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5.10 SOCIOECONOMICS

This section describes potential effects to the social and economic environment resulting from construction and operation of the Watson Cogeneration Steam and Electric Reliability Project (Project). Specifically, this section discusses the estimated Project effects on population, housing, employment, public services (fire protection and emergency services, hospitals, law enforcement, and schools), utilities, county tax revenue, and economic activity. This section also includes a discussion of compliance with the laws, ordinances, regulations, and standards (LORS) relevant to socioeconomics.

The Project Site is a 2.5-acre brown field site located within the boundary of the existing Watson Cogeneration Facility, which is a 21.7-acre area within the 428-acre parcel further described as Assessors Parcel Number (APN) 7315-006-003, 1801 Sepulveda Boulevard, Carson, California, 90745 and is integral to BP's existing Carson Refinery (BP Refinery). The street address of the Project Site is located within the boundary of the existing Watson Cogeneration Facility at 22850 South Wilmington Avenue, Carson, California. Figure 3-1, Regional Map, depicts the Project Site and surrounding area. An existing warehouse/maintenance shop on a portion of the site will be removed as part of the Project. The Project Site is located approximately 0.7 mile south of the 405 Freeway, roughly bounded by Wilmington Avenue to the west, East Sepulveda Boulevard to the south, and South Alameda Street to the east.

The Project Site elevation is approximately 32 feet above mean sea level. Because the site is located within the existing refinery property boundary, the Project Site and surrounding areas are highly developed, and have been subject to disturbance for many years.

The Project's primary objective is to provide additional process steam in response to the refinery's process steam demand. The Project complements the existing cogeneration facility located within the confines of the refinery. The existing facility has four GE 7EA combustion turbine generators (CTGs), four heat recovery steam generators (HRSGs), and two steam turbine generators. The Project consists of adding a fifth CTG/HRSG to the existing configuration and is referred to as the "fifth train."

The Construction Laydown and Parking Area is a paved 25-acre parcel located approximately 1 mile southeast of the Project Site, at the northeast corner of East Sepulveda Boulevard and South Alameda Street. The area is owned by BP and is currently used as a truck parking and staging area.

No off-site improvements associated with the Project, such as water supply, natural gas or wastewater pipelines, are currently planned for the Project. The Project will connect to the existing supply pipelines currently located at the facility.

This section describes the existing economic and demographic conditions in the Project vicinity. Information is provided for Los Angeles County, the City of Carson, and the area within a 6-mile radius of the Project Site (including the Project Site and Construction Laydown and Parking Area). This section also describes neighboring Ventura, Kern, San Bernardino, and Orange counties, which may potentially provide labor to meet the construction needs of the Project (see Figure 5.10-1, Socioeconomic Study Area).

5.10.1 Affected Environment

5.10.1.1 Economy: Labor Force, Employment, and Income

Los Angeles County

Los Angeles County occupies over 4,000 square miles; it is bordered on the west by Ventura County, on the north by Kern County, on the east by San Bernardino and Orange counties, and on the south by the Pacific Ocean. Los Angeles County is a highly urbanized area, containing approximately 9.9 million people, a population that accounts for over one-quarter of California's population, spread over 3 percent of California's land area. Approximately 45 percent of California's population lives in Los Angeles County or in one of the four counties that border Los Angeles County.

In 2007, the Los Angeles County labor force of 4.9 million people represented over one-quarter of the California labor force. The Los Angeles County labor force increased by 0.3 percent annually between 1990 and 2000 and 0.7 percent between 2000 and 2007 (CEDD 2008a). In 2007, construction employment in Los Angeles County was approximately 157,200 persons, representing approximately 4 percent of total industry employment in Los Angeles County (Table 5.10-1, Los Angeles County Labor Force, Employment, and Industry).

