:** Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>  
**Subject:**

SUBJECT: Comments Opposing Approval of both the Draft Environmental Impact Report (DEIR) and the Title V Permit for the Tesoro Los Angeles Refinery Integration and Compliance Project (LARIC)

Dear Ms. Wong and Mr. Luong,

This letter is to oppose the Draft Environmental Impact Report (DEIR) and the Title V Permit for the Tesoro LARIC Project, including construction of massive new storage tanks to hold millions of barrels of crude oil, increase crude oil going through the refinery, add a dozen new pressure relief device connections to flares, increase use of 22 large refinery heaters, and import Liquefied Petroleum Gas by rail to the refinery. G1-69.1

The DEIR and the Title V Permit (which sets permit limits) are inaccurate. They ignore Tesoro's own published plans to bring dangerous N. Dakota Bakken crude oil by rail to the Tesoro Savage Vancouver Washington ship terminal, then by ship to the Los Angeles refinery. This crude oil is particularly explosive, contains high levels of volatile and toxic air contaminants, and the DEIR should evaluate this threat. G1-69.2

Tesoro's Project could also bring extreme Canadian tar sands crude oil to the LA refinery through the same Tesoro Savage ship terminal. These two crude oils cause increased greenhouse gases and harms to air, land, and water during extraction, and add explosion risks in storage and in refineries.

The DEIR and Title V permit failed to count air emissions from flaring during startup, shutdown, and maintenance, other air emissions increases, and failed to set permit conditions that would prevent these increased emissions. G1-69.3

Our community already suffers from too much air pollution and dangers of petroleum storage, pipelines, and refining. We want to stop the expansion of oil refineries, to start building our safe, healthy, and clean energy future. G1-69.4

Sincerely,

William A. Koons,

Board Chairman  
Confederation of Filipino American Associations

**Response to Comment Letter No. G1-69**

**William A Koons**

**Comment G1-69.1**

This letter is to oppose the Draft Environmental Impact Report (DEIR) and the Title V Permit for the Tesoro LARIC Project, including construction of massive new storage tanks to hold millions of barrels of crude oil, increase crude oil going through the refinery, add a dozen new pressure relief device connections to flares, increase use of 22 large refinery heaters, and import Liquefied Petroleum Gas by rail to the refinery.

G1-69.1

**Response G1-69.1**

The comment regarding opposition to the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

Although the proposed project includes adding new storage tanks, this component of the proposed project would not increase the crude oil throughput capacity at the Refinery. Instead, the new crude oil storage tanks would allow the Refinery to reduce transportation emissions associated with marine vessels that deliver crude oil. As explained in the DEIR (see pages 4-26 through 4-29) and Master Response 6, the proposed project will increase the crude oil storage capacity at the Refinery, which will reduce the amount of time that marine vessels spend at the Port and the associated emissions.

Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity. It would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the potential 6,000 bbl/day crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

Master Response 15 and Response G1-78.207 address the new connections of pressure relief valves to the flare gas recovery system, which do not increase flaring.

The comment refers to increased use of 22 Refinery heaters and boilers. Response G1-81.79 addresses heaters and boilers. The DEIR fully analyzed proposed project impacts, including increased use of and modifications to numerous process heaters. As indicated in Section 4.1.2 of the DEIR, in addition to direct impacts, the proposed project may have indirect impacts on downstream equipment, including Refinery heaters, by causing increased utilization from operational changes, even though the equipment is not part of the proposed project. That is downstream equipment that will not be modified in any way, will operate within existing permit limits and no permit modification would be required. The anticipated indirect operational

## APPENDIX G1: RESPONSE TO COMMENTS

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changes are described in Section 4.1.2 and are included as part of the analysis of operational impacts in Section 4.2.2.2. Even though there is potential for increased operation of the various Refinery heaters, overall the proposed project will result in localized emission reduction benefits.

The Refinery currently receives LPG railcar deliveries. The proposed project will not increase the number of deliveries. The additional ten railcars associated with the proposed project will be added to existing trains. The potential hazards associated with rail transport were analyzed in Section 4.3.2.5.2 of the FEIR. The Worst-Case Consequence Analysis for the proposed project carefully evaluated the proposed modifications to existing equipment and proposed new units (see Appendix C of the FEIR).

### Comment G1-69.2

The DEIR and the Title V Permit (which sets permit limits) are inaccurate. They ignore Tesoro's own published plans to bring dangerous N. Dakota Bakken crude oil by rail to the Tesoro Savage Vancouver Washington ship terminal, then by ship to the Los Angeles refinery. This crude oil is particularly explosive, contains high levels of volatile and toxic air contaminants, and the DEIR should evaluate this threat.

Tesoro's Project could also bring extreme Canadian tar sands crude oil to the LA refinery through the same Tesoro Savage ship terminal. These two crude oils cause increased greenhouse gases and harms to air, land, and water during extraction, and add explosion risks in storage and in refineries.

G1-69.2

### Response G1-69.2

As described in Section 4.1.2.5 of the DEIR and Master Response 8, the Vancouver Energy Project is wholly independent from the proposed project and is undergoing separate environmental review by the Washington State EFSEC, which includes evaluation of transportation hazards. Additionally, as explained in Master Response 8, the Final EIS has not yet been issued for the Vancouver Energy Project, and the project has not been approved.

As explained in detail in Sections 2.5.3 and 2.5.4 and Appendix F of the DEIR, Master Response 4, and Response G1-78.94, the Refinery is currently processing a blend of various crude oils and will continue to do so with or without the proposed project. The proposed project will not result in a substantial change in the crude oil blend processed by the Refinery.

The DEIR analyzed the potential increase in crude oil processing of up to 6,000 bbl/day associated with the modification of the DCU H-100 heater permit description. The increase in crude oil processing rate is not related to any specific crude oil source. Master Response 4 explains that the Refinery's sources of crude oils have and will continue to vary with or without the proposed project. By using worst-case crude oil properties (see Response G1-78.157), the DEIR fully analyzed the potential impacts associated with storing various crude oils in the new and replacement storage tanks and with transferring various crude oils via the associated piping. There would be no additional impacts, beyond those analyzed in the DEIR, for the new and replacement storage tanks if different light or heavy crude oil is processed at the Refinery (see Section 4.2.2.2 of the FEIR). The proposed project does not facilitate or encourage sourcing

crude oil from any particular location. In other words, the improved offloading efficiency provides a benefit regardless of the type of crude oil transported by marine vessel.

Light and heavy crude oil is currently delivered, stored, and processed at the Refinery and will continue to be delivered, stored, and processed with or without the proposed project. The impact analysis in the DEIR accounts for the variety of crude oils that have been and will be handled by the Refinery. For example, the TAC concentrations of crude oils in storage tanks associated with the proposed project were based on a worst-case hybrid analysis of the toxic content of the crude oils currently and potentially processed at the Refinery, including Bakken and heavy Canadian crude oil. The hybrid TAC speciation was prepared by selecting the highest concentration of each toxic compound from the entire speciated data set of all the crude oils analyzed.

There have been previous volatility issues associated with the transport of Bakken crude oil. However, regulations have since been adopted that require a reduction in volatility of Bakken crude oil that is transported. For example, in December 2014, the Industrial Commission of North Dakota issued an order regarding conditioning of Bakken crude oil and limiting the RVP of crude oil provided for transport to 13.7 RVP. Thus, Bakken crude oil transported to the West Coast will be pipeline quality (i.e., qualified for safe transport) and will not have as high a vapor pressure as the Bakken crude oil produced at the wellhead. As with other U. S. crude oil production operations, the order adopted by the State of North Dakota will require that crude oil production facilities remove a significant portion of the light ends (ethane, propane, butane and pentane) prior to offering the crude oil for shipment to refineries for processing.

Because of Bakken crude oil's purported volatility, concerns were raised in the media as to whether Bakken crude oil was properly classified as a Class 3 hazardous material under U.S. DOT regulations. A Class 3 hazardous material is generally a flammable or combustible liquid that does not meet the regulatory classification requirements for other hazardous characteristics, such as toxicity, corrosivity, radioactivity or explosiveness. However, those concerns have since been resolved by repeated analysis and testing that demonstrates Bakken crude oil to be a Class 3 hazardous material, similar to other light sweet crude oils. After considering the information, the PHMSA Deputy Administrator testified to Congress that Bakken crude oil is accurately classified as a Hazard Class 3 Flammable Liquid.<sup>100</sup> This is consistent with the sampling and testing Tesoro has completed on Bakken crude oil. Therefore, Bakken crude oil has properties similar to other light crude oils, and is not classified as explosive.

As explained in subsequent responses, which are listed in Table 78-94.1, Bakken and heavy Canadian crude oils are similar to other light and heavy crude oils currently processed by the Refinery. As described in Master Response 4 and Response G1-78.150, in the future, as now, any Bakken or heavy Canadian crude oils processed would have to be combined with other crude oils to create a crude oil blend that matches the Refinery's processing capabilities and permit limitations. This is what has occurred with Bakken, heavy Canadian, and many other heavy and light crude oils that were utilized in the baseline period, and is what will continue after implementation of the proposed project. Any increased use of Bakken or heavy Canadian crude

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<sup>100</sup>Written statement of Timothy P. Butters Before the Subcommittees on Energy and Oversight Committee on Science, Space and Technology, U.S. House of Representatives at page 12 (Sept. 9, 2014).

oils at the Refinery would not be caused by the proposed project. The proposed project's impacts were analyzed in detail using worst-case assumptions (e.g., the maximum vapor pressure of crude oil allowable by SCAQMD rules), which accounts for any impacts from increased use of Bakken or heavy Canadian crude oil. Response G1-78.111 specifically addresses crude oil corrosivity. Responses G1-81.65 and G1-81.67 address greenhouse gases and crude oil production.

The comment also refers to derailment of a train carrying Bakken crude oil in Mosier, Oregon and another unidentifiable derailment. As explained in Response G1-81.57, there are no proposed project modifications to bring crude oil by rail to the Refinery. Thus the Mosier derailment and other derailments are not relevant to the DEIR analysis or the proposed project. Responses G1-81.65 and G1-81.67 explain that the DEIR does not need to analyze the environmental impacts from crude oil production because the proposed project will not cause any changes to that industry.

The FEIR fully analyzed the potential impacts of the proposed project with respect to greenhouse gas emissions in Section 5.2.2.3 and hazards in Section 4.3.2.

**Comment G1-69.3**

The DEIR and Title V permit failed to count air emissions from flaring during startup, shutdown, and maintenance, other air emissions increases, and failed to set permit conditions that would prevent these increased emissions.

□ G1-69.3

**Response G1-69.3**

Startup and shutdown emissions, as well as emergency flaring, are discussed in detail in Master Response 15.

As explained in Master Response 15, the Refinery strives for startups, shutdowns, and maintenance without flaring. In any event, there are no new process units associated with the proposed project that would be expected to flare during startup or shutdown. No additional permit conditions are needed to control startup and shutdown emissions.

Emission changes as a result of the proposed project have been fully analyzed and are described in Section 4.2 of the DEIR. An emissions summary can be found on pages 4-16 through 4-18 in Table 4.2-4. Further, the Title V permit limits will restrict emissions to an amount equal to or less than the emissions analyzed in the DEIR.

The comment also refers to “other air emission increases” that were not accounted for in the DEIR and the Title V permit. The comment lacks specificity. Without further detail regarding these other air emissions, a specific response cannot be provided.

**Comment G1-69.4**

Our community already suffers from too much air pollution and dangers of petroleum storage, pipelines, and refining. We want to stop the expansion of oil refineries, to start building our safe, healthy, and clean energy future.

□ G1-69.4

**Response G1-69.4**

The proposed project's local health effects have been analyzed and are discussed in Master Response 3. Potential hazard impacts, including those related to material storage and pipelines, are explained in Master Response 9. The proposed project is not an expansion of the Refinery. See Response G1-69.1 and Master Responses 6 and 7 for a detailed description of the potential 6,000 bbl/day crude oil capacity increase associated with the proposed project.

Comment Letter No. G1-70



**SO CAL 350 CLIMATE ACTION**  
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June 10, 2016

Ms. Jillian Wong  
Mr. Danny Luong  
South Coast Air Quality Management District  
21865 Copley Drive  
Diamond Bar, CA 91765-4178

SENT VIA EMAIL: [jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)

CC: [dluong@aqmd.gov](mailto:dluong@aqmd.gov)

**Subject: Proposed Tesoro Merger, Facility ID#s 174655 and 800436**

Dear Ms. Wong and Mr. Luong:

So Cal 350 Climate Action works with a coalition of individuals and groups from the Southern California area banding together to fight climate change. We envision a healthy climate through environmental, social, and economic justice, engaging and empowering our communities through a fossil-free future. SoCal 350 is affiliated with the international climate change organization 350.org and submit this letter jointly with our coalition member Tar Sands Action Southern California.

SoCal 350 appreciates the opportunity to provide public comment on the Proposed Title V Significant Permit Revisions and the Draft Environmental Impact Report (DEIR) for Tesoro Refining & Marketing Co., LLC's Carson and Wilmington Sites, Facility ID#s 174655 and 800436.

As a community organization engaged in the protection of resources and neighborhoods in Southern California, we opposed this project that would enable a massive 380,000 barrel of oil per day facility. Creation of the largest refinery on the West Coast is antithetical to the interests of a region that already suffers from some of the worst air quality in the United States due to the existence of six oil refineries, two large ports, multiple major freeways and a large concentration of urban refining.

G1-70.1

**MORE Storage, MORE Dangerous Fossil Fuels, MORE Danger to Our Communities**

When Tesoro replaces two existing 80,000 barrel tanks with new 300,000 barrel tanks and builds six new 500,000 barrel tanks, and increase its capacity to 3.4 million barrels, this is the equivalent of a new oil terminal. Tesoro claims these storage tanks are for faster offloading and claim air pollution benefits, but if ships used electric power while in port (called cold ironing), they would not cause extra port emissions. Truth be told, bigger ships calling for more onshore crude storage spells more risk of spills.

G1-70.2

Moreover, these large crude storage tanks make the project a likely source to store, refine and/or export large volumes of dangerous crude oils, including increased imports of highly explosive fracked North Dakota Bakken Shale, and heavy, strip-mined Canadian Tar Sands crude which is toxic, highly corrosive, and greenhouse-gas-intensive.

G1-70.3

The DEIR does not consider the increased environmental impacts of greenhouse gases due to extraction and transportation of these dirty crudes. The DEIR must include the significant climate impacts caused by all the additional fossil fuels this expansion would allow to be burned in the air quality impact evaluation for this project. We ask why this was not included in the analysis? The SCAQMD cannot in good conscience certify an EIR that misses a glaring suite of impacts related to its core mission of protecting Southern California's air quality.

