

## **PART A. INTRODUCTION/OVERVIEW**

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This Final Environmental Impact Report (FEIR) has been prepared by the California Public Utilities Commission (CPUC) in accordance with the California Environmental Quality Act (CEQA) to inform the public and to meet the needs of local, State, and Federal permitting agencies to consider the Carson to Norwalk Pipeline Project proposed by SFPP, L.P.<sup>1</sup> (referred to in this document as SFPP). The proposed project is described briefly below, and in detail in Section B of this EIR. This EIR does not make a recommendation regarding the approval or denial of the project; it is purely informational in content.

This EIR evaluates and presents the environmental impacts that are expected to result from construction and operation of SFPP's Proposed Project, and provides mitigation measures which, if adopted by the CPUC or other responsible agencies, could avoid or minimize the environmental impacts identified. This EIR also identifies alternatives to the Proposed Project and evaluates the environmental impacts associated with those alternatives, in accordance with CEQA requirements.

This CEQA document reflects comments made by agencies and the public during the scoping and Notice of Preparation period, as well as comments made on the Draft EIR. The Draft EIR was issued on February 2, 1998, followed by a public comment period that ended on March 25, 1998. During the comment period, the following public involvement activities were completed:

- The Notice of Availability of Draft EIR was sent to Los Angeles and San Bernardino County Clerks.
- The Notice of Availability of Draft EIR was mailed to approximately 14,700 property owners and residents along the proposed and alternative pipeline routes. This Notice included the dates and times of the Informational Workshop and Public Participation Hearing.
- Notice of the Workshop and Hearing was published in four local newspapers: The Long Beach Press Telegram and the South East Cities Tribune on February 27, 1998; The Wave Group on February 28, 1998; and La Opinion (Spanish language) on March 3, 1998.
- An Informational Workshop was held on March 5, 1998, so the public and affected agencies could ask questions or discuss their concerns with the CPUC and EIR consultants.
- A Public Participation Hearing was held on March 19, 1998, and a court reporter recorded oral comments.
- Written comments were accepted at the Workshop and Hearing, and by mail, fax, and electronic mail.

Copies of all written comments on the Draft EIR and a transcript of the Public Participation Hearing are included in Part H of this Final EIR. Responses to each comment are also included in that section.

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<sup>1</sup> After publication of the Draft EIR, Santa Fe Pacific Pipeline Partners, L.P. was purchased by Kinder Morgan Energy Partners, L.P. The new name of Santa Fe Pacific Pipeline Partners, L.P. is SFPP, L.P. (SFPP). Throughout this Final EIR, the Applicant will be referred to as "SFPP" or "the Applicant."

## **A.1 OVERVIEW OF PROPOSED PROJECT**

SFPP is proposing to expand its existing pipeline system between Carson and Colton by constructing a 13-mile pipeline from the SFPP Watson Station in Carson to the SFPP Norwalk Station in Norwalk and modifying four existing SFPP pump stations. SFPP pipelines are used to transport petroleum products from Los Angeles refineries to other locations throughout the southwest, and the system is currently limited by its capacity between the Watson and Colton stations.

SFPP, which is headquartered in the City of Orange, California, provides transportation and terminal services for refined petroleum products (gasoline, diesel and jet fuel) in six western states. SFPP is a public utility and a common carrier that operates approximately 3,400 miles of pipeline varying in size from 4 inches to 24 inches. Major input locations serving refining centers are Watson-Norwalk-Hynes (Los Angeles), Concord (San Francisco Bay Area), Richmond (San Francisco Bay Area), El Paso, Texas and Portland, Oregon. Approximately 30 million barrels are moved through the pipeline system each month. The proposed project will allow SFPP to increase its capacity to distribute products outside of the Los Angeles area.