**Table 5.10-1
Los Angeles County Labor Force, Employment, and Industry**

Measure	1990	2000	2007
Civilian labor force	4,523,700	4,677,300	4,921,200
Employment	4,259,700	4,424,900	4,675,300
Percent of Employment, by Industry			
Farm	0	0	0
Natural resources and mining	0	0	0
Construction	3	3	4
Manufacturing	20	15	11
Trade, transportation, and utilities	19	19	20
Information	4	6	5
Financial activities	7	6	6
Professional and business services	13	14	15
Education and health services	9	10	12
Leisure and hospitality	7	8	10
Other services	3	3	4
Government	13	14	14

Source: CEDD 2008a.

On average, the unemployment rate in Los Angeles County decreased from 5.8 percent to 5.4 percent during the period 1990 to 2000 (with an increase in the early 1990s), and from 5.4 percent to 5.0 percent during the period 2000 to 2007, indicating increasingly fewer unemployed labor force participants. Compared to California as a whole, the Los Angeles County unemployment rate was 0.4 percentage points lower than the California rate of

5.4 percent in 2007, indicating relatively fewer unemployed residents in Los Angeles County (Table 5.10-2, Unemployment Percentages for State of California; Counties of Kern, Los Angeles, Orange, San Bernardino, and Ventura; and City of Carson). The California Department of Transportation (Caltrans) expects the Los Angeles County unemployment rate to decrease to 4.3 percent by 2010 (Caltrans 2008).

Table 5.10-2
Unemployment Percentages for State of California; Counties of Kern, Los Angeles, Orange, San Bernardino, and Ventura; and City of Carson

Region	1990	1995	2000	2007	Projected 2010
California	5.8	7.9	4.9	5.4	5.3
Kern County	10.9	13.8	8.2	8.3	7.7
Los Angeles County	5.8	8.0	5.4	5.0	4.3
Orange County	3.5	5.1	3.5	3.9	3.4
San Bernardino County	5.6	7.9	4.8	5.6	5.1
Ventura County	5.8	7.4	4.5	5.0	4.6
City of Carson	N/A	N/A	7.0	N/A	N/A

Source: CEDD 2008a; U.S. Census Bureau 2000b; Caltrans 2008.

Note:

N/A = Data not available.

The primary industries that contribute to the Los Angeles County economy are trade, transportation, and utilities; professional and business services; government; education and health services; and leisure and hospitality. During the period 2000 to 2007, the fastest-growing industries¹ with relatively substantial shares of Los Angeles County employment were construction, education and health services, and leisure and hospitality. Notably, manufacturing employment declined 4.4 percent annually during the period 2000 to 2007 (CEDD 2008a). Major employers in Los Angeles County are listed below.

- American Honda Motor Company
- Amtrak
- BP West Coast Products
- Century Plaza Towers
- Children's Hospital
- Gardena Fire Department
- Jet Propulsion Laboratory
- Kaiser Foundation Hospital
- Kaiser Permanente
- Los Angeles County Fire Department
- Lockheed Martin Aeronautics Company

¹ "Fastest-growing" signifies fastest-growing in terms of number of employees.

- Long Beach Memorial Medical Center
- Los Angeles Police Department
- Pacific Enterprises Company
- Penske Truck Rental
- Six Flags Magic Mountain, Inc.
- Sony Pictures Entertainment
- University of California, Los Angeles
- University of Southern California
- Department of Veterans Affairs Greater Los Angeles Healthcare Center
- Walt Disney Company
- Women's & Children's Hospital

For the period 2004 to 2014, employment in Los Angeles County is expected to grow 1.0 percent annually. The same measure for the state of California is higher, at 1.5 percent. The industries in Los Angeles County that are anticipated to grow the most from 2004 to 2014 are education and health services, professional and business services, and leisure and hospitality. Construction employment is anticipated to grow 0.8 percent annually (CEDD 2008b).

On average, Los Angeles County residents commuted approximately 29 minutes to work in 2005 (CDOL 2008). Most residents (approximately 93 percent) work in Los Angeles County. However, approximately 4 percent of Los Angeles County residents work in Orange County. San Bernardino County and Ventura County employers each employ 1 percent of the Los Angeles County labor force, and less than 1 percent of Los Angeles County labor force participants work in Kern County (U.S. Census Bureau 2008b).