G1-70.4

Tesoro has recently obtained approval for a two-year extension of a crude-by-rail to marine terminal in Vancouver, Washington and has bragged to its shareholders of its "West Coast Strategy" to bring cheaper crude (shale oil and tar sands) to its refineries as early as 2017. At the same time, this merger would give Tesoro an even bigger share of the oil market and allow it manipulate prices, which contrary to their public relations, would increase prices for the rest of us. This calls into question the argument that we are somehow energy independent when crude is imported from Canada, and places at risk our waterways from spills, and our communities with explosions, all the while charging higher prices. Safer and cleaner options exist and more we assent to the public relations of these profit-at-any-cost-to-the-rest-of-us companies, the more addicted we will be to industrial accidents, climate change, and sickened communities.

G1-70.5

**Air Pollution Reduction Strategy? We Assert NOT**

While the project analysis quantifies a decrease in CO2 emissions, this is only the result of the required shut down of the Fluid Catalytic Cracking Unit (FCCU) at the Wilmington facility which the State of California required as a condition for approval of Tesoro's purchase of the facility. Tesoro should not be granted any air pollution credits to offset for other air pollution expansions that are part of the proposed project.

G1-70.6

Tesoro is intentionally misleading the public by claiming that this project is an air pollution reduction and efficiency project. In reality, the only air pollution reduction would be in primary CO2 releases already occurring outside of the project as a result of the required shutdown of the FCCU (while again ignoring

the secondary impacts of the international mining, processing and transporting of their product through railroads, pipelines and cargo ships).

G1-70.6  
cont'd.

In reality, the project will increase emissions in our communities including VOCs and have neutral impacts on NOx, SOx, particulate matter and toxic emissions. Moreover, the DEIR seems to overstate the existing amount of emissions while underestimating the potential emissions after the Project is completed. This calls the accuracy of the DEIR into question.

G1-70.7

**Toxic Explosion Risk Increases Dramatically**

The project calls for the modification of many major processing units inside the refinery including building new sulfur processing units. The project would add to LPG rail car deliveries, including butane and propane, which cause a major concern for our communities because of the risk of explosion from such rail cars in what is not only a densely populated area but a major center for commerce for the entire State of California.

G1-70.8

The DEIR identifies potential explosion and toxic release risks due to the Project including BLEVE hazard (Boiling Liquid Expanding Vapor Explosion) from LPG rail unloading, and toxic release hazards from the Hydrocracker Unit, Catalytic Reforming Unit (CRU), Propane Sales Treating Unit (PSTU), and Sulfuric Acid Recovery Plant (SARP) areas.

Our region is overdue for a major earthquake and the dangers from large tanks full of hazardous and explosive materials (such as Hydrogen Sulfide), as well as the maze of underground pipelines are an unacceptable risk for our community.

The DEIR claims new emissions from flaring at the project would be “zero” even though many new equipment connections would be added to the flares. This does not seem accurate. This is just one of a number of deficiencies in the DEIR and Title V permit application, which failed to include alternatives that would have lesser effects.

G1-70.9

**We Demand Safer Alternatives**

The Project is being touted as a boost to our local economy. In reality, the jobs created during the project will be temporary and there is no guarantee that they will be filled by local residents. History has shown us that mergers such as this are often designed to streamline operations by eliminating jobs, which would be a detriment to our communities.

G1-70.10

How does further burdening our communities with pollution and accident risk improve the economy? We have safer and cleaner energy alternatives happening right now, so allowing these types of expansions to extend the life of a global-poisoning industry on will make it that much harder to stop the ongoing climate disruption happening across the world. SCAQMD should do their part by not capitulating this time to the hollow demands of an industry that thrives economically by creating environmental sacrifice zones, and places the bulk of the financial and contamination burden on the rest of us.

G1-70.11

The SCAQMD has long failed the frontline communities located in the LA-Long Beach Harbor Area specifically including Wilmington, Long Beach, Carson, and San Pedro, in exchange for pollution offsets realized elsewhere. To approve this Tesoro expansion would be adding deliberate insult to the injury

G1-70.12

already inflicted. We demand SCAQMD stand up for the rights of our communities and reject this project as proposed.

G1-70.12  
cont'd.

We ask that the SCAQMD require a redrafting of the DEIR that takes into account the many deficiencies pointed out here. We further ask that an alternative be included in the project that would eliminate the increases in storage and lessen the threats of explosions.

G1-70.13

Again, SoCal 350 and Tar Sands Action Southern California are opposed to the Merger Project and request that the Title V permit not be issued and that the DEIR be sent back for re-drafting to include potential and real expected impacts which have not been addressed.

Sincerely,



*Jack Eidt*

*Steering Committee, SoCal 350 Climate Action*



*Jessica Aldridge*

*Organizer, Tar Sands Action Southern California*

**Response to Comment Letter No. G1-70**

**SoCal 350 Climate Action & Tar Sands Action Southern California**

**Comment G1-70.1**

So Cal 350 Climate Action works with a coalition of individuals and groups from the Southern California area banding together to fight climate change. We envision a healthy climate through environmental, social, and economic justice, engaging and empowering our communities through a fossil-free future. SoCal 350 is affiliated with the international climate change organization 350.org and submit this letter jointly with our coalition member Tar Sands Action Southern California.

SoCal 350 appreciates the opportunity to provide public comment on the Proposed Title V Significant Permit Revisions and the Draft Environmental Impact Report (DEIR) for Tesoro Refining & Marketing Co., LLC's Carson and Wilmington Sites, Facility ID#s 174655 and 800436.

As a community organization engaged in the protection of resources and neighborhoods in Southern California, we opposed this project that would enable a massive 380,000 barrel of oil per day facility. Creation of the largest refinery on the West Coast is antithetical to the interests of a region that already suffers from some of the worst air quality in the United States due to the existence of six oil refineries, two large ports, multiple major freeways and a large concentration of urban refining.

G1-70.1

**Response G1-70.1**

The comment regarding opposition to the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

As described in Master Response 7, the proposed project is not a merger. Tesoro acquired the Carson Operations from BP in 2013. The Carson and Wilmington Operations have already merged. The two pre-existing refinery operations have been operating as one Refinery since the acquisition. As described in Section 2.1 of the DEIR, the proposed project is designed to better integrate the existing Carson and Wilmington Operations, which will improve processing efficiency and reduce emissions.

Master Response 5 explains that the current Refinery capacity is 380,000 bbl/day. The proposed project does not enable the Refinery to achieve this capacity; the reported capacity of 380,000 bbl/day has been achieved by the various individual crude processing units in the Refinery already. The current Refinery capacity of 380,000 bbl/day is noted in the FEIR.

Although the proposed project includes adding new storage tanks, this component of the proposed project would not increase the crude oil throughput capacity at the Refinery. Instead, the new crude oil storage tanks would allow the Refinery to reduce transportation emissions associated with marine vessels that deliver crude oil. As described in the DEIR (see pages 4-26 through 4-29) and Master Response 6, the proposed project will increase the crude oil storage capacity at the Refinery, which will reduce the amount of time that marine vessels spend at the Port and the associated emissions.

Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new

or larger refinery or result in a substantial increase of crude oil throughput capacity. It would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the potential 6,000 bbl/day crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

As explained in Section 4.2.2.2 of the DEIR, upon completion, the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project emissions are described in detail in Section 4.2 of the DEIR and are summarized in Table 4.2-4 (see pages 4-16 through 4-18). The proposed project will result in local overall reductions in GHG emissions, as described in Section 5.2 of the FEIR and summarized in Table 5.2-8 (see page 5-26).

As analyzed in Chapter 5 of the DEIR and discussed in Master Response 16, consistent with SCAQMD's policy and applicable case law, the operational emissions of the proposed project are below significance thresholds for all pollutants and thus, are not considered cumulatively considerable. The comment does not provide any evidence that the proposed project will have a significant impact on the environment.

Neither the CEQA Statutes nor Guidelines require an analysis of environmental justice impacts. The SCAQMD, however, has a strong record of addressing environmental justice issues since the SCAQMD's Environmental Justice program began in 1997. Since that time, the SCAQMD has instituted a number of community initiatives to help improve air quality for low income residents and residents of color in the Basin. The programs and initiatives have been continually reviewed and updated. As a result, the SCAQMD's Environmental Justice program goes beyond a single project, and encompasses a unified regional approach to reducing impacts to the Basin's most impacted communities. Master Response 14 addresses environmental justice regarding the proposed project.

### Comment G1-70.2

When Tesoro replaces two existing 80,000 barrel tanks with new 300,000 barrel tanks and builds six new 500,000 barrel tanks, and increase its capacity to 3.4 million barrels, this is the equivalent of a new oil terminal. Tesoro claims these storage tanks are for faster offloading and claim air pollution benefits, but if ships used electric power while in port (called cold ironing), they would not cause extra port emissions. Truth be told, bigger ships calling for more onshore crude storage spells more risk of spills.

G1-70.2

### Response G1-70.2

As described in Sections 2.7.2.11 and 4.2.2.2.2 of the DEIR, the proposed project will result in a decrease in transportation emissions with respect to marine vessels that deliver crude oil. Because the proposed project does not result in a significant increase of marine vessel emissions,

mitigation, such as installation of additional “cold ironing” capability is not necessary. Cold ironing means that a marine vessel can completely shut down its main engine and power the vessel, including pumps used to offload crude oil, with shore side electricity.

The proposed project provides several advantages for emission reductions and offloading efficiency. The new and replacement storage tanks are proposed to provide sufficient crude oil storage capacity to allow crude oil tankers to offload more quickly at the Wilmington Operations Long Beach Marine Terminal and in one visit to the dock at Marine Terminal 1. This increase in crude oil storage capacity means that marine vessels will spend less time maneuvering or at anchor in the Port because of improved offloading efficiency (i.e., quicker offloading and the elimination of or reduction of demurrage costs and the need for anchorage while waiting for available storage tank space to finish offloading).

The DEIR did not take credit for emission reductions from marine vessel operations associated with additional Wilmington Operations or Carson Crude Terminal storage tanks. However, annual emission reductions from improved marine vessel offloading efficiency were estimated as described in Master Response 6. While the new and replacement storage tanks would result in additional VOC emissions that would be offset, these anchorage events resulted in substantial annual emission reductions of VOC, CO, NO<sub>x</sub>, SO<sub>x</sub>, and PM. Based on this analysis, daily marine vessel emissions would not increase, while annual emissions would be substantially reduced. The additional hoteling associated with marine vessels waiting for on-shore storage space are a substantial portion of offloading emissions (see Master Response 6), and these emissions would not be reduced with cold ironing.

Currently, Tesoro's Berth 121 at Marine Terminal 1 is the only marine oil terminal in the world that has cold ironing capability. Cold ironing was installed at Marine Terminal 1 as a technology demonstration, along with two dedicated crude oil tankers. Cold Ironing is used when unloading these two crude oil tankers. Marine Terminal 1 would be used by the proposed project to offload crude oil into the new Carson Crude Terminal storage tanks. Because of the limited number of crude oil tankers with “cold ironing” capability, their expected use is the same with or without the proposed project, and the DEIR properly determined that the proposed project will reduce marine vessel emissions.

As described in Section 4.2.2.2.2 of the DEIR, Wilmington Operations Long Beach Marine Terminal currently receives crude oil shipments only in two size classes, Panamax (400,000 bbl capacity) and Aframax (720,000 bbl capacity) and will continue to receive crude oil in the same size vessels once the proposed project becomes operational. Marine vessels larger than Aframax cannot be handled at the Long Beach Marine Terminal because of its location within the Port of Long Beach and the water depth at the Marine Terminal location. Further, Marine Terminal 1 already receives the largest marine vessels that it is capable of unloading (i.e., Very Large Crude Carrier (VLCC) up to two million bbl capacity). Since the size of marine vessel will not change, the consequences of a potential release will not change.

**Comment G1-70.3**

Moreover, these large crude storage tanks make the project a likely source to store, refine and/or export large volumes of dangerous crude oils, including increased imports of highly explosive fracked North Dakota Bakken Shale, and heavy, strip-mined Canadian Tar Sands crude which is toxic, highly corrosive, and greenhouse-gas-intensive.

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G1-70.3

**Response G1-70.3**

The comment does not provide any evidence to support the conclusion reached. As described in detail in Sections 2.5.3 and 2.5.4 and Appendix F of the DEIR, Master Response 4, and Response G1-78.94, the Refinery is currently processing a blend of various crude oils and will continue to do so with or without the proposed project. The proposed project is not designed to facilitate a change in the crude oil blend processed by the Refinery, except to the extent that the permit revisions to the DCU H-100 heater will allow a slightly heavier crude oil blend to be processed.

The DEIR analyzed the potential increase in crude oil processing of up to 6,000 bbl/day associated with the modification of the DCU H-100 heater permit description. The increase in crude oil processing rate is not related to any specific crude oil source. Master Response 4 explains that the Refinery's sources of crude oils have and will continue to vary with or without the proposed project. By using worst-case crude oil properties (see Response G1-78.157), the DEIR fully analyzed the potential impacts associated with storing various crude oils in the new and replacement storage tanks and with transferring various crude oils via the associated piping. There would be no additional impacts, beyond those analyzed in the DEIR, for the new and replacement storage tanks if different light or heavy crude oil is processed at the Refinery (see Section 4.2.2.2 of the FEIR). The proposed project does not facilitate or encourage supplying crude oil from any particular location. In other words, the improved offloading efficiency provides a benefit regardless of the type of crude oil transported by marine vessel.

Light and heavy crude oil is currently delivered, stored, and processed at the Refinery and will continue to be delivered, stored, and processed with or without the proposed project. The impact analysis in the DEIR accounts for the variety of crude oils that have been and will be handled by the Refinery. For example, the TAC concentrations of crude oils in storage tanks associated with the proposed project were based on a worst-case hybrid analysis of the toxic content of the crude oils currently and potentially processed at the Refinery, including Bakken and heavy Canadian crude oil. The hybrid TAC speciation was prepared by selecting the highest concentration of each toxic compound from the entire speciated data set of all the crude oils analyzed.

There have been previous volatility issues associated with the transport of Bakken crude oil. However, regulations have since been adopted that require a reduction in volatility of Bakken crude oil that is transported. For example, in December 2014, the Industrial Commission of North Dakota issued an order regarding conditioning of Bakken crude oil and limiting the RVP of crude oil provided for transport to 13.7 RVP. Thus, Bakken crude oil transported to the West Coast will be pipeline quality (i.e., qualified for safe transport) and will not have as high a vapor pressure as the Bakken crude oil produced at the wellhead. As with other U. S. crude oil production operations, the order adopted by the State of North Dakota will require that crude oil production facilities remove a significant portion of the light ends (ethane, propane, butane and pentane) prior to offering the crude oil for shipment to refineries for processing.