The 13-mile proposed pipeline between SFPP's stations in the Cities of Carson and Norwalk will allow SFPP to increase shipment of petroleum products to its Colton Terminal, from which Nevada, Arizona, and California Inland Empire markets are served. The new pipeline will connect to an existing 16-inch pipeline that is currently underutilized and connects the Norwalk and Colton stations. SFPP estimates that the proposed project will cost \$22 million to construct. This cost is broken into \$8 million for labor and \$14 million for supplies and equipment.

## **A.2 OBJECTIVES OF THE PROPOSED PROJECT**

### **A.2.1 NEED FOR THE PROPOSED PROJECT**

SFPP has proposed the Carson to Norwalk Pipeline Project in response to forecasted growth in product consumption rates for the Phoenix, Tucson, Las Vegas areas, as well as for southern California areas including the Inland Empire (Riverside and San Bernardino) and the Imperial Valley (see Table A.2-1). SFPP's projections indicate particularly strong growth in the out-of-state markets in Arizona and Nevada, requiring increased product shipments to SFPP's Colton Station for distribution to those markets. SFPP derived these projections from demographic and economic data supplied by the University of Arizona, College of Business Administration; Woods and Pool Economics; the Center for the Continuing Study of the California Economy; and Caltrans Travel and Related Factors. This information was then correlated with historical pipeline volumes and reviewed by SFPP management to develop product demand for the areas served by SFPP's Phoenix-West Line.

**Table A.2-1 Projected Product Demand in Excess of System Capacity\***

Year	Product Shortages (MBD**)
2001	860
2002	2,627
2003	5,531
2004	8,637
2005	11,999
2006	15,556

Source: PEA, Table 1-1

\* For combined Phoenix, Las Vegas, and Inland Empire markets

\*\* MBD: Thousands of barrels per day

SFPP states that attempting to define future product shortfalls to market areas is speculative because the actual shortfall by market area is subject to the requirements and business strategies of the individual shipper (i.e., oil company such as Shell, ARCO, or Chevron). When shipping demand exceeds pipeline capacity on a common carrier line, shipments of each shipper are reduced on a pro-rated basis to the capacity of the line. With the constant changing of market strategies, both by major oil companies and independents, it is difficult to predict future supply. However, SFPP has developed a projection for product supply over the next four years, in which the year in which demand reaches SFPP's new capacity with the proposed pipeline is about 2015.

### A.2.2 PROJECT OBJECTIVES

SFPP has stated that its primary objective in constructing this project is expansion of pipeline capacity between Carson and Norwalk, thereby allowing utilization of its underutilized 16-inch pipeline between Norwalk and Colton. SFPP's primary objectives of the proposed project were stated in its PEA. However, other objectives have been stated to the CPUC since submittal of the PEA (in other correspondence with SFPP, marked with asterisks [\*] below).

- To expand capacity of a common carrier petroleum products pipeline to transport products from refineries in Los Angeles area to market areas in the southwest.
- To offer economically feasible common carrier transportation service to producers who are already producing petroleum product based on current and projected market demands and current technical capabilities of these refineries.
- To route, design, construct and operate a state-of-the-art pipeline in full compliance with all local, state, and federal rules and regulations, in a manner which avoids or minimizes the impacts to the environmental resources to the maximum extent feasible, and poses no significant risks to the public health and welfare.
- To reduce the potential need for tanker truck transportation of petroleum products from Los Angeles area refiners, in accordance with many governmental agencies policy that prefer the pipeline transportation mode over tankering.
- To minimize routing and construction related disturbance to residential areas.
- To minimize the number of jurisdictions affected by the project.
- To locate new facilities in the same jurisdiction and as close as possible to existing SFPP facilities.

- To allow access to ARCO Hynes Station (on Paramount Boulevard) for future tie-in by ARCO to the new SFPP pipeline
- To allow continued shipment of products from Defense Fuel Support Point (DFSP) tanks at Norwalk into the existing 16-inch pipeline from Norwalk to Colton.