In 1999, 222,513 business establishments existed in Los Angeles County. Almost half of the businesses in the county (47 percent) were service firms. Over half of the businesses in the county had between one and four employees, and 29 percent of the businesses had between five and 19 employees (CDOF 2008a).

According to the U.S. Census Bureau, the median household income in Los Angeles County in 2006 was \$51,315, lower than the same measure for the state as a whole (\$56,645). The percentage of the population of Los Angeles County whose income in the 12 months preceding the 2006 American Community Survey was below the poverty threshold, was 15.4 percent, higher than the same measure for the state of California (13.1 percent) (U.S. Census Bureau 2006). These statistics indicate lower incomes and more poverty in Los Angeles County compared to the average for California.

City of Carson and the Project Site

When the City of Carson incorporated in 1968, heavy industry was prevalent throughout the city. Although industrial uses still account for over half of developed land in Carson, since incorporation many important non-industrial facilities have been sited in Carson, including South Bay Pavilion at Carson Mall, the Olympic Velodrome at California State University, Dominguez

Hills (which was later replaced with the Home Depot National Training Center), the Carson Civic Center, the Carson Community Center, the Carson Regional Library, and several neighborhood parks. The next most common land use in the City of Carson is residential use, which accounts for 28 percent of developed land (City of Carson 2003, 2008b).

In 2006, 7.9 percent of the Carson labor force of 41,935 was unemployed, a rate that is 1.4 percentage points higher than the same measure for Los Angeles County that year, indicating relatively more unemployed labor force participants in Carson. The mean travel time to work in 2006 was 23 minutes, a shorter commute compared to Los Angeles County residents on average. The most common occupations for Carson labor force participants in 2006 were sales and office occupations (32 percent) and management, professional, and related occupations (29 percent). The most common industries in which Carson residents worked were educational services, health care, and social assistance (23 percent); manufacturing (16 percent); and retail trade (12 percent).

On average, City of Carson residents have higher incomes and are less likely to live in poverty compared to the average Los Angeles County resident. The median household income for Carson was \$60,457 in 2006, higher than the average for the County. Also in 2006, 9.9 percent of Carson residents had incomes for the previous 12 months that were below the poverty threshold (U.S. Census Bureau 2006), a rate that was lower than the average for the County.

The Project Site is within Census Tract 5439.04; 4,426 residents lived within this tract in 2000. Over one-fifth of the residents in Census Tract 5439.04 had incomes in 1999 that were below the poverty level, indicating more poverty near the Project Site when compared to the City of Carson and Los Angeles County, on average. Economic activity on the Project Site includes the operations of the existing BP Carson Refinery and the existing Watson Cogeneration Facility. The refinery activities have been occurring at the Project Site since 1937. The Watson Cogeneration Facility was constructed alongside the BP Carson Refinery in 1987 to produce electricity and steam for the refinery. The BP Carson Refinery currently supplies approximately one-quarter of the Los Angeles gasoline market.

Ventura County

Ventura County occupies approximately 1,845 square miles (U.S. Census Bureau 2008d) directly west of Los Angeles County. The Ventura County labor force of 429,600 (Table 5.10-3, Ventura County Labor Force, Employment, and Industry) increased 0.7 percent annually between 1990 and 2000, and 1.3 percent annually between 2000 and 2007 (CEDD 2008a). Construction employment in Ventura County was approximately 18,600 in 2007.

**Table 5.10-3
Ventura County Labor Force, Employment, and Industry**

Measure	1990	2000	2007
Civilian labor force	366,800	392,400	429,600
Employment	345,600	374,700	408,300
Percent of Employment, by Industry			
Farm	7	7	7
Natural resources and mining	1	0	0
Construction	7	5	6
Manufacturing	14	14	12

**Table 5.10-3
Ventura County Labor Force, Employment, and Industry**

Measure	1990	2000	2007
Trade, transportation, and utilities	17	17	18
Information	3	3	2
Financial activities	5	6	7
Professional and business services	11	13	12
Education and health services	7	8	9
Leisure and hospitality	8	9	10
Other services	3	3	3
Government	18	15	13

Source: CEDD 2008a.