Because of Bakken crude oil's purported volatility, concerns were raised in the media as to whether Bakken crude oil was properly classified as a Class 3 hazardous material under U.S. DOT regulations. A Class 3 hazardous material is generally a flammable or combustible liquid

that does not meet the regulatory classification requirements for other hazardous characteristics, such as toxicity, corrosivity, radioactivity or explosiveness. However, those concerns have since been resolved by repeated analysis and testing that demonstrates Bakken crude oil to be a Class 3 hazardous material, similar to other light sweet crude oils. After considering the information, the PHMSA Deputy Administrator testified to Congress that Bakken crude oil is accurately classified as a Hazard Class 3 Flammable Liquid.<sup>101</sup> This is consistent with the sampling and testing Tesoro has completed on Bakken crude oil. Therefore, Bakken crude oil has properties similar to other light crude oils, and is not classified as explosive.

The proposed project is not designed to, nor will it in fact, facilitate a switch to Bakken, heavy Canadian, or any other specific crude oil. In addition, as explained in subsequent responses, which are listed in Table 78-94.1, Bakken and heavy Canadian crude oils are similar to other light and heavy crude oils currently processed by the Refinery. As described in Master Response 4 and Response G1-78.150, in the future, as now, any Bakken or heavy Canadian crude oils processed would have to be combined with other crude oils to create a crude oil blend that matches the Refinery's processing capabilities and permit limitations. This is what has occurred with Bakken, heavy Canadian, and many other heavy and light crude oils that were utilized in the baseline period, and is what will continue after implementation of the proposed project. Any increased use of Bakken or heavy Canadian crude oils at the Refinery would not be caused by the proposed project. The proposed project's impacts were analyzed in detail using worst-case assumptions (e.g., the maximum vapor pressure of crude oil allowable by SCAQMD rules), which accounts for any impacts from increased use of Bakken or heavy Canadian crude oil. Response G1-78.111 specifically addresses crude oil corrosivity. Responses G1-81.65 and G1-81.67 address greenhouse gases and crude oil production.

In general, the Refinery imports crude oil and produces transportation fuels such as gasoline, diesel, and jet fuel for consumption in the U.S. Marine Terminal 1 is connected to the Carson Crude Terminal via pipeline. No facilities exist or are proposed to load crude oil onto marine vessels from the storage tanks at the Carson Crude Terminal. Furthermore, Marine Terminal 1, the Refinery's large marine vessel unloading terminal, has no capabilities to load crude oil onto marine vessels. In order to load crude oil onto marine vessels, SCAQMD permits would be required to allow the installation of a marine vapor recovery system meeting the requirements of SCAQMD Rule 1142 and BACT. No such modifications are included in the proposed project to enable crude oil loading at Marine Terminal 1. Therefore, the capabilities for exporting crude oil from the marine terminals will not change with the proposed project.

#### Comment G1-70.4

The DEIR does not consider the increased environmental impacts of greenhouse gases due to extraction and transportation of these dirty crudes. The DEIR must include the significant climate impacts caused by all the additional fossil fuels this expansion would allow to be burned in the air quality impact evaluation for this project. We ask why this was not included in the analysis? The SCAQMD cannot in good conscience certify an EIR that misses a glaring suite of impacts related to its core mission of protecting Southern California's air quality.

G1-70.4

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<sup>101</sup> Written statement of Timothy P. Butters Before the Subcommittees on Energy and Oversight Committee on Science, Space and Technology, U.S. House of Representatives at page 12 (Sept. 9, 2014).

### Response G1-70.4

Responses G1-81.65 and G1-81.67 explain that the DEIR does not need to analyze the environmental impacts from crude oil production because the proposed project will not cause any changes to that industry.

### Comment G1-70.5

Tesoro has recently obtained approval for a two-year extension of a crude-by-rail to marine terminal in Vancouver, Washington and has bragged to its shareholders of its “West Coast Strategy” to bring cheaper crude (shale oil and tar sands) to its refineries as early as 2017. At the same time, this merger would give Tesoro an even bigger share of the oil market and allow it manipulate prices, which contrary to their public relations, would increase prices for the rest of us. This calls into question the argument that we are somehow energy independent when crude is imported from Canada, and places at risk our waterways from spills, and our communities with explosions, all the while charging higher prices. Safer and cleaner options exist and more we assent to the public relations of these profit-at-any-cost-to-the-rest-of-us companies, the more addicted we will be to industrial accidents, climate change, and sickened communities.

G1-70.5

### Response G1-70.5

The comment does not provide any evidence of a significant impact due to the proposed project or to support the conclusions reached in the comment. As explained in Section 4.1.2.5 of the DEIR and Master Response 8, the Vancouver Energy Project is wholly independent from the proposed project and is undergoing separate environmental review by the Washington State EFSEC. That review includes evaluation of transportation hazards. Additionally, as described in Master Response 8, the Final EIS has not yet been issued for the Vancouver Energy Project, and the project has not been approved.

The comment notes a two-year “. . . extension of a crude-by-rail to marine terminal in Vancouver, Washington . . .” The lease for the site for the proposed Vancouver Energy Project was extended eight months, not two years, while the Vancouver Energy Project permitting process continues.

Statements made by Tesoro regarding sourcing “advantaged crude oils”, as used by Tesoro, including Bakken crude oil, are typically made with regard to its West Coast system, which includes the Kenai Refinery in Alaska, the Anacortes Refinery in Washington, and the two California refineries in Martinez and Los Angeles<sup>102</sup>, not specifically the Los Angeles Refinery. As explained in Response G1-78.94, it is correct to say that Tesoro makes ongoing efforts to provide “advantaged crude oil”, as that term is used by Tesoro (i.e., any economically

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<sup>102</sup> The reference to the “West Coast system” that appears in Tesoro’s corporate presentations and statements is a term that is used with varying meanings based on the context of the presentation or statement. Analyst day and earning statements presentations are given to an audience that routinely participates in the presentations and is familiar with Tesoro’s corporate structure and financial performance. Therefore, some of the references are not as explicit as they would be to an uninformed audience. At times, it refers to Tesoro’s four west coast refineries, but it can also refer to those four refineries as well as Tesoro Logistics or a distribution system to third-party clients on the west coast. Thus, the context surrounding the use of this phrase is always necessary to understand the speaker’s intended meaning, but the phrase is not used to refer only to the Los Angeles Refinery in isolation.

advantaged crude oil capable of being processed at each of Tesoro's refineries). Providing "advantaged crude oil" to Tesoro refineries, including the Los Angeles Refinery, is occurring, and will continue to occur, with or without the proposed project. Additionally, Responses G1-81.22 through G1-81.24 explain corporate statements made by Tesoro that, when put in proper context, do not support claims that the proposed project is dependent on processing any particular type of crude oil. There are no corporate statements that state or even imply that the proposed project is designed to facilitate a change in the crude oil blend processed by the Refinery.

As explained in Response G1-70.1, the proposed project is not a merger.

The consumer price of gasoline in California will not increase as a result of the proposed project, which further integrates two existing Carson and Wilmington Operations, enabling emissions reductions while maintaining the integrated Refinery's overall fuel production capability. There are many factors that determine the price of transportation fuels, such as gasoline. These include the cost of crude oil, distribution and marketing costs, refining costs, and federal and state taxes. These marketplace and market conditions, including supply and demand factors, determine the price consumers pay at the pump, not one refinery's operational efficiencies. Manipulation of fuel prices is unlawful and is monitored by the California Attorney General and the California Energy Commission. All refineries, including the Los Angeles Refinery, must comply with all applicable laws and regulations.

Section 3.3.6 of the DEIR describes existing Refinery safety systems at the Tesoro Refinery. As explained in Section 4.3 and Appendix C of the FEIR and Master Response 9, the proposed project has been fully analyzed for hazard impacts based on a worst-case consequence analysis. This includes proposed project equipment, including pipelines and storage tanks, and process units regardless of the cause of release (e.g., human error, equipment failure, sabotage, terrorism, natural disaster, or civil uprising). The DEIR found that hazards associated with the Naphtha Isomerization Unit, new crude oil storage tanks, the SARP, and interconnecting pipelines are potentially significant based on worst-case release scenarios.

The hazard analysis takes a worst-case approach by assuming that the entire contents of a tank or other equipment would rapidly be released, and that no safety measures are implemented that could reduce the severity of an accidental release. It is expected that hazard impacts would be less than analyzed because the Refinery has safety measures in place and specified employees are trained regarding safety measures. Further, the DEIR imposes measures to mitigate hazard impacts (see Section 4.3.3 of the DEIR). Finally, as described in Section 3.3.7 of the DEIR, the Refinery is subject to many laws and regulations that address safety and emergency responses in the event of an accident. Nonetheless, the DEIR conservatively concluded that hazard impacts would remain significant.

Additional comments are made that do not specifically address the proposed project or the DEIR. Therefore, no further response is necessary under CEQA.

### Comment G1-70.6

#### Air Pollution Reduction Strategy? We Assert NOT

While the project analysis quantifies a decrease in CO2 emissions, this is only the result of the required shut down of the Fluid Catalytic Cracking Unit (FCCU) at the Wilmington facility which the State of California required as a condition for approval of Tesoro's purchase of the facility. Tesoro should not be granted any air pollution credits to offset for other air pollution expansions that are part of the proposed project.

Tesoro is intentionally misleading the public by claiming that this project is an air pollution reduction and efficiency project. In reality, the only air pollution reduction would be in primary CO2 releases already occurring outside of the project as a result of the required shutdown of the FCCU (while again ignoring the secondary impacts of the international mining, processing and transporting of their product through railroads, pipelines and cargo ships).

G1-70.6  
G1-70.6  
cont'd.

### Response G1-70.6

As described in Master Response 13, the comment incorrectly claims that the shutdown of the Wilmington Operations FCCU was a condition of approval for Tesoro's acquisition of the BP Carson Refinery and ARCO branded service stations, and therefore, the baseline for air quality impacts should not include emissions from the Wilmington Operations FCCU. Consistent with applicable law, the District properly concluded that the baseline includes the existing operation of the Wilmington Operations FCCU. The Federal Trade Commission and the California Attorney General both reviewed Tesoro's proposed acquisition to ensure that the acquisition would not violate federal and state antitrust laws. After a nine-month review, on May 17, 2013, the agencies announced that they had resolved any potential antitrust concerns with the proposed acquisition.

During the antitrust review process, Tesoro submitted documents to the FTC and the California Attorney General stating that Tesoro intended to make certain modifications at the combined Refinery that would allow Tesoro to achieve specified "synergies" between the Wilmington and Carson Operations. Among other changes, Tesoro explained, Tesoro planned to replace some of the combined Refinery's fluid catalytic cracking unit ("FCCU") capacity with additional hydrotreater capacity.

In connection with her approval of the acquisition, the Attorney General entered into an agreement with Tesoro. In this agreement Tesoro agreed to maintain CARBOB capacity for three years, maintain the ARCO brand, and not eliminate jobs for a period of two years. Tesoro also agreed to provide an annual report on the actions taken to achieve the specified synergies, including actions designed to replace FCCU capacity with hydrotreater capacity.<sup>103</sup>

Thus, it is not accurate to say that the Attorney General required Tesoro to shut down the Wilmington Operations FCCU as a condition of approval. Rather, the Attorney General required

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<sup>103</sup> See Attachment E, Kathleen Foote for Kamala Harris, letter to Robert Weisenmiller, May 17, 2013. In the letter, the Attorney General uses the term "distillate desulfurization unit" to refer to additional hydrotreating capacity. The letter notes that replacing FCCU capacity with "desulfurization" capacity will benefit the environment by reducing emissions and greenhouse gases.

Tesoro to provide an annual report on the implementation of Tesoro’s existing plans to modify the combined Refinery by, among other things, replacing FCCU capacity with hydrotreater capacity. Moreover, operation of the Wilmington Operations FCCU is part of the baseline environmental conditions and the proposed project enables the Wilmington Operations FCCU to be shutdown.

As explained in Section 4.2.2.2 and Table 4.2-4 of the DEIR and Master Response 13, emission reductions are appropriately credited to the proposed project. Further information about the purchase of the BP Carson Refinery by Tesoro can be found on Page 2-1 of the DEIR. Section 4.2.2.2 of the DEIR explains that the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NOx, SOx, PM10, and PM2.5 emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project will result in local reductions in GHG emissions as discussed in Section 5.2 of the DEIR and as summarized in Table 5.2-8 (see page 5-26 of the DEIR).

As explained in Response G1-70.4, the DEIR does not need to analyze crude oil production because the proposed project will not cause any changes to that industry.

**Comment G1-70.7**

In reality, the project will increase emissions in our communities including VOCs and have neutral impacts on NOx, SOx, particulate matter and toxic emissions. Moreover, the DEIR seems to overstate the existing amount of emissions while underestimating the potential emissions after the Project is completed. This calls the accuracy of the DEIR into question.

G1-70.7

**Response G1-70.7**

Response G1-70.1 describes the emission reductions associated with the proposed project.

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project’s potential health impacts from all pollutants. The proposed project’s potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD’s cancer risk significance threshold of ten in one million (see Section 4.2.2.5 of the FEIR). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD’s non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact.

The comment does not provide any evidence of a significant impact due to the proposed project or to support the conclusions reached in the comment. Baseline emissions are reported in Table 3.2-4 of the DEIR and are based on annual emission fee reports submitted to the SCAQMD in 2012 and 2013. The baseline selected for the proposed project is accurate and appropriate, as detailed in Master Response 12.

### Comment G1-70.8

The project calls for the modification of many major processing units inside the refinery including building new sulfur processing units. The project would add to LPG rail car deliveries, including butane and propane, which cause a major concern for our communities because of the risk of explosion from such rail cars in what is not only a densely populated area but a major center for commerce for the entire State of California.

The DEIR identifies potential explosion and toxic release risks due to the Project including BLEVE hazard (Boiling Liquid Expanding Vapor Explosion) from LPG rail unloading, and toxic release hazards from the Hydrocracker Unit, Catalytic Reforming Unit (CRU), Propane Sales Treating Unit (PSTU), and Sulfuric Acid Recovery Plant (SARP) areas.

Our region is overdue for a major earthquake and the dangers from large tanks full of hazardous and explosive materials (such as Hydrogen Sulfide), as well as the maze of underground pipelines are an unacceptable risk for our community.

G1-70.8

### Response G1-70.8

The proposed project does not include building new sulfur processing units, but includes the SARP, which will allow regeneration of sulfuric acid.