### **A.3 AGENCY USE OF THIS DOCUMENT**

Pursuant to Article XII of the Constitution of the State of California, the California Public Utilities Commission (CPUC) is charged with the regulation of all public utilities, including pipeline corporations that own and operate oil pipelines (Public Utilities Code Sections 227 and 228). The CPUC is the lead State agency for CEQA compliance in evaluation of the SFPP Carson to Norwalk Pipeline Project. The document will be used by the Commission for determining authorization of long-term debt for the construction of the proposed project. Under CEQA requirements, the CPUC will determine the adequacy of the Final EIR and, if adequate, will certify the document as complying with CEQA.

Several other agencies will rely on information in this EIR to inform them in their decision over issuance of specific permits related to project construction or operation. Among these agencies are the five cities in Los Angeles County (Carson, Bellflower, Cerritos, Paramount, and Norwalk) which have discretionary authority over the proposed project facilities or alternative route segments in their jurisdictions. The pipeline also would require a pipeline permit for construction in roadways from the City of Long Beach. The pipeline or alternative route segments also pass through unincorporated Los Angeles County and the City of Artesia.

In addition to the CPUC, other state agencies such as the State Fire Marshal, Department of Transportation, Department of Fish and Game, and Office of Historic Preservation would be involved in reviewing and/or approving the project. On the Federal level, agencies with potential reviewing/permitting authorities include the U.S. Army Corps of Engineers, Advisory Council on Historic Preservation, and the Occupational Safety and Health Administration. Table A.3-1 lists the Federal, State, and local permits and authorization required for the proposed project.

**Table A.3-1 Regulatory Agency Permits or Approvals Required**

<b>Action Requiring Permit or Approval</b>	<b>Permits/Approvals</b>	<b>Authorizing Agency or Jurisdiction</b>
<b>FEDERAL AGENCIES</b>		
Preparation or Modification of Spill Response Plan	Approval of Spill Response Plan	U.S. Department of Transportation, Research & Special Projects Administration (RSPA)
Placement of dredge or fill materials in waters of the U.S. (trenching across Compton Creek)	Clean Water Act, Section 404 Permit (Nationwide 12 Permit)	U.S. Army Corps of Engineers County of Los Angeles
Modifications to Norwalk Station facilities (on DOD Easement)	Easement Modification — Norwalk Station	U.S. Army Corps of Engineers
Construction Activities	Laying of pipeline, construction at pump stations	U.S. Occupational Safety and Health Administration (OSHA)
<b>STATE OF CALIFORNIA</b>		
California Environmental Quality Act compliance	EIR Certification; Approval of Application for Long-Term Debt; Project Approval	CPUC
Approval of Spill Response Plans	Spill Response Plan	California Department of Fish and Game, Office of Spill Prevention and Response (OSPR)
Alteration of the natural state of any stream	Streambed Alteration Agreement (1601 and 1603)	California Department of Fish and Game
Protection of plants and animals	California Endangered Species Act Compliance	
Pipeline construction and operation	Safety regulation of hazardous liquid pipelines	California Department of Forestry and Fire Protection, Office of Fire Marshal, Pipeline Safety Division
Pipeline construction	Consultation with State Historic Preservation Officer	California Office of Historic Preservation
Encroachment within, under, or over State highway ROW	Encroachment Permit	California Department of Transportation (Caltrans)
Construction within 200 feet of a water well	Review of construction plans	California Department of Health Services
<b>REGIONAL and LOCAL AGENCIES</b>		
Erosion control; Discharge of hydrostatic test water	Stormwater Pollution Prevention Plan	Regional Water Quality Control Board
Construction of pipeline and station modifications	Authority to Construct and Permit to Operate	South Coast Air Quality Management District (SCAQMD)
Construction of pipeline in County streets; Flood control easements	Encroachment permit for pipeline construction	Los Angeles County
Construction of pipeline in city streets	Building Permits/Encroachment Permits or Franchise Agreements	Cities of Carson, Long Beach, Paramount, Bellflower, Cerritos, Artesia, and Norwalk