The unemployment rate in Ventura County decreased from 5.8 percent to 4.5 percent during the period 1990 to 2000, and increased from 4.5 percent to 5.0 percent during the period 2000 to 2007. Compared to California as a whole, the Ventura County unemployment rate was 0.4 percentage points lower than the California rate of 5.4 percent in 2007, similar to the same measure for Los Angeles County, indicating relatively fewer unemployed residents in Ventura County (Table 5.10-2, Unemployment Percentages for State of California; Counties of Kern, Los Angeles, Orange, San Bernardino, and Ventura; and City of Carson). Caltrans expects the Ventura County unemployment rate to decrease to 4.6 by 2010 (Caltrans 2008).

Between 2004 and 2014, employment in Ventura County is expected to grow 1.1 percent annually. The same measure for the state of California is higher, at 1.5 percent. The industries in Ventura County that are anticipated to grow the most during the period 2004 to 2014 are education and health services, professional and business services, and leisure and hospitality, the same industries projected to grow the fastest in Los Angeles County. Construction employment is anticipated to grow by 1.1 percent annually (CEDD 2008b).

On average, Ventura County residents commuted approximately 26 minutes to work in 2005 (CDOL 2008). Approximately 76 percent of Ventura County residents work in Ventura County. Approximately 20 percent of Ventura County residents work in Los Angeles County, and Santa Barbara County employers employ approximately 3 percent of the Ventura County labor force (U.S. Census Bureau 2008b).

In 1999, 16,790 business establishments existed in Ventura County. Approximately 47 percent of these establishments were service firms. Over half of the businesses had between one and four employees, and 31 percent of the businesses had between five and 19 employees (CDOF 2008a).

According to the U.S. Census Bureau, the median household income in Ventura County in 2006 was \$72,107, compared to a state average of \$56,645. The percentage of the population whose income in the 12 months preceding the 2006 American Community Survey was below the poverty threshold was 8.9 percent, several percentage points lower than the same measure for both Los Angeles County (15.4 percent) and the state of California (13.1 percent) (U.S. Census Bureau 2006).

Kern County

Kern County occupies approximately 8,141 square miles (U.S. Census Bureau 2008d) and is directly north of Los Angeles County. The Kern County labor force of 351,900 (Table 5.10-4, Kern County Labor Force, Employment, and Industry) increased 1.3 percent annually between 1990 and 2000, and 2.6 percent annually between 2000 and 2007 (CEDD 2008a). Construction employment in Kern County was approximately 18,600 in 2007.

Table 5.10-4
Kern County Labor Force, Employment, and Industry

Measure	1990	2000	2007
Civilian labor force	257,000	293,500	351,900
Employment	228,900	269,300	322,800
Percent of Employment, by Industry			
Farm	15	21	17
Natural resources and mining	6	4	4
Construction	6	5	7
Manufacturing	18	16	17
Trade, transportation, and utilities	2	1	1
Information	4	3	3
Financial activities	9	10	10
Professional and business services	7	8	9
Education and health services	7	7	8
Leisure and hospitality	3	3	3
Other services	23	22	22
Government	15	21	17

Source: CEDD 2008a.

The unemployment rate in Kern County decreased from 10.9 percent to 8.2 percent during the period 1990 to 2000, and increased from 8.2 percent to 8.3 percent during the period 2000 to 2007. Compared to California as a whole, the Kern County unemployment rate was 2.9 percentage points higher than the California rate of 5.4 percent in 2007, potentially attributable to the seasonal variation in employment that is typical of an economy with more of an agricultural focus, such as the economy in Kern County (Table 5.10-2, Unemployment Percentages for State of California; Counties of Kern, Los Angeles, Orange, San Bernardino, and Ventura; and City of Carson). Caltrans expects the Kern County unemployment rate to decrease to 7.7 percent by 2010 (Caltrans 2008).