The comment does not provide any evidence of a significant impact due to the proposed project or to support the conclusions reached in the comment. The potential hazard impacts of the proposed project have been fully analyzed, including hazards related to explosive materials (see Section 4.3 pages 4-45 through 4-69 of the FEIR and Master Response 9). The Refinery currently receives LPG railcar deliveries. The proposed project will not increase the number of deliveries. The additional ten railcars will be added to existing trains. The potential risks associated with rail transport are analyzed in Section 4.3.2.5.2 of the FEIR. The Worst-Case Consequence Analysis for the proposed project carefully evaluated the proposed modifications to existing equipment and proposed new units (see Appendix C of the FEIR).

Section 3.3.6 of the DEIR describes existing Refinery safety systems at the Tesoro Refinery. As explained in Section 4.3 and Appendix C of the FEIR and Master Response 9, the proposed project has been fully analyzed for hazard impacts based on a worst-case consequence analysis. This includes proposed project equipment, including pipelines and storage tanks, and process units regardless of the cause of release (e.g., human error, equipment failure, sabotage, terrorism, natural disaster, or civil uprising). The DEIR found that hazards associated with the Naphtha Isomerization Unit, new crude oil storage tanks, the SARP, and interconnecting pipelines are potentially significant based on worst-case release scenarios. See Master Response 9 for additional information regarding the hazards analyses including the potential impact of earthquakes on pipelines.

The hazard analysis takes a worst-case approach by assuming that the entire contents of a tank or other equipment would rapidly be released and that no safety measures are implemented that could reduce the severity of an accidental release. It is expected that hazard impacts would be less than analyzed because the Refinery has safety measures in place and specified employees are trained regarding safety measures. Further, the DEIR imposes measures to mitigate hazard impacts (see Section 4.3.3 of the DEIR). Finally, as described in Section 3.3.7 of the DEIR, the Refinery is subject to many laws and regulations that address safety and emergency responses in

the event of an accident. Nonetheless, the DEIR conservatively concluded that hazard impacts would remain significant.

**Comment G1-70.9**

The DEIR claims new emissions from flaring at the project would be “zero” even though many new equipment connections would be added to the flares. This does not seem accurate. This is just one of a number of deficiencies in the DEIR and Title V permit application, which failed to include alternatives that would have lesser effects.

G1-70.9

**Response G1-70.9**

The proposed project will not increase flaring emissions. Part of the piping associated with unit modifications includes installation of new pressure relief valves that will tie into the various existing Refinery flare gas recovery systems and flares. Master Response 15 explains the operation of the flare gas recovery system and flares. Under normal operating conditions, pressure relief valves vent to the flare gas recovery systems. The pressure relief valves allow gases to vent to the flares, which are safety equipment, during emergency conditions when the flare gas recovery system capacity is exceeded. There will be no routine venting to the flare system or the flare gas recovery systems from any of the modifications. As explained in Master Response 15 and Response G1-78.207, the number of pressure relief valves tied in to the flare systems is not indicative of flaring emissions. The proposed project will not increase flaring with the installation of new or modified process units because flaring from normal operations is prohibited by SCAQMD Rule 1118.

As explained in Master Response 15 and Response G1-78.207, the amount (hours) of flaring and emissions from flaring have decreased since the additional requirements in SCAQMD Rule 1118 were implemented.

The comment provides no specific evidence as to deficiencies in the DEIR or the Title V permit. Chapter 6 of the DEIR explains alternatives to the proposed project in detail, a summary of which can be found on page 6-54. The DEIR found that while several of the alternatives explained meet many of the project objectives, none of the project alternatives would eliminate the potentially significant adverse construction air quality and hazard impacts, except Alternative 1, the No Project Alternative. As a result, when balancing environmental impacts with achieving project objectives, the proposed project was the preferred choice as it would most effectively meet all project objectives with the least environmental impacts.

**Comment G1-70.10**

The Project is being touted as a boost to our local economy. In reality, the jobs created during the project will be temporary and there is no guarantee that they will be filled by local residents. History has shown us that mergers such as this are often designed to streamline operations by eliminating jobs, which would be a detriment to our communities.

G1-70.10

**Response G1-70.10**

The comment does not provide any evidence of a significant impact due to the proposed project or to support the conclusions reached in the comment. The new jobs created are expected to be approximately 1,800 construction jobs that are not expected to be long-term. The Refinery has stated its intention to hire Union labor and may require increasing the geographic scope of the labor pool to meet Union requirements. While construction jobs are temporary, the proposed project is expected to take approximately five years to complete. During the construction period, local businesses are expected to benefit from the increased workforce at the Refinery.

The comment does not refer to the environmental analysis of the proposed project in the DEIR; instead it refers to economic and social effects. Pursuant to CEQA, economic and social effects of a project shall not be treated as significant effects on the environment unless a chain of cause and effect through economic or social effects of the project can be identified that result in physical changes to the environment (CEQA Guidelines § 15131). No economic or social effects of the proposed project were identified that resulted in physical changes to the environment. Therefore, no further response is necessary.

The acquisition of the BP Carson Refinery was completed in 2013 and the Refinery staffing has remained relatively unchanged. The proposed project does not eliminate permanent Refinery positions.

As explained in Response G1-70.1, the proposed project is not a merger.

**Comment G1-70.11**

How does further burdening our communities with pollution and accident risk improve the economy? We have safer and cleaner energy alternatives happening right now, so allowing these types of expansions to extend the life of a global-poisoning industry on will make it that much harder to stop the ongoing climate disruption happening across the world. SCAQMD should do their part by not capitulating this time to the hollow demands of an industry that thrives economically by creating environmental sacrifice zones, and places the bulk of the financial and contamination burden on the rest of us.

G1-70.11

**Response G1-70.11**

This comment summarizes the comment's opposition to its understanding of SCAQMD policies in general and is not specific to the proposed project. See Response G1-70.6 regarding emission benefits of the proposed project. As explained in Response G1-70.8 and Master Response 9, the DEIR fully analyzes hazard impacts of the proposed project.

The comment is unspecific on cleaner energy alternatives. Without further detail, a specific response cannot be provided.

Response G1-70.1 and Master Response 7 explain that the proposed project is not an expansion of the Refinery.

**Comment G1-70.12**

The SCAQMD has long failed the frontline communities located in the L.A-Long Beach Harbor Area specifically including Wilmington, Long Beach, Carson, and San Pedro, in exchange for pollution offsets realized elsewhere. To approve this Tesoro expansion would be adding deliberate insult to the injury already inflicted. We demand SCAQMD stand up for the rights of our communities and reject this project as proposed.

G1-70.12  
G1-70.12  
cont'd.

**Response G1-70.12**

The SCAQMD has many programs in place that are designed to reduce impacts in the communities referenced in the comment. The proposed project will result in a reduction in localized emissions. Response G1-70.1 and Master Response 7 explain that the proposed project is not an expansion of the Refinery.

Response G1-70.1 describes the emission reductions associated with the proposed project.

**Comment G1-70.13**

We ask that the SCAQMD require a redrafting of the DEIR that takes into account the many deficiencies pointed out here. We further ask that an alternative be included in the project that would eliminate the increases in storage and lessen the threats of explosions.

Again, SoCal 350 and Tar Sands Action Southern California are opposed to the Merger Project and request that the Title V permit not be issued and that the DEIR be sent back for re-drafting to include potential and real expected impacts which have not been addressed.

G1-70.13

**Response G1-70.13**

The DEIR fully analyzed the proposed project’s potential impacts and the comment does not provide any evidence of environmental impacts that were not analyzed or that change the significance conclusions made in the DEIR. Additionally, Response G1-70.3 explains that Bakken crude oil is not classified as explosive. Therefore, no revision of the DEIR is necessary under CEQA.

Chapter 6 of the DEIR discusses alternatives to the proposed project in detail, a summary of which can be found on page 6-54. The DEIR found that while several of the alternatives discussed meet many of the project objectives, none of the project alternatives would eliminate the potentially significant adverse construction air quality and hazard impacts except Alternative 1, the No Project Alternative. As a result, when balancing environmental impacts with achieving project objectives, the proposed project was the preferred choice as it would most effectively meet all project objectives.

The comment proposes that the DEIR consider a hybrid alternative which only meets some of the proposed project objectives. As further explained in Response G1-81.121, CEQA only requires consideration of alternatives “which would feasibly attain most of the basic objectives of the project.”<sup>104</sup> An “EIR [i]s not required to analyze the effects of a project that [the

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<sup>104</sup> CEQA Guidelines, § 15126.6(a).

## APPENDIX G1: RESPONSE TO COMMENTS

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proponent] did not propose, or to analyze the effects of an alternative that would not feasibly attain most of the basic objectives of the project.”<sup>105</sup> The Supreme Court has upheld alternatives analysis that did not include any alternatives which would not meet all project objectives because the agency reasoned that all objectives were necessary to achieve the project’s fundamental purpose.<sup>106</sup> It is well-settled that “[a]n EIR need not consider every conceivable alternative to a project or alternatives that are infeasible.”<sup>107</sup>

A primary objective of the proposed project is to “[i]mprove the efficiency of water-borne crude oil receipt and marine vessel unloading” (DEIR page 6-2), and the proposed project will accomplish this objective by increasing tank storage to allow marine vessels to unload crude oil more quickly. The comment does not suggest how its alternative would otherwise improve the efficiency of water-borne crude oil receipt and marine vessel unloading. Because the suggested alternative would prevent the DEIR from meeting a primary project objective, it is not feasible.

Response G1-70.1 explains that the proposed project is not a merger. The comment regarding the rejection of the Title V application does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

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<sup>105</sup> *Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490, 1509 (holding that the EIR did not need to consider a suggested alternative that did not meet the “specific objective of putting vineyards on the site and irrigating them with wastewater resulting from its operations”).

<sup>106</sup> *In re Bay-Delta Programmatic Environmental Impact Report Coordinated Proceedings* (2008) 43 Cal.4th 1143, 1165-1166 (The agency “determined that the four primary project objectives had to be addressed concurrently in an integrated manner if the project was to be successful and therefore feasible . . . Although a lead agency may not give a project’s purpose an artificially narrow definition, a lead agency may structure its EIR alternatives analysis around a reasonable definition of underlying purpose and need not study alternatives that cannot achieve that basic goal.”)

<sup>107</sup> *Bay-Delta*, 43 Cal.4th at 1163.

Comment Letter No. G1-71

**From:** Sally H [<mailto:sallyhayati@gmail.com>]  
**Sent:** Friday, June 10, 2016 2:00 PM  
**To:** Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>  
**Subject:** Proposed Tesoro merger. Facility ID#s 174655 and 800436

Dear Dr. Wong:

I write in opposition to the Proposed Title V Significant Permit Revisions and the Draft Environmental Impact Report (DEIR) for Tesoro Refining & Marketing Co., LLC's Carson and Wilmington Sites, Facility ID#s 174655 and 800436.

G1-71.1

Tesoro is falsely promoting the merger as a pollution reduction project. The proposed project will increase VOC emissions in our communities which already suffer from some of the worst air quality in the country, which cause high rates of asthma and other diseases. Emissions of NO<sub>x</sub>, SO<sub>x</sub>, PMs and toxins will remain the same, which serves no benefit to the public, if such claims are even true.

G1-71.2

The project will increase refining capacity and add over 3 million barrels of new storage, which is the equivalent of a new oil terminal. This expansion creates real concern that Tesoro will start importing, storing and/or refining dirty and dangerous crudes like Canadian Tar Sands and Bakken Shale into the Los Angeles Harbor area. The overall environmental impacts of such crudes are not addressed in the DEIR.

G1-71.3

The project will put the community and Los Angeles/Long Beach Harbors at risk due to increased amount of highly explosive materials, including additional LPG rail car deliveries, carrying butane and propane. The project will create increased risks of toxic release hazards at a number of areas of the mega-refinery.

G1-71.4

The project would allow Tesoro to have an anti-competitive advantage by giving it an even larger share of the

**APPENDIX G1: RESPONSE TO COMMENTS**

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California oil market, which could increase prices for consumers.

G1-71.4  
cont'd.

In sum, the Title V application should be rejected and the DEIR should be sent back for revisions.

G1-71.5

Thank you for your consideration:

Name: Sally Hayati

Address: 466 Calle de Aragon, Redondo Beach CA

**Response to Comment Letter No. G1-71**

**Sally Hayati**

**Comment G1-71.1**

I write in opposition to the Proposed Title V Significant Permit Revisions and the Draft Environmental Impact Report (DEIR) for Tesoro Refining & Marketing Co., LLC's Carson and Wilmington Sites, Facility ID#s 174655 and 800436.

} G1-71.1

**Response G1-71.1**

The comment regarding opposition to the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

**Comment G1-71.2**

Tesoro is falsely promoting the merger as a pollution reduction project. The proposed project will increase VOC emissions in our communities which already suffer from some of the worst air quality in the country, which cause high rates of asthma and other diseases. Emissions of NO<sub>x</sub>, SO<sub>x</sub>, PMs and toxins will remain the same, which serves no benefit to the public, if such claims are even true.

} G1-71.2

**Response G1-71.2**

As explained in Master Response 7, the proposed project is not a merger. Tesoro acquired the Carson Operations from BP in 2013. The Carson and Wilmington Operations have already merged. The pre-existing Carson and Wilmington Operations have been operating as one Refinery since the acquisition. As described in Section 2.1 of the DEIR, the proposed project is designed to better integrate the Carson and Wilmington Operations, which will improve processing efficiency and reduce emissions.

As explained in Section 4.2.2.2 of the DEIR, upon completion, the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NO<sub>x</sub>, SO<sub>x</sub>, PM10, and PM2.5 emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project emissions are described in detail in Section 4.2 of the DEIR and are summarized in Table 4.2-4 (see pages 4-16 through 4-18). The proposed project will result in local overall reductions in GHG emissions, as described in Section 5.2 of the FEIR and summarized in Table 5.2-8 (see page 5-26).

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project's potential health impacts from all pollutants. The proposed project's potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were

analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD's cancer risk significance threshold of ten in one million (see FEIR Section 4.2.2.5). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD's non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact.

**Comment G1-71.3**

The project will increase refining capacity and add over 3 million barrels of new storage, which is the equivalent of a new oil terminal. This expansion creates real concern that Tesoro will start importing, storing and/or refining dirty and dangerous crudes like Canadian Tar Sands and Bakken Shale into the Los Angeles Harbor area. The overall environmental impacts of such crudes are not addressed in the DEIR.

} G1-71.3

**Response G1-71.3**

Although the proposed project includes adding new storage tanks, this component of the proposed project would not increase the crude oil throughput capacity at the Refinery. Instead, the new crude oil storage tanks would allow the Refinery to reduce transportation emissions associated with marine vessels that deliver crude oil. As explained in the DEIR (see pages 4-26 through 4-29) and Master Response 6, the proposed project will increase the crude oil storage capacity at the Refinery, which will reduce the amount of time that marine vessels spend at the Port and the associated emissions.

Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity. It would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the potential 6,000 bbl/day crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

As explained in detail in Sections 2.5.3 and 2.5.4 and Appendix F of the DEIR, Master Response 4 and Response G1-78.94, the Refinery is currently processing a blend of various crude oils and will continue to do so with or without the proposed project. The proposed project will not result in a substantial change in the crude oil blend processed by the Refinery.

The DEIR analyzed the potential increase in crude oil processing of up to 6,000 bbl/day associated with the modification of the DCU H-100 heater permit description. The increase in crude oil processing rate is not related to any specific crude oil source. Master Response 4

explains that the sources of crude oils have and will continue to vary with or without the proposed project. By using worst-case crude oil properties (see Response G1-78.157), the DEIR fully analyzed the potential impacts associated with storing various crude oils in the new and replacement storage tanks and with transferring various crude oils via the associated piping. There would be no additional impacts, beyond those analyzed in the DEIR, for the new and replacement storage tanks if different light or heavy crude oil is processed at the Refinery (see Section 4.2.2.2 of the FEIR). The proposed project does not facilitate or encourage sourcing crude oil from any particular location. In other words, the improved offloading efficiency provides a benefit regardless of the type of crude oil transported by marine vessel.

Light and heavy crude oil is currently delivered, stored, and processed at the Refinery and will continue to be delivered, stored, and processed with or without the proposed project. The impact analysis in the DEIR accounts for the variety of crude oils that have been and will be handled by the Refinery. For example, the TAC concentrations of crude oils in storage tanks associated with the proposed project were based on a worst-case hybrid analysis of the toxic content of the crude oils currently and potentially processed at the Refinery, including Bakken and heavy Canadian crude oil. The hybrid TAC speciation was prepared by selecting the highest concentration of each toxic compound from the entire speciated data set of all the crude oils analyzed.

As explained in subsequent responses, which are listed in Table 78-94.1, Bakken and heavy Canadian crude oils are similar to other light and heavy crude oils currently processed by the Refinery. As described in Master Response 4 and Response G1-78.150, in the future, as now, any Bakken or heavy Canadian crude oils processed would have to be combined with other crude oils to create a crude oil blend that matches the Refinery's processing capabilities and permit limitations. This is what has occurred with Bakken, heavy Canadian, and many other heavy and light crude oils that were utilized in the baseline period, and is what will continue after implementation of the proposed project. It is correct to say that Tesoro makes ongoing efforts to provide "advantaged crude oil", as that term is used by Tesoro (i.e., any economically advantaged crude oil capable of being processed at each of Tesoro's refineries). Providing "advantaged crude oil" to Tesoro refineries, including the Los Angeles Refinery, is occurring independent of the proposed project. Any increased use of Bakken or heavy Canadian crude oils, or any other specific crude oils, would not be caused by the proposed project. The proposed project's impacts were analyzed in detail using worst-case assumptions (e.g., the maximum vapor pressure of crude oil allowable by SCAQMD rules), which accounts for any impacts from increased use of Bakken or heavy Canadian crude oil. Response G1-78.111 specifically addresses crude oil corrosivity. Responses G1-81.65 and G1-81.67 address greenhouse gases and crude oil production. Therefore, the DEIR fully evaluated the potential impacts of the proposed project.

**Comment G1-71.4**

The project will put the community and Los Angeles/Long Beach Harbors at risk due to increased amount of highly explosive materials, including additional LPG rail car deliveries, carrying butane and propane. The project will create increased risks of toxic release hazards at a number of areas of the mega-refinery.

The project would allow Tesoro to have an anti-competitive advantage by giving it an even larger share of the California oil market, which could increase prices for consumers.

G1-71.4

G1-71.4  
cont'd.

**Response G1-71.4**

Section 3.3.6 of the DEIR describes existing Refinery safety systems at the Tesoro Refinery. As explained in Section 4.3 and Appendix C of the FEIR and Master Response 9, the proposed project has been fully analyzed for hazard impacts based on a worst-case consequence analysis. This includes proposed project equipment, including pipelines and storage tanks, and process units regardless of the cause of release (e.g., human error, equipment failure, sabotage, terrorism, natural disaster, or civil uprising). The DEIR found that hazards associated with the Naphtha Isomerization Unit, new crude oil storage tanks, the SARP, and interconnecting pipelines are potentially significant based on worst-case release scenarios.

The hazard analysis takes a worst-case approach by assuming that the entire contents of a tank or other equipment would rapidly be released, and that no safety measures are implemented that could reduce the severity of an accidental release. It is expected that hazard impacts would be less than analyzed because the Refinery has safety measures in place and specified employees are trained regarding safety measures. Further, the DEIR imposes measures to mitigate hazard impacts (see Section 4.3.3 of the DEIR). Finally, as described in Section 3.3.7 of the DEIR, the Refinery is subject to many laws and regulations that address safety and emergency responses in the event of an accident. Nonetheless, the DEIR conservatively concluded that hazard impacts would remain significant.

The Refinery currently receives LPG railcar deliveries, and the proposed project will not increase the number of deliveries. The additional ten railcars will be added to existing trains. The potential risks associated with rail transport are analyzed in Section 4.3.2.5.2 of the FEIR.

**Comment G1-71.5**

In sum, the Title V application should be rejected and the DEIR should be sent back for revisions.

G1-71.5

**Response G1-71.5**

The issues raised about Tesoro increasing its share of the California oil market will not be realized as a result of the proposed project because it will not enable Tesoro to process

significantly more crude oil (beyond a limited potential increase of 6,000 bbl/day). See Master Response 7 explaining that the proposed project is not an expansion of the Refinery.

To the extent that the comment regarding an anti-competitive advantage targets Tesoro's acquisition of the BP Carson Operations generally, it is neither related to the proposed project nor supported by substantial evidence. In June 2013, Tesoro purchased the adjacent BP Carson Operations. Prior to the acquisition, the proposed transaction underwent a nine-month investigation by the Federal Trade Commission and the California Attorney General's office to address potential antitrust concerns. Both government agencies found that the acquisition of the BP Carson operations did not violate anti-trust laws and would not give Tesoro an unlawful anti-competitive advantage. The proposed project involves further integration of the Refinery's Wilmington and Carson Operations.

As part of this process, Tesoro agreed to maintain average daily historical fuel production levels for the Carson and Wilmington Operations for at least three years after the acquisition of Carson Operations. Further details regarding the acquisition, including statements taken from the Federal Trade Commission and California Attorney General's reports, can be found in the DEIR on page 2-1.

The consumer price of gasoline in California will not increase as a result of the proposed project, which further integrates two existing Carson and Wilmington Operations, enabling emissions reductions while maintaining the integrated Refinery's overall fuel production capability. There are many factors that determine the price of transportation fuels, such as gasoline. These include the cost of crude oil, distribution and marketing costs, refining costs, and federal and state taxes. These marketplace and market conditions, including supply and demand factors, determine the price consumers pay at the pump, not one refinery's operational efficiencies. Further, as explained in Master Response 7, the proposed project is not an expansion of the Refinery and thus will not give Tesoro a larger share of the oil market.

The comment regarding the rejection of the Title V application does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA. The comment asserts that the DEIR should be sent back for revisions. However, no evidence was provided in the comment requiring revision of the DEIR.

Comment Letter No. G1-72

**From:** Ron Siegel [<mailto:ronsiegel@verizon.net>]  
**Sent:** Friday, June 10, 2016 10:52 AM  
**To:** Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>  
**Subject:** Tesoro are idiots

Dear Dr. Wong:

Are the executives at Tesoro high? Perhaps they've all breathed too much of their own polluted air. Are they not aware of the dying industry they are holding onto by their finely manicured fingernails? How reckless are these fools? Wait... don't answer that. (I'm guessing you know)

I write in firm opposition to the Proposed Title V Significant Permit Revisions and the Draft Environmental Impact Report (DEIR) for Tesoro Refining & Marketing Co., LLC's Carson and Wilmington Sites, Facility ID#s 174655 and 800436. Tesoro is falsely, and I'm guessing purposefully, promoting the merger as a pollution reduction project. This application should be rejected based on their lies and utter stupidity. The proposed project will increase VOC emissions in our communities, which already suffer from some of the worst air quality in the country, which cause high rates of asthma and other diseases. Emissions of NOx, SOx, PMs and toxins will remain the same, which serves no benefit to the public, if such claims are even true. The project will increase refining capacity and add over 3 million barrels of new storage, which is the equivalent of a new oil terminal. This expansion creates real concern that Tesoro will start importing, storing and/or refining dirty and dangerous crudes like Canadian Tar Sands and Bakken Shale into the Los Angeles Harbor area. The overall environmental impacts of such crudes are "conveniently" not addressed in the DEIR. The project will put the community and Los Angeles/Long Beach Harbors at risk due to increased amount of highly explosive materials, including additional LPG rail car deliveries, carrying butane and propane. The project will create increased risks of toxic release hazards at a number of areas of the mega-refinery. The project would allow Tesoro to have an anti-competitive advantage by giving it an even larger share of the California oil market, which could increase prices for consumers. In sum, the Title V application should be rejected, shredded,

G1-72.1

G1-72.2

G1-72.3

G1-72.4

G1-72.5

G1-72.6

**APPENDIX G1: RESPONSE TO COMMENTS**

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perhaps publically burned and the DEIR should be sent back with a big, red stamp that says REJECTED!

G1-72.6  
cont'd.

These guys ever heard of solar?

Ron Siegel

lover, fighter, humanitarian and generally concerned citizen for the people of Carson & Wilmington

**Response to Comment Letter No. G1-72**

**Ron Siegel**

**Comment G1-72.1**

Are the executives at Tesoro high? Perhaps they've all breathed too much of their own polluted air. Are they not aware of the dying industry they are holding onto by their finely manicured fingernails? How reckless are these fools? Wait... don't answer that. (I'm guessing you know)

I write in firm opposition to the Proposed Title V Significant Permit Revisions and the Draft Environmental Impact Report (DEIR) for Tesoro Refining & Marketing Co., LLC's Carson and Wilmington Sites, Facility ID#s 174655 and 800436. Tesoro is falsely, and I'm guessing purposefully, promoting the merger as a pollution reduction project. This application should be rejected based on their lies and utter stupidity. The proposed project will increase VOC emissions in our communities, which already suffer from some of the worst air quality in the country, which cause high rates of asthma and other diseases. Emissions of NOx, SOx, PMs and toxins will remain the same, which serves no benefit to the public, if such claims are even true.

G1-72.1

**Response G1-72.1**

The comments in the first paragraph of this comment do not raise any issues related to the proposed project or the DEIR. Therefore, no further response is necessary under CEQA.

The comment regarding opposition to the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

As explained in Master Response 7, the proposed project is not a merger. Tesoro acquired the Carson Operations from BP in 2013. The Carson and Wilmington Operations have already merged. The pre-existing Carson and Wilmington Operations have been operating as one Refinery since the acquisition. As described in Section 2.1 of the DEIR, the proposed project is designed to better integrate the Carson and Wilmington Operations, which will improve processing efficiency and reduce emissions.

The comment claims that the proposed project will not result in an emissions benefit. This statement is incorrect. As explained in Section 4.2.2.2 of the DEIR, upon completion, the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NOx, SOx, PM10, and PM2.5 emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project emissions are described in detail in Section 4.2 of the DEIR and are summarized in Table 4.2-4 (see pages 4-16 through 4-18). The proposed project will result in local overall reductions in GHG emissions, as described in Section 5.2 of the FEIR and summarized in Table 5.2-8 (see page 5-26).

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project's potential health impacts from all pollutants. The proposed project's potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD's cancer risk significance threshold of ten in one million (see FEIR Section 4.2.2.5). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD's non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact.

**Comment G1-72.2**

The project will increase refining capacity and add over 3 million barrels of new storage, which is the equivalent of a new oil terminal. This expansion creates real concern that Tesoro will start importing, storing and/or refining dirty and dangerous crudes like Canadian Tar Sands and Bakken Shale into the Los Angeles Harbor area. The overall environmental impacts of such crudes are "conveniently" not addressed in the DEIR.

G1-72.2

**Response G1-72.2**

Although the proposed project includes adding new storage tanks, this component of the proposed project would not increase the crude oil throughput capacity at the Refinery. Instead, the new crude oil storage tanks would allow the Refinery to reduce transportation emissions associated with marine vessels that deliver crude oil. As explained in the DEIR (see pages 4-26 through 4-29) and Master Response 6, the proposed project will increase the crude oil storage capacity at the Refinery, which will reduce the amount of time that marine vessels spend at the Port and the associated emissions.

Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity. It would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the potential 6,000 bbl/day crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

As explained in detail in Sections 2.5.3 and 2.5.4 and Appendix F of the DEIR, Master Response 4 and Response G1-78.94, the Refinery is currently processing a blend of various crude oils and will continue to do so with or without the proposed project. The proposed project will not result in a substantial change in the crude oil blend processed by the Refinery.

The DEIR analyzed the potential increase in crude oil processing of up to 6,000 bbl/day associated with the modification of the DCU H-100 heater permit description. The increase in crude oil processing rate is not related to any specific crude oil source. Master Response 4 explains that the sources of crude oils have and will continue to vary with or without the proposed project. By using worst-case crude oil properties (see Response G1-78.157), the DEIR fully analyzed the potential impacts associated with storing various crude oils in the new and replacement storage tanks and with transferring various crude oils via the associated piping. There would be no additional impacts, beyond those analyzed in the DEIR, for the new and replacement storage tanks if different light or heavy crude oil is processed at the Refinery (see Section 4.2.2.2 of the FEIR). The proposed project does not facilitate or encourage sourcing crude oil from any particular location. In other words, the improved offloading efficiency provides a benefit regardless of the type of crude oil transported by marine vessel.

Light and heavy crude oil is currently delivered, stored, and processed at the Refinery and will continue to be delivered, stored, and processed with or without the proposed project. The impact analysis in the DEIR accounts for the variety of crude oils that have been and will be handled by the Refinery. For example, the TAC concentrations of crude oils in storage tanks associated with the proposed project were based on a worst-case hybrid analysis of the toxic content of the crude oils currently and potentially processed at the Refinery, including Bakken and heavy Canadian crude oil. The hybrid TAC speciation was prepared by selecting the highest concentration of each toxic compound from the entire speciated data set of all the crude oils analyzed.