## A.4 READER'S GUIDE TO THIS DOCUMENT

### A.4.1 INCORPORATION BY REFERENCE

The following documents contain certain information that is incorporated by reference in some of the sections of this document. These documents are available for public review, as indicated below:

1. Proponent's Environmental Assessment, Santa Fe Pacific Pipeline Partners, L.P. Watson to Colton Expansion Project, April 1997
2. Amendment to Proponent's Environmental Assessment, Santa Fe Pacific Pipeline Partners, L.P. Carson to Norwalk Pipeline Project, June 1997

The above documents are available for review at the repository locations for this project:

California Public Utilities Commission  
Public Advisor  
107 South Broadway  
Los Angeles, CA 90012  
(213) 897-3544

Cerritos Public Library  
Reference Librarian  
18025 S. Bloomfield Avenue  
Cerritos, CA 90703  
(562) 916-1350

Long Beach Library, North Branch  
Reference Librarian  
5571 Orange Avenue  
Long Beach, CA 90805  
(562) 570-1047

Artesia Library  
Reference Librarian  
18722 Clarkdale Avenue  
Artesia, CA 90701  
(562) 865-6614

Norwalk Library  
Reference Librarian  
12350 Imperial Highway  
Norwalk, CA 90650  
(562) 868-0775

C.M. Brakensiek Library  
Reference Librarian  
9945 Flower Street  
Bellflower, CA 90706  
(562) 925-5543

Carson Library  
Reference Librarian  
151 E. Carson Street  
Carson, CA 90745  
(310) 830-6346

Los Angeles County Library  
Paramount Branch  
Attn: Leticia Tan  
16254 Colorado Avenue  
Paramount, CA 90723  
(562) 630-3171

### A.4.2 ORGANIZATION OF THIS EIR

This EIR is organized as follows:

**Executive Summary:** A summary description of the Proposed Project, its alternatives, and their environmental impacts.

**Impact Summary Tables:** A tabulation of the impacts and mitigation measures for the Proposed Project and alternatives.

**Part A (Introduction/Overview):** A discussion of the purpose and need for the project, briefly describing the proposed Carson to Norwalk Pipeline Project, outlining the public agency use of the EIR and identifying the changes incorporated in the document.

**Part B (Project and Alternatives Description):** Detailed descriptions of the proposed Carson to Norwalk Pipeline Project, the alternatives considered but eliminated from further analysis, the alternative projects and alignments analyzed in Part C, and the scenario used for the analysis of cumulative impacts.

**Part C (Environmental Analysis):** A comprehensive analysis and assessment of impacts (including cumulative impacts) and mitigation measures for the Proposed Project, the No Project Alternative, and two pipeline alternatives. This Part is divided into main sections for each environmental issue area (e.g., Air Quality, Biological Resources, Geology and Soils, etc.) which contain the environmental settings, impacts, and cumulative effects of the Proposed Project and each alternative. At the end of each issue area analysis, a detailed Mitigation Monitoring Plan is provided.

**Part D (Comparison of Alternatives):** Identification of the CEQA environmentally superior alternative and a discussion of the relative advantages and disadvantages of the Proposed Project and alternatives.

**Part E (Additional Long-Term Implications):** A discussion of short-term uses versus long-term productivity of the environment, irreversible environmental changes, and growth-inducing impacts.

**Part F (Proposed Mitigation Monitoring, Compliance, and Reporting Plan):** A discussion of the CPUC's mitigation monitoring program requirements for the Proposed Project.

**Part G (Public Participation):** A brief description of the public participation program for this EIR is presented.

**Part H (Comments and Responses):** Copies of all comment letters and transcripts of the Public Participation Hearing are provided, as well as response to all comments.

**Appendix A**

- Persons and Organizations Consulted
- List of Preparers and Their Qualifications
- Glossary/Abbreviations

**Appendix B**

- Notice of Preparation

**Appendix C**

- System Safety Technical Appendix

**Appendix D**

- Air Quality Technical Appendix