Between 2004 and 2014, employment in Kern County is expected to grow 1.4 percent annually. The same measure for the state of California is slightly higher, at 1.5 percent. The industries in Kern County that are anticipated to grow the most during the period 2004 to 2014 are construction and professional and business services. Construction employment is anticipated to grow by 3.7 percent annually from 2004 to 2014 (CEDD 2008b).

On average, Kern County residents commuted approximately 22 minutes to work in 2005 (CDOL 2008). Approximately 94 percent of Kern County residents work in Kern County. Approximately 3 percent of Kern County residents work in Los Angeles County (U.S. Census Bureau 2008b).

In 1999, 10,756 business establishments existed in Kern County. Approximately 45 percent of these establishments were service firms. Over half of the businesses had between one and four employees, and 95 percent of the businesses had fewer than 50 employees (CDOF 2008a).

According to the U.S. Census Bureau, the median household income in Kern County in 2006 was \$47,550, compared to a state average of \$56,645. The percentage of the population of Kern County whose income in the 12 months preceding the 2006 American Community Survey was below the poverty threshold was 20.6 percent, several percentage points higher than the same measure for both Los Angeles County (15.4 percent) and the state of California (13.1 percent) (U.S. Census Bureau 2006).

San Bernardino County

San Bernardino County is a large county, occupying over 20,000 square miles (U.S. Census Bureau 2008d). The county is located directly east of Los Angeles County. The San Bernardino County labor force of 885,000 (Table 5.10-5, San Bernardino County Labor Force, Employment, and Industry) increased 1.5 percent annually between 1990 and 2000 and 2.6 percent between 2000 and 2007 (CEDD 2008a). Construction employment in San Bernardino County was approximately 46,400 in 2006.

Table 5.10-5
San Bernardino County Labor Force, Employment, and Industry

Measure	1990	2000	2007/2006
Civilian labor force	635,500	739,000	885,000 ¹
Employment	599,600	703,600	835,100 ¹
Percent of Employment, by Industry²			
Farm	1	1	0
Natural resources and mining	0	0	0
Construction	7	6	7
Manufacturing	11	12	10
Trade, transportation, and utilities	22	24	25
Information	2	2	1
Financial activities	4	4	4
Professional and business services	8	10	12
Education and health services	10	11	10
Leisure and hospitality	9	8	9
Other services	3	3	3
Government	22	20	18

Source: CEDD 2008a.

Notes:

¹Year 2007 labor force estimates.

²Percentages are for 2006 industry employment levels.

The unemployment rate in San Bernardino County decreased from 5.6 percent to 4.8 percent during the period 1990 to 2000, and increased from 4.8 percent to 5.6 percent during the period 2000 to 2007. Compared to California as a whole, the San Bernardino County unemployment rate was 0.2 percentage points higher than the California rate of 5.4 percent in 2007 (Table 5.10-2, Unemployment Percentages for State of California; Counties of Kern, Los Angeles, Orange, San Bernardino, and Ventura; and City of Carson). Caltrans expects the San Bernardino County unemployment rate to decrease to 5.1 percent by 2010 (Caltrans 2008).

Between 2004 and 2014, employment in the combined area of Riverside County and San Bernardino County is expected to grow 2.2 percent annually. The same measure for the state of California is lower, at 1.5 percent. The industries in Riverside and San Bernardino counties that are anticipated to grow the most during the period 2004 to 2014 are professional and business services; construction; and trade, transportation, and utilities. Construction employment is anticipated to grow by 2.7 percent annually (CEDD 2008b).

On average, San Bernardino County residents commuted approximately 31 minutes to work in 2005 (CDOL 2008). Approximately 69 percent of San Bernardino County residents work in San Bernardino County. Approximately 17 percent of San Bernardino County residents work in Los Angeles County. Riverside County employers employ approximately 8 percent of the San Bernardino County labor force, and Orange County employers employ approximately 4 percent of the San Bernardino County labor force (U.S. Census Bureau 2008b).