As explained in subsequent responses, which are listed in Table 78-94.1, Bakken and heavy Canadian crude oils are similar to other light and heavy crude oils currently processed by the Refinery. As described in Master Response 4 and Response G1-78.150, in the future, as now, any Bakken or heavy Canadian crude oils processed would have to be combined with other crude oils to create a crude oil blend that matches the Refinery's processing capabilities and permit limitations. This is what has occurred with Bakken, heavy Canadian, and many other heavy and light crude oils that were utilized in the baseline period, and is what will continue after implementation of the proposed project. It is correct to say that Tesoro makes ongoing efforts to provide "advantaged crude oil", as that term is used by Tesoro (i.e., any economically advantaged crude oil capable of being processed at each of Tesoro's refineries). Providing "advantaged crude oil" to Tesoro refineries, including the Los Angeles Refinery, is occurring independent of the proposed project. Any increased use of Bakken or heavy Canadian crude oils, or any other specific crude oils, would not be caused by the proposed project. The proposed project's impacts were analyzed in detail using worst-case assumptions (e.g., the maximum vapor pressure of crude oil allowable by SCAQMD rules), which accounts for any impacts from increased use of Bakken or heavy Canadian crude oil. Response G1-78.111 specifically addresses crude oil corrosivity. Responses G1-81.65 and G1-81.67 address greenhouse gases and crude oil production. Therefore, the DEIR fully evaluated the potential impacts of the proposed project.

**Comment G1-72.3**

The project will put the community and Los Angeles/Long Beach Harbors at risk due to increased amount of highly explosive materials, including additional LPG rail car deliveries, carrying butane and propane.

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G1-72.3

**Response G1-72.3**

Section 3.3.6 of the DEIR describes existing Refinery safety systems at the Tesoro Refinery. As explained in Section 4.3 and Appendix C of the FEIR and Master Response 9, the proposed project has been fully analyzed for hazard impacts based on a worst-case consequence analysis. This includes proposed project equipment, including pipelines and storage tanks, and process units regardless of the cause of release (e.g., human error, equipment failure, sabotage, terrorism, natural disaster, or civil uprising). The DEIR found that hazards associated with the Naphtha Isomerization Unit, new crude oil storage tanks, the SARP, and interconnecting pipelines are potentially significant based on worst-case release scenarios.

The Refinery currently receives LPG railcar deliveries, and the proposed project will not increase the number of deliveries. The additional ten railcars will be added to existing trains. The potential risks associated with rail transport are analyzed in Section 4.3.2.5.2 of the FEIR.

**Comment G1-72.4**

The project will create increased risks of toxic release hazards at a number of areas of the mega-refinery.

G1-72.4

**Response G1-72.4**

The hazard analysis takes a worst-case approach by assuming that the entire contents of a tank or other equipment would rapidly be released, and that no safety measures are implemented that could reduce the severity of an accidental release. It is expected that hazard impacts would be less than analyzed because the Refinery has safety measures in place and specified employees are trained regarding safety measures. Further, the DEIR imposes measures to mitigate hazard impacts (see Section 4.3.3 of the DEIR). Finally, as described in Section 3.3.7 of the DEIR, the Refinery is subject to many laws and regulations that address safety and emergency responses in the event of an accident. Nonetheless, the DEIR conservatively concluded that hazard impacts would remain significant.

**Comment G1-72.5**

The project would allow Tesoro to have an anti-competitive advantage by giving it an even larger share of the California oil market, which could increase prices for consumers.

G1-72.5

**Response G1-72.5**

The issues raised about Tesoro increasing its share of the California oil market will not be realized as a result of the proposed project because it will not enable Tesoro to process significantly more crude oil (beyond a limited potential increase of 6,000 bbl/day). See Master Response 7 explaining that the proposed project is not an expansion of the Refinery.

**APPENDIX G1: RESPONSE TO COMMENTS**

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To the extent that the comment regarding an anti-competitive advantage targets Tesoro's acquisition of the BP Carson Operations generally, it is neither related to the proposed project nor supported by substantial evidence. In June 2013, Tesoro purchased the adjacent BP Carson Operations. Prior to the acquisition, the proposed transaction underwent a nine-month investigation by the Federal Trade Commission and the California Attorney General's office to address potential antitrust concerns. Both government agencies found that the acquisition of the BP Carson operations did not violate anti-trust laws and would not give Tesoro an unlawful anti-competitive advantage. The proposed project involves further integration of the Refinery's Wilmington and Carson Operations.

As part of this process, Tesoro agreed to maintain average daily historical fuel production levels for the Carson and Wilmington Operations for at least three years after the acquisition of Carson Operations. Further details regarding the acquisition, including statements taken from the Federal Trade Commission and California Attorney General's reports, can be found in the DEIR on page 2-1.

The consumer price of gasoline in California will not increase as a result of the proposed project, which further integrates two existing Carson and Wilmington Operations, enabling emissions reductions while maintaining the integrated Refinery's overall fuel production capability. There are many factors that determine the price of transportation fuels, such as gasoline. These include the cost of crude oil, distribution and marketing costs, refining costs, and federal and state taxes. These marketplace and market conditions, including supply and demand factors, determine the price consumers pay at the pump, not one refinery's operational efficiencies. Further, as explained in Master Response 7, the proposed project is not an expansion of the Refinery and thus will not give Tesoro a larger share of the oil market.

**Comment G1-72.6**

In sum, the Title V application should be rejected, shredded, perhaps publically burned and the DEIR should be sent back with a big, red stamp that says REJECTED!

┌ G1-72.6  
├ G1-72.6  
└ cont'd.

**Response G1-72.6**

The comment regarding the rejection of the Title V application does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

Comment Letter No. G1-73

**From:** Gabrielle Weeks [mailto:gabrielle@workwithweeks.com]

**Sent:** Friday, June 10, 2016 2:40 PM

**To:** Danny Luong <dluong@aqmd.gov>; Jillian Wong <jwong1@aqmd.gov>

**Cc:** 'Coby Skye' <cobster@charter.net>

**Subject:** No to Tesoro LA Refinery Expansion, Explosive Bakken Crude, and More Flaring. Let's Build Clean Energy Instead.

□ G1-73.1

To Ms. Wong and Mr. Luong,

On behalf of the Sierra Club, Long Beach Area Group, I am writing to express our opposition to the Tesoro LA Refinery Expansion Project, and request the AQMD deny their permit and reject their Environmental Impact Report. This is based on the following concerns, among many others:

□ G1-73.2

- VOCs are increasing, this is a major problem and should not be allowed
  - VOCs are carcinogenic and highly disruptive to human health
  - VOCs are byproducts of petroleum, there is no rationale for allowing such high VOC emissions

□ G1-73.3

- The plan should not be allowed to use tar sands oils
  - The plant claims to reduce GHG emissions, but facilitating the extraction of tar sands oils leads to GHG emissions on a massive scale in addition to substantial and irreversible ecological damage, which MUST be accounted for in the EIR

□ G1-73.4

- Community members reported Tesoro pressured them to sign to support the project at meetings where Tesoro provided meals and implied sign-on was no big deal. Communities for a Better Environment also received reports by Spanish speaking neighbors that they were pressured to sign support documents written in English that they did not understand. This type of practice is wrong. Tesoro will likely submit these letters to the Air District.

□ G1-73.5

Please let me know if you have any questions regarding these comments.

Gabrielle Weeks

Elected chair of the Sierra Club's Long Beach Area Group

2919 e 5th

Long Beach CA 90814

## Response to Comment Letter No. G1-73

### Sierra Club, Long Beach Area Group

#### Comment G1-73.1

Subject: No to Tesoro LA Refinery Expansion, Explosive Bakken Crude, and More Flaring. Let's Build Clean Energy Instead.

 G1-73.1

#### Response G1-73.1

The proposed project is not an expansion of the Refinery. Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity. It would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the potential 6,000 bbl/day crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

There have been previous volatility issues associated with the transport of Bakken crude oil. However, regulations have since been adopted that require a reduction in volatility of Bakken crude oil that is transported. For example, in December 2014, the Industrial Commission of North Dakota issued an order regarding conditioning of Bakken crude oil and limiting the RVP of crude oil provided for transport to 13.7 RVP. Thus, Bakken crude oil transported to the West Coast will be pipeline quality (i.e., qualified for safe transport) and will not have as high a vapor pressure as the Bakken crude oil produced at the wellhead. As with other U. S. crude oil production operations, the order adopted by the State of North Dakota will require that crude oil production facilities remove a significant portion of the light ends (ethane, propane, butane and pentane) prior to offering the crude oil for shipment to refineries for processing.

Because of Bakken crude oil's purported volatility, concerns were raised in the media as to whether Bakken crude oil was properly classified as a Class 3 hazardous material under U.S. DOT regulations. A Class 3 hazardous material is generally a flammable or combustible liquid that does not meet the regulatory classification requirements for other hazardous characteristics, such as toxicity, corrosivity, radioactivity or explosiveness. However, those concerns have since been resolved by repeated analysis and testing that demonstrates Bakken crude oil to be a Class 3 hazardous material, similar to other light sweet crude oils. After considering the information, the PHMSA Deputy Administrator testified to Congress that Bakken crude oil is accurately classified as a Hazard Class 3 Flammable Liquid.<sup>108</sup> This is consistent with the sampling and

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<sup>108</sup> Written statement of Timothy P. Butters Before the Subcommittees on Energy and Oversight Committee on Science, Space and Technology, U.S. House of Representatives at page 12 (Sept. 9, 2014).

testing Tesoro has completed on Bakken crude oil. Therefore, Bakken crude oil has properties similar to other light crude oils, and is not classified as explosive.

The proposed project will not increase flaring emissions. Part of the piping associated with unit modifications includes installation of new pressure relief valves that will tie into the various existing Refinery flare gas recovery systems and flares. Master Response 15 explains the operation of the flare gas recovery system and flares. Under normal operating conditions, pressure relief valves vent to the flare gas recovery systems. The pressure relief valves allow gases to vent to the flares, which are safety equipment, during emergency conditions when the flare gas recovery system capacity is exceeded. There will be no routine venting to the flare system or the flare gas recovery systems from any of the modifications. As explained in Master Response 15 and Response G1-78.207, the number of pressure relief valves tied in to the flare systems is not indicative of flaring emissions. The proposed project will not increase flaring with the installation of new or modified process units because flaring from normal operations is prohibited by SCAQMD Rule 1118.

As explained in Master Response 15 and Response G1-78.207, the amount (hours) of flaring and emissions from flaring have decreased since the additional requirements in SCAQMD Rule 1118 were implemented.

### Comment G1-73.2

On behalf of the Sierra Club, Long Beach Area Group, I am writing to express our opposition to the Tesoro LA Refinery Expansion Project, and request the AQMD deny their permit and reject their Environmental Impact Report. This is based on the following concerns, among many others:

] G1-73.2

### Response G1-73.2

As described in Response G1-73.1, the proposed project is not an expansion of the Refinery.

The comment regarding opposition to and rejection of the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

### Comment G1-73.3

- VOCs are increasing, this is a major problem and should not be allowed
  - VOCs are carcinogenic and highly disruptive to human health
  - VOCs are byproducts of petroleum, there is no rationale for allowing such high VOC emissions

] G1-73.3

### Response G1-73.3

As explained in Section 4.2.2.2 of the DEIR, upon completion, the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project emissions are described in detail in Section 4.2 of the DEIR and are summarized in Table 4.2-4 (see pages 4-16

through 4-18). The proposed project will result in local overall reductions in GHG emissions, as described in Section 5.2 of the FEIR and summarized in Table 5.2-8 (see page 5-26).

As explained in Master Response 3, the DEIR fully analyzed and disclosed the proposed project's potential health impacts from all pollutants. The proposed project's potential cancer and non-cancer human health impacts, including asthma and other respiratory illnesses, were analyzed in the DEIR, and determined to be less than significant. The estimated cancer risk due to the operation of the proposed project was found to be less than the SCAQMD's cancer risk significance threshold of ten in one million (see FEIR Section 4.2.2.5). The non-cancer chronic and acute hazard indices were found to be below the SCAQMD's non-cancer chronic and acute hazard index threshold of 1.0. Therefore, the proposed project is not expected to cause a significant adverse health impact.

#### Comment G1-73.4

- The plan should not be allowed to use tar sands oils
  - The plant claims to reduce GHG emissions, but facilitating the extraction of tar sands oils leads to GHG emissions on a massive scale in addition to substantial and irreversible ecological damage, which MUST be accounted for in the EIR

G1-73.4

#### Response G1-73.4

The proposed project is not designed to, and will not in fact, facilitate a switch to tar sands or any other specific type of crude oil. As explained in detail in Sections 2.5.3 and 2.5.4 and Appendix F of the DEIR, Master Response 4, and Response G1-78.94, the Refinery is currently processing a blend within certain ranges of weight and sulfur content. The proposed project is not designed to facilitate a change in the crude oil blend processed by the Refinery, except to the extent that the permit revisions to the DCU H-100 heater will allow a slightly heavier crude oil blend to be processed.

The DEIR analyzed the potential increase in crude oil processing of up to 6,000 bbl/day associated with the modification of the DCU H-100 heater permit description. The increase in crude oil processing rate is not related to any specific crude oil source. Master Response 4 explains that the Refinery's sources of crude oils have and will continue to vary with or without the proposed project. By using worst-case crude oil properties (see Response G1-78.157), the DEIR fully analyzed the potential impacts associated with storing various crude oils in the new and replacement storage tanks and with transferring various crude oils via the associated piping. There would be no additional impacts, beyond those analyzed in the DEIR, for the new and replacement storage tanks if different light or heavy crude oil is processed at the Refinery (see Section 4.2.2.2 of the FEIR). The proposed project does not facilitate or encourage sourcing crude oil from any particular location. In other words, the improved offloading efficiency provides a benefit regardless of crude oil transported by marine vessel.

Light and heavy crude oil is currently delivered, stored, and processed at the Refinery and will continue to be delivered, stored, and processed with or without the proposed project. The impact analysis in the DEIR accounts for the variety of crude oils that have been and will be handled by the Refinery. For example, the TAC concentrations of crude oils in storage tanks associated with

the proposed project were based on a worst-case hybrid analysis of the toxic content of the crude oils currently and potentially processed at the Refinery, including Bakken and heavy Canadian crude oil. The hybrid TAC speciation was prepared by selecting the highest concentration of each toxic compound from the entire speciated data set of all the crude oils analyzed.

The proposed project is not designed to, nor will it in fact, facilitate a switch to Bakken, Canadian heavy crude, or any other particular crude oil. In addition, as explained in subsequent responses, which are listed in Table 78-94.1, Bakken and heavy Canadian crude oils are similar to other light and heavy crude oils currently processed by the Refinery. As described in Master Response 4 and Response G1-78.150, in the future, as now, any Bakken or heavy Canadian crude oils processed would have to be combined with other crude oils to create a crude oil blend that matches the Refinery's processing capabilities and permit limitations. This is what has occurred with Bakken, heavy Canadian, and many other heavy and light crude oils that were utilized in the baseline period, and is what will continue after implementation of the proposed project. It is correct to say that Tesoro makes ongoing efforts to provide "advantaged crude oil", as that term is used by Tesoro (i.e., any economically advantaged crude oil capable of being processed at each of Tesoro's refineries). Providing "advantaged crude oil" to Tesoro refineries, including the Los Angeles Refinery, is occurring independent of the proposed project. Any increased use of Bakken or heavy Canadian crude oils, or any other specific crude oils, would not be caused by the proposed project. The proposed project's impacts were analyzed in detail using worst-case assumptions (e.g., the maximum vapor pressure of crude oil allowable by SCAQMD rules), which accounts for any impacts from increased use of Bakken or heavy Canadian crude oil. Response G1-78.111 specifically addresses crude oil corrosivity. Responses G1-81.65 and G1-81.67 address greenhouse gases and crude oil production.

Responses G1-81.65 and G1-81.67 explain that the DEIR does not need to analyze the environmental impacts from crude oil production because the proposed project will not cause any changes to that industry.

### Comment G1-73.5

- Community members reported Tesoro pressured them to sign to support the project at meetings where Tesoro provided meals and implied sign-on was no big deal. Communities for a Better Environment also received reports by Spanish speaking neighbors that they were pressured to sign support documents written in English that they did not understand. This type of practice is wrong. Tesoro will likely submit these letters to the Air District.

G1-73.5

### Response G1-73.5

Independent of the SCAQMD, Tesoro offered and provided community outreach to over 100 entities including public agencies, community organizations, neighborhood organizations, business associations, and other interested parties to describe the scope of the proposed project and environmental effects of the proposed project. The community meetings were held on April 4, 11, and 14, 2016 in Carson, Wilmington, and Long Beach, respectively. Tesoro has informed the SCAQMD that printed information was distributed at each event in multiple languages and independent Spanish-speaking translators were on-hand to assist residents as needed. To thank attendees for their time, Tesoro offered a small meal at no cost. Tesoro reports that at each

## **APPENDIX G1: RESPONSE TO COMMENTS**

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event, roughly 200 meals were served, while approximately 30 support statements were collected. In any event, the DEIR reflects the independent judgement of the SCAQMD, as required by CEQA Guidelines § 15084.

Comment Letter No. G1-74

**From:** Belinda Waymouth [<mailto:belinda@jakethis.com>]  
**Sent:** Friday, June 10, 2016 3:49 PM  
**To:** Jillian Wong <[jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)>  
**Cc:** Danny Luong <[dluong@aqmd.gov](mailto:dluong@aqmd.gov)>; [organizer@southbay350.org](mailto:organizer@southbay350.org)  
**Subject:** Proposed Tesoro Merger, Facility ID#s 174655 and 800436

Dear Dr. Wong:

I hereby provide my public comment on the Proposed Title V Significant Permit Revisions and the Draft Environmental Impact Report (DEIR) for Tesoro Refining & Marketing Co., LLC's Carson and Wilmington Sites, Facility ID#s 174655 and 800436.

As a local resident, I am opposed to this project. The project will create the largest refinery on the West Coast in an area that already suffers from some of the worst air quality in the United States due to the existence of 6 oil refineries, two large ports, multiple major freeways and a large concentration of urban refining.

The project would include adding some 3.4 million barrels of storage, which is the equivalent of a new oil terminal. The large crude storage tanks make the project a likely source to store, refine and/or export large volumes of dangerous crude oils, including increased imports of highly explosive fracked Bakken Shale and highly corrosive, high carbon Canadian Tar Sands. The DEIR does not consider the increased environmental impacts of greenhouse gases due to extraction and transportation of these dirty crudes. Tesoro has recently obtained approval for a 2-year extension of a crude-by-rail to marine terminal in Vancouver, Washington and has bragged to its shareholders of its "West Coast Strategy" to bring cheaper crude to its refineries. At the same time, this merger would give Tesoro an even bigger share of the oil market and allow it manipulate prices.

While the project would lead to a decrease in CO2 emissions, this is only the result of the required shut down of the FCCU at the Wilmington facility which the State of California required as a condition for approval of Tesoro's purchase of the facility. Tesoro should not be granted any air pollution credits to offset for other air pollution expansions that are part of the proposed project.

Tesoro is intentionally misleading the public by claiming that this project is an air pollution reduction and efficiency project. In reality, the only air pollution reduction would be in CO2, which comes from the required shutdown of the FCCU, which will occur with or without the merger. In reality, the project will increase emissions in our community including VOCs and have neutral impacts on NOx, SOx, Particulate matter and toxic emissions. Moreover, the DEIR seems to overstate the existing amount of emissions while overstating the potential emissions after the Project is completed. This calls the accuracy of the DEIR into question.

The project calls for the modification of many major processing units inside the refinery including building new sulfur processing units. The project would add to LPG rail car deliveries, including butane and propane, which cause a major concern for our communities because of the risk of explosion from such rail cars in what is not only a densely populated area but a major center for commerce for the entire State of California.

The DEIR identifies potential explosion and toxic release risks due to the Project including BLEVE hazard (Boiling Liquid Expanding Vapor Explosion) from LPG rail unloading, and toxic release hazards from the Hydrocracker Unit, Catalytic Reforming Unit (CRU), Propane Sales Treating Unit (PSTU), and Sulfuric Acid Recovery Plant (SARP) areas.

G1-74.1

G1-74.2

G1-74.3

G1-74.4

APPENDIX G1: RESPONSE TO COMMENTS

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Our region is overdue for a major earthquake and the dangers from large tanks full of hazardous and explosive materials are an unacceptable risk for our community.	□	G1-74.5
The DEIR claims new emissions from flaring at the project would be "zero" even though many new equipment connections would be added to the flares. This does not seem accurate. This is just one of a number of deficiencies in the DEIR and Title V permit application, which failed to include alternatives that would have lesser effects.	□	G1-74.6
The Project is being touted as a boost to our local economy. In reality, the jobs created during the project will be temporary and there is no guarantee that they will be filled by local residents. History has shown us that mergers such as this are often designed to streamline operations by eliminating jobs, which would be a detriment to our communities.	□	G1-74.7
Again, I am opposed to the Merger Project and request that the Title V permit not be issued and that the DEIR be sent back for re-drafting to include potential and real expected impacts which have not been addressed.	□	G1-74.8

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"When we try to pick out anything by itself we find that it is bound fast by a thousand invisible cords that cannot be broken, to everything else in the universe" John Muir 1869

**Response to Comment Letter No. G1-74**

**Belinda Waymouth**

**Comment G1-74.1**

I hereby provide my public comment on the Proposed Title V Significant Permit Revisions and the Draft Environmental Impact Report (DEIR) for Tesoro Refining & Marketing Co., LLC's Carson and Wilmington Sites, Facility ID#s 174655 and 800436.

As a local resident, I am opposed to this project. The project will create the largest refinery on the West Coast in an area that already suffers from some of the worst air quality in the United States due to the existence of 6 oil refineries, two large ports, multiple major freeways and a large concentration of urban refining.

G1-74.1

**Response G1-74.1**

The comment regarding opposition to the proposed project does not raise issues related to the proposed project or the DEIR. The comment is noted and no response is necessary under CEQA.

With regard to the comment that the Refinery is the "largest on the West Coast," Master Response 6 explains that the volume of available crude oil storage capacity has no bearing on Refinery crude oil processing capacity. The proposed project would not create a new or larger refinery or result in a substantial increase of crude oil throughput capacity. It would further integrate the Refinery's Carson and Wilmington Operations.

Sections 2.7.1.3 and 4.1.2.1 of the FEIR describe the potential 6,000 bbl/day crude oil capacity increase that could be accommodated with the proposed permit revision of the DCU H-100 heater. The potential impacts of this crude oil capacity increase are fully analyzed in Chapter 4 of the DEIR. Master Response 7 further explains that the proposed project is not an expansion of the Refinery.

Air quality issues relating to the proposed project are addressed in Section 4.2 of the DEIR and are summarized in Table 4.2-4 on pages 4-16 through 4-18. Cumulative impacts of the proposed project, including cumulative air quality impacts, are analyzed in Chapter 5 of the DEIR and are further explained in Master Response 16. Local health effects have been analyzed and are described in Master Response 3. Environmental justice issues are discussed in Master Response 14.

**Comment G1-74.2**

The project would include adding some 3.4 million barrels of storage, which is the equivalent of a new oil terminal. The large crude storage tanks make the project a likely source to store, refine and/or export large volumes of dangerous crude oils, including increased imports of highly explosive fracked Bakken Shale and highly corrosive, high carbon Canadian Tar Sands. The DEIR does not consider the increased environmental impacts of greenhouse gases due to extraction and transportation of these dirty crudes. Tesoro has recently obtained approval for a 2-year extension of a crude-by-rail to marine terminal in Vancouver, Washington and has bragged to its shareholders of its "West Coast Strategy" to bring cheaper crude to its refineries. At the same time, this merger would give Tesoro an even bigger share of the oil market and allow it to manipulate prices.

G1-74.2

**Response G1-74.2**

The proposed project includes constructing new and replacement storage tanks, but this component of the proposed project does not increase crude oil capacity at the Refinery. The new and replacement storage tanks are proposed to provide sufficient crude oil storage capacity to allow crude oil tankers to offload more quickly at the Wilmington Operations Long Beach Marine Terminal and in one visit to the dock at Marine Terminal 1. This increase in crude oil storage capacity means that marine vessels will spend less time maneuvering or at dock or anchor in the Port because of improved offloading efficiency (i.e., quicker offloading and the elimination of or reduction of demurrage costs and the need for anchorage while waiting for available storage tank space to finish offloading). The DEIR did not take credit for emission reductions from marine vessel operations. However, annual emission reductions from improved marine vessel offloading efficiency were estimated and can be found in Master Response 6. Based on this analysis, daily marine vessel emissions would not increase and annual emissions would be substantially reduced.

As explained in detail in Sections 2.5.3 and 2.5.4 and Appendix F of the DEIR, Master Response 4, and Response G1-78.94, the Refinery is currently processing a blend of various crude oils and the proposed project will not result in a substantial change in the crude oil blend processed by the Refinery.

The DEIR analyzed the potential increase in crude oil processing of up to 6,000 bbl/day associated with the modification of the DCU H-100 heater permit description. The increase in crude oil processing rate is not related to any specific crude oil source. Master Response 4 explains that the Refinery's sources of crude oils have and will continue to vary with or without the proposed project. By using worst-case crude oil properties (see Response G1-78.157), the DEIR fully analyzed the potential impacts associated with storing various crude oils in the new and replacement storage tanks and with transferring various crude oils via the associated piping. There would be no additional impacts, beyond those analyzed in the DEIR, for the new and replacement storage tanks if different light or heavy crude oil is processed at the Refinery (see Section 4.2.2.2 of the FEIR). The proposed project does not facilitate or encourage sourcing crude oil from any particular location. In other words, the improved offloading efficiency provides a benefit regardless of the type of crude oil transported by marine vessel.

Light and heavy crude oil is currently delivered, stored, and processed at the Refinery and will continue to be delivered, stored, and processed with or without the proposed project. The impact analysis in the DEIR accounts for the variety of crude oils that have been and will be handled by the Refinery. For example, the TAC concentrations of crude oils in storage tanks associated with the proposed project were based on a worst-case hybrid analysis of the toxic content of the crude oils currently and potentially processed at the Refinery, including Bakken and heavy Canadian crude oil. The hybrid TAC speciation was prepared by selecting the highest concentration of each toxic compound from the entire speciated data set of all the crude oils analyzed.

There have been previous volatility issues associated with the transport of Bakken crude oil. However, regulations have since been adopted that require a reduction in volatility of Bakken crude oil that is transported. For example, in December 2014, the Industrial Commission of

North Dakota issued an order regarding conditioning of Bakken crude oil and limiting the RVP of crude oil provided for transport to 13.7 RVP. Thus, Bakken crude oil transported to the West Coast will be pipeline quality (i.e., qualified for safe transport) and will not have as high a vapor pressure as the Bakken crude oil produced at the wellhead. As with other U. S. crude oil production operations, the order adopted by the State of North Dakota will require that crude oil production facilities remove a significant portion of the light ends (ethane, propane, butane and pentane) prior to offering the crude oil for shipment to refineries for processing.

Because of Bakken crude oil's purported volatility, concerns were raised in the media as to whether Bakken crude oil was properly classified as a Class 3 hazardous material under U.S. DOT regulations. A Class 3 hazardous material is generally a flammable or combustible liquid that does not meet the regulatory classification requirements for other hazardous characteristics, such as toxicity, corrosivity, radioactivity or explosiveness. However, those concerns have since been resolved by repeated analysis and testing that demonstrates Bakken crude oil to be a Class 3 hazardous material, similar to other light sweet crude oils. After considering the information, the PHMSA Deputy Administrator testified to Congress that Bakken crude oil is accurately classified as a Hazard Class 3 Flammable Liquid.<sup>109</sup> This is consistent with the sampling and testing Tesoro has completed on Bakken crude oil. Therefore, Bakken crude oil has properties similar to other light crude oils, and is not classified as explosive.

As explained in subsequent responses, which are listed in Table 78-94.1, Bakken and heavy Canadian crude oils are similar to other light and heavy crude oils currently processed by the Refinery. As described in Master Response 4 and Response G1-78.150, in the future, as now, any Bakken or heavy Canadian crude oils processed would have to be combined with other crude oils to create a crude oil blend that matches the Refinery's processing capabilities and permit limitations. This is what has occurred with Bakken, heavy Canadian, and many other heavy and light crude oils that were utilized in the baseline period, and is what will continue after implementation of the proposed project. It is correct to say that Tesoro makes ongoing efforts to provide "advantaged crude oil", as that term is used by Tesoro (i.e., any economically advantaged crude oil capable of being processed at each of Tesoro's refineries). Providing "advantaged crude oil" to Tesoro refineries, including the Los Angeles Refinery, is occurring independent of the proposed project. Any increased use of Bakken or heavy Canadian crude oils, or any other specific crude oils, would not be caused by the proposed project. The proposed project's impacts were analyzed in detail using worst-case assumptions (e.g., the maximum vapor pressure of crude oil allowable by SCAQMD rules), which accounts for any impacts from increased use of Bakken or heavy Canadian crude oil. Response G1-78.111 specifically addresses crude oil corrosivity. Responses G1-81.65 and G1-81.67 address greenhouse gases and crude oil production.

The proposed project does not increase the Refinery's crude oil capacity beyond the potential 6,000 bbl/day described in Response G1-74.1.

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<sup>109</sup> Written statement of Timothy P. Butters Before the Subcommittees on Energy and Oversight Committee on Science, Space and Technology, U.S. House of Representatives at page 12 (Sept. 9, 2014).

Responses G1-81.65 and G1-81.67 explain that the DEIR does not need to analyze the environmental impacts from crude oil production because the proposed project will not cause any changes to that industry.