In 1999, 16,790 business establishments existed in San Bernardino County. Approximately 42 percent of the establishments were service firms, and 23 percent of business establishments were involved in trade. Half of the businesses had between one and four employees, and an additional 34 percent of the businesses had between five and 19 employees (CDOF 2008a).

According to the U.S. Census Bureau, the median household income in San Bernardino County in 2006 was \$52,941, less than the state average of \$56,645. The percentage of the population whose income in the 12 months preceding the 2006 American Community Survey was below the poverty threshold at 13.7 percent, less than one percentage point higher than the same measure for California as a whole (13.1 percent) (U.S. Census Bureau 2006).

Orange County

Orange County occupies approximately 789 square miles (U.S. Census Bureau 2008d) and forms the southeast boundary of Los Angeles County. The Orange County labor force of 1.6 million (Table 5.10-6, Orange County Labor Force, Employment, and Industry) increased 0.9 percent annually between 1990 and 2000 and 1.4 percent between 2000 and 2007 (CEDD 2008a). Construction employment in Orange County was approximately 103,700 in 2007.

**Table 5.10-6
Orange County Labor Force, Employment, and Industry**

Measure	1990	2000	2007
Civilian labor force	1,353,600	1,480,400	1,633,100
Employment	1,306,200	1,428,400	1,568,800
Percent of Employment, by Industry			
Farm	1	1	0
Natural resources and mining	0	0	0
Construction	5	5	7
Manufacturing	19	15	12
Trade, transportation, and utilities	18	18	18
Information	2	3	2
Financial activities	8	7	8
Professional and business services	14	18	18
Education and health services	8	8	9
Leisure and hospitality	11	10	11
Other services	3	3	3
Government	11	10	10

Source: CEDD 2008a.

The unemployment rate in Orange County stayed constant (on average) at 3.5 percent during the period 1990 to 2000, and increased to 3.9 percent by 2007. Compared to California as a whole, the Orange County unemployment rate was 1.5 percentage points lower than the California rate of 5.4 percent in 2007 (Table 5.10-2, Unemployment Percentages for State of California; Counties of Kern, Los Angeles, Orange, San Bernardino, and Ventura; and City of Carson). Caltrans expects the Orange County unemployment rate to decrease to 3.4 percent by 2010 (Caltrans 2008).

Between 2004 and 2014, employment in Orange County is expected to grow 1.7 percent annually. The same measure for the state of California is slightly lower, at 1.5 percent. The Orange County industries that are anticipated to grow the most during the period 2004 to 2014 are leisure and hospitality, professional and business services, and health care and social assistance. Construction employment is anticipated to grow by 1.9 percent annually (CEDD 2008b).

On average, Orange County residents commuted approximately 27 minutes to work in 2005 (CDOL 2008). Approximately 83 percent of Orange County residents work in Orange County. Approximately 14 percent of Orange County residents work in Los Angeles County (U.S. Census Bureau 2008b).

In 1999, 76,532 business establishments existed in Orange County. Approximately 47 percent of the establishments were service firms. Over half of the businesses had between one and four employees, and 31 percent of the businesses had between five and 19 employees (CDOF 2008a).

According to the U.S. Census Bureau, the median household income in Orange County in 2006 was \$70,232, compared to a state average of \$56,645. The percentage of the population whose income in the 12 months preceding the 2006 American Community Survey was below the poverty threshold at 9.7 percent, several percentage points lower than the same measures for both Los Angeles County (15.4 percent) and California as a whole (13.1 percent) (U.S. Census Bureau 2006).

5.10.1.2 Population, Housing, and Demographics

Los Angeles County

The population of Los Angeles County was 10.4 million in 2008, representing 27 percent of the state population (Table 5.10-7, Population Trends and Projections). Table 5.10-7 shows that average annual growth rates in the population of Los Angeles County were 0.4 to 0.8 percentage points lower than the same rates for California, during the period 1970 to 2008. The growth rate for Los Angeles County for the period 2008 to 2020 is expected to be 0.7 percent annually, compared to 1.2 percent for California (CDOF 2008b).