As explained in Section 4.1.2.5 of the DEIR and Master Response 8, the Vancouver Energy Project is wholly independent from the proposed project and is undergoing separate environmental review by the Washington State EFSEC. That review includes the evaluation of transportation hazards. Additionally, as described in Master Response 8, the Final EIS has not yet been issued for the Vancouver Energy Project, and the project has not been approved.

The comment notes a two-year “. . . extension of a crude-by-rail to marine terminal in Vancouver, Washington. . .” The lease for the site for the proposed Vancouver Energy Project was extended eight months, not two years, while the Vancouver Energy Project permitting process continues.

Statements made by Tesoro regarding sourcing “advantaged crude oils” as used by Tesoro, including Bakken crude oil, are typically made with regard to its West Coast system, which includes the Kenai Refinery in Alaska, the Anacortes Refinery in Washington, and the two California refineries in Martinez and Los Angeles<sup>110</sup>, not specifically the Los Angeles Refinery. As explained in Response G1-78.94, it is correct to say that Tesoro makes ongoing efforts to provide “advantaged crude oil”, as that term is used by Tesoro (i.e., any economically advantaged crude oil capable of being processed at Tesoro’s refineries). Providing “advantaged crude oil” to Tesoro refineries, including the Los Angeles Refinery, is occurring, and will continue to occur, with or without the proposed project. Additionally, Responses G1-81.22 through G1-81.24 explain corporate statements made by Tesoro that, when put in proper context, do not support claims that the proposed project is dependent on processing any particular type of crude oil. There are no corporate statements that state or even imply that the proposed project is designed to facilitate a change in the crude oil blend processed by the Refinery.

The issues raised regarding Tesoro acquiring a larger share of the oil market and manipulating prices as a result of the proposed project are incorrect. As explained in Master Response 7, the proposed project is neither an expansion of the Refinery nor a merger. Tesoro acquired the Carson Operations from BP in 2013. The Carson and Wilmington Operations have already merged. The two pre-existing refinery operations have been operating as one Refinery since the acquisition. As described in Section 2.1 of the DEIR, the proposed project is designed to better integrate the existing Carson and Wilmington Operations, which will improve processing

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<sup>110</sup> The reference to the “West Coast system” that appears in Tesoro’s corporate presentations and statements is a term that is used with varying meanings based on the context of the presentation or statement. Analyst day and earning statements presentations are given to an audience that routinely participates in the presentations and is familiar with Tesoro’s corporate structure and financial performance. Therefore, some of the references are not intended to be as explicit as they would be to an uninformed audience. At times, the term refers to Tesoro’s four west coast refineries, but it can also refer to those four refineries as well as Tesoro Logistics or a distribution system to third-party clients on the west coast. Thus, the context surrounding the use of this phrase is always necessary to understand the speaker’s intended meaning, but the phrase is not used to refer only to the Los Angeles Refinery in isolation.

efficiency and reduce emissions. See Section 2.2 of the DEIR, which further explains the objectives of the proposed project.

The consumer price of gasoline in California will not increase as a result of the proposed project, which further integrates two existing Carson and Wilmington Operations, enabling emissions reductions while maintaining the integrated Refinery’s overall fuel production capability. There are many factors that determine the price of transportation fuels, such as gasoline. These include the cost of crude oil, distribution and marketing costs, refining costs, and federal and state taxes. The marketplace and market conditions, such as supply and demand, determine the price consumers pay at the pump, not one refinery’s operational efficiencies. Manipulation of fuel prices is unlawful and is monitored by the California Attorney General and the California Energy Commission. All refineries, including the Los Angeles Refinery, must comply with all applicable laws and regulations.

**Comment G1-74.3**

While the project would lead to a decrease in CO2 emissions, this is only the result of the required shut down of the FCCU at the Wilmington facility which the State of California required as a condition for approval of Tesoro’s purchase of the facility. Tesoro should not be granted any air pollution credits to offset for other air pollution expansions that are part of the proposed project.

Tesoro is intentionally misleading the public by claiming that this project is an air pollution reduction and efficiency project. In reality, the only air pollution reduction would be in CO2, which comes from the required shutdown of the FCCU, which will occur with or without the merger. In reality, the project will increase emissions in our community including VOCs and have neutral impacts on NOx, SOx, Particulate matter and toxic emissions. Moreover, the DEIR seems to overstate the existing amount of emissions while overstating the potential emissions after the Project is completed. This calls the accuracy of the DEIR into question.

G1-74.3

**Response G1-74.3**

As described in Master Response 13, the comment incorrectly claims that the shutdown of the Wilmington Operations FCCU was a condition of approval for Tesoro's acquisition of the BP Carson Refinery and ARCO branded service stations, and therefore, the baseline for air quality impacts should not include emissions from the Wilmington Operations FCCU. Consistent with applicable law, the District properly concluded that the baseline includes the existing operation of the Wilmington Operations FCCU. The Federal Trade Commission and the California Attorney General both reviewed Tesoro's proposed acquisition to ensure that the acquisition would not violate federal and state antitrust laws. After a nine-month review, on May 17, 2013, the agencies announced that they had resolved any potential antitrust concerns with the proposed acquisition.

During the antitrust review process, Tesoro submitted documents to the FTC and the California Attorney General stating that Tesoro intended to make certain modifications at the combined Refinery that would allow Tesoro to achieve specified “synergies” between the Wilmington and Carson Operations. Among other changes, Tesoro explained, Tesoro planned to replace some of the combined Refinery’s fluid catalytic cracking unit (“FCCU”) capacity with additional hydrotreater capacity.

In connection with her approval of the acquisition, the Attorney General entered into an agreement with Tesoro. In this agreement Tesoro agreed to maintain CARBOB capacity for three years, maintain the ARCO brand, and not eliminate jobs for a period of two years. Tesoro also agreed to provide an annual report on the actions taken to achieve the specified synergies, including actions designed to replace FCCU capacity with hydrotreater capacity.<sup>111</sup>

Thus, it is not accurate to say that the Attorney General required Tesoro to shut down the Wilmington Operations FCCU as a condition of approval. Rather, the Attorney General required Tesoro to provide an annual report on the implementation of Tesoro's existing plans to modify the combined Refinery by, among other things, replacing FCCU capacity with hydrotreater capacity. Moreover, operation of the Wilmington Operations FCCU is part of the baseline environmental conditions and the proposed project enables the Wilmington Operations FCCU to be shutdown.

As explained in Section 4.2.2.2 and Table 4.2-4 of the DEIR and Master Response 13, emission reductions are appropriately credited to the proposed project. Further information about the purchase of the BP Carson Refinery by Tesoro can be found on Page 2-1 of the DEIR. Section 4.2.2.2 of the DEIR explains that the proposed project will result in regional and local reductions in CO emissions and local reductions of operational NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions. The increase in operational VOC emissions associated with the proposed project was found to be less than significant. The proposed project will result in local reductions in GHG emissions as discussed in Section 5.2 of the DEIR and as summarized in Table 5.2-8 (see page 5-26 of the DEIR).

As explained in Response G1-74.2, the proposed project is not a merger.

The comment claims that the DEIR has overstated the existing amount of emissions and the potential emissions after the project is completed. The comment is not specific about which emissions have been overstated, and which calculations or baseline are in question. Further, this comment is unsupported.

A conservative analysis of expected emissions as a result of the proposed project is included in Section 4.2 of the DEIR and is summarized on pages 4-16 through 4-18 in Table 4.2-4. Additionally, assumptions and detailed calculations can be found in Appendix B-3.

Baseline emissions are reported on page 3-9 in Table 3.2-4 of the DEIR and are based on annual emission fee reports submitted to the SCAQMD in 2012 and 2013. The baseline selected for the proposed project is accurate and appropriate, as detailed in Master Response 12.

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<sup>111</sup> See Attachment E, Kathleen Foote for Kamala Harris, letter to Robert Weisenmiller, May 17, 2013. In the letter, the Attorney General uses the term "distillate desulfurization unit" to refer to additional hydrotreating capacity. The letter notes that replacing FCCU capacity with "desulfurization" capacity will benefit the environment by reducing emissions and greenhouse gases.

**Comment G1-74.4**

The project calls for the modification of many major processing units inside the refinery including building new sulfur processing units. The project would add to LPG rail car deliveries, including butane and propane, which cause a major concern for our communities because of the risk of explosion from such rail cars in what is not only a densely populated area but a major center for commerce for the entire State of California. The DEIR identifies potential explosion and toxic release risks due to the Project including BLEVE hazard (Boiling Liquid Expanding Vapor Explosion) from LPG rail unloading, and toxic release hazards from the Hydrocracker Unit, Catalytic Reforming Unit (CRU), Propane Sales Treating Unit (PSTU), and Sulfuric Acid Recovery Plant (SARP) areas.

G1-74.4

**Response G1-74.4**

The proposed project does not propose to build new sulfur processing units, but includes the SARP, which will allow regeneration of sulfuric acid. The potential hazard impacts of the proposed project have been fully analyzed, including hazards related to explosive materials (see Section 4.3 pages 4-45 through 4-69 of the FEIR and Master Response 9). The Refinery currently receives LPG railcar deliveries. The proposed project will not increase the number of deliveries. The additional ten railcars associated with the proposed project will be added to existing trains. The potential risks associated with rail transport were analyzed in Section 4.3.2.5.2 of the FEIR. The Worst-Case Consequence Analysis for the proposed project carefully evaluated the proposed modifications to existing equipment and proposed new units (see Appendix C of the FEIR).

This comment accurately states the potential hazards explained and analyzed in the DEIR. No response is necessary.

**Comment G1-74.5**

Our region is overdue for a major earthquake and the dangers from large tanks full of hazardous and explosive materials are an unacceptable risk for our community.

G1-74.5

**Response G1-74.5**

Section 3.3.6 of the DEIR describes existing Refinery safety systems at the Tesoro Refinery. As explained in Section 4.3 and Appendix C of the FEIR and Master Response 9, the proposed project has been fully analyzed for hazard impacts based on a worst-case consequence analysis. This includes proposed project equipment, including pipelines and storage tanks, and process units regardless of the cause of release (e.g., human error, equipment failure, sabotage, terrorism, natural disaster, or civil uprising). The DEIR found that hazards associated with the Naphtha Isomerization Unit, new crude oil storage tanks, the SARP, and interconnecting pipelines are potentially significant based on worst-case release scenarios. Additionally, the hazards analyses regarding the potential impact of earthquakes and other natural disasters have been fully analyzed as explained in Master Response 9.

The hazard analysis takes a worst-case approach by assuming that the entire contents of a tank or other equipment would rapidly be released, and that no safety measures are implemented that

could reduce the severity of an accidental release. It is expected that hazard impacts would be less than analyzed because the Refinery has safety measures in place and specified employees are trained regarding safety measures. Further, the DEIR imposes measures to mitigate hazard impacts (see Section 4.3.3 of the DEIR). Finally, as described in Section 3.3.7 of the DEIR, the Refinery is subject to many laws and regulations that address safety and emergency responses in the event of an accident. Nonetheless, the DEIR conservatively concluded that hazard impacts would remain significant.

**Comment G1-74.6**

The DEIR claims new emissions from flaring at the project would be “zero” even though many new equipment connections would be added to the flares. This does not seem accurate. This is just one of a number of deficiencies in the DEIR and Title V permit application, which failed to include alternatives that would have lesser effects.

G1-74.6

**Response G1-74.6**

The proposed project will not increase flaring emissions. Part of the piping associated with unit modifications includes installation of new pressure relief valves that will tie into the various existing Refinery flare gas recovery systems and flares. Master Response 15 explains the operation of the flare gas recovery system and flares. Under normal operating conditions, pressure relief valves vent to the flare gas recovery systems. The pressure relief valves allow gases to vent to the flares, which are safety equipment, during emergency conditions when the flare gas recovery system capacity is exceeded. There will be no routine venting to the flare system or the flare gas recovery systems from any of the modifications. As explained in Master Response 15 and Response G1-78.207, the number of pressure relief valves tied in to the flare systems is not indicative of flaring emissions. The proposed project will not increase flaring with the installation of new or modified process units because flaring from normal operations is prohibited by SCAQMD Rule 1118.

As explained in Master Response 15 and Response G1-78.207, the amount (hours) of flaring and emissions from flaring have decreased since the additional requirements in SCAQMD Rule 1118 were implemented.

Chapter 6 of the DEIR discusses alternatives to the proposed project in detail, a summary of which can be found on page 6-54. The DEIR found that while several of the alternatives discussed meet many of the project objectives, none of the project alternatives would eliminate the potentially significant adverse construction air quality and hazard impacts except Alternative 1, the No Project Alternative. As a result, when balancing environmental impacts with achieving project objectives, the proposed project was the preferred choice as it would most effectively meet all project objectives.

**Comment G1-74.7**

The Project is being touted as a boost to our local economy. In reality, the jobs created during the project will be temporary and there is no guarantee that they will be filled by local residents. History has shown us that mergers such as this are often designed to streamline operations by eliminating jobs, which would be a detriment to our communities.

G1-74.7

**Response G1-74.7**

The new jobs created are expected to be approximately 1,800 construction jobs that are not expected to be long-term. The Refinery has stated its intention to hire Union labor and may require increasing the geographic scope of the labor pool to meet Union requirements. While construction jobs are temporary, the proposed project is expected to take approximately five years to complete. During the construction period, local businesses are expected to benefit from the increased workforce at the Refinery.

The comment does not refer to the environmental analysis of the proposed project in the DEIR; instead it refers to economic and social effects. Pursuant to CEQA, economic and social effects of a project shall not be treated as significant effects on the environment unless a chain of cause and effect through economic or social effects of the project can be identified that result in physical changes to the environment (CEQA Guidelines § 15131). No economic or social effects of the proposed project were identified that resulted in physical changes to the environment. Therefore, no further response is necessary.

The acquisition of the BP Carson Refinery was completed in 2013 and the Refinery staffing has remained relatively unchanged. The proposed project does not eliminate permanent Refinery positions.

As explained in Response G1-74.2, the proposed project is not a merger.

**Comment G1-74.8**

Again, I am opposed to the Merger Project and request that the Title V permit not be issued and that the DEIR be sent back for re-drafting to include potential and real expected impacts which have not been addressed.

G1-74.8

**Response G1-74.8**

As explained in Response G1-74.2, the proposed project is not a merger.

The comment regarding opposition to the proposed project and requesting that the Title V permit not be issued does not raise issues related to the proposed project or the DEIR. The DEIR fully analyzed the proposed project's potential impacts and the comment does not provide any new information of environmental impacts that was not analyzed or that changes the significance conclusions made in the DEIR. Therefore, no revision or recirculation of the DEIR is necessary under CEQA.