Approximately 89 percent of the population in Los Angeles County (9.3 million people) resided in incorporated cities in 2008. Of the 88 cities in Los Angeles County, the City of Los Angeles has the most residents (approximately 4 million people), followed by the City of Long Beach (493,000 people), the City of Glendale (207,000 people), and the City of Santa Clarita (177,000 people) in 2008. Twelve additional cities have populations of over 100,000, and an additional 23 cities have populations of over 50,000 (CDOF 2008c).

**Table 5.10-7
Population Trends and Projections**

Year	City of Carson	Los Angeles County	Kern County	Orange County	San Bernardino County	Ventura County	State
1970	72,358	7,041,980	330,234	1,421,233	682,233	378,497	20,039,000
1990	83,995	8,863,052	544,981	2,410,668	1,418,380	669,016	29,758,213
AARG, 1970–1990	0.7%	1.2%	2.5%	2.7%	3.7%	2.9%	2.0%
2000	89,730	9,519,330	661,653	2,846,289	1,710,139	753,197	33,873,086
AARG, 1990–2000	0.7%	0.7%	2.0%	1.7%	1.9%	1.2%	1.3%
2008	97,960	10,363,850	817,517	3,121,251	2,055,766	831,587	38,049,462
AARG, 2000–2008	1.1%	1.1%	2.7%	1.2%	2.3%	1.2%	1.5%
2020	N/A	11,214,237	1,086,113	3,520,265	2,581,371	956,392	44,135,923
AARG, 2008–2020	N/A	0.7%	2.4%	1.0%	1.9%	1.2%	1.2%
2030	N/A	11,920,289	1,352,627	3,705,322	2,958,939	1,049,758	49,240,891
AARG, 2020–2030	N/A	0.6%	2.2%	0.5%	1.4%	0.9%	1.1%

Source: CDOF 2008b.

Notes:

- = negative

% = percent

AARG = Average Annual Rate of Growth

N/A = not available

Los Angeles County contains approximately 3.4 million housing units in January 2008, of which 55 percent are single-family homes, 43 percent multi-family homes, and 2 percent mobile homes. The vacancy rate in this year was 4.2 percent, 1.7 percentage points lower than the California vacancy rate. Los Angeles County has approximately one-quarter of the total housing units in the state and a higher percentage of multi-family homes when compared to the state as a whole (Table 5.10-8, Housing, January 2008).

Table 5.10-8
Housing, January 2008

Location	Total Units	Single-Family	Multi-Family	Mobile Homes	Vacancy Rate (%)
City of Carson	26,442	20,934	3,003	2,505	2.7
Los Angeles County	3,403,480	1,887,579	1,459,215	56,686	4.2
Kern County	276,602	202,246	48,165	26,191	9.8
Orange County	1,030,289	648,244	349,947	32,098	3.3
San Bernardino County	685,642	511,906	129,035	44,701	11.6
Ventura County	276,320	205,110	58,879	12,331	3.4
California	13,444,455	8,678,120	4,171,373	594,962	5.9

Source: CDOF 2008d.

Note:

% = percent

In 2000, approximately 69 percent of Los Angeles County residents were members of a minority². Also in 2000, 18 percent of Los Angeles County residents lived below the poverty level (Table 5.10-9, Race and Poverty Data).

Table 5.10-9
Race and Poverty Data

Area	Population	Minority Population ¹	Percentage Minority ² (%)	Population Living Below Poverty Level ²	Percentage Living Below Poverty Level ² (%)
Larger Areas					
Group of CTs	1,003,708	744,590	74	195,725	20
City of Carson	89,730	78,963	88	8,216	9
Los Angeles County	9,519,338	6,559,724	69	1,674,599	18
Kern County	661,645	334,455	51	130,949	21
Orange County	2,846,289	1,387,311	49	289,475	10
San Bernardino County	1,709,434	957,212	56	263,412	16
Ventura County	753,197	325,748	43	68,540	9
State of California	33,871,648	18,054,858	53	4,706,130	14

² For the purposes of this analysis, "minority" includes Hispanic or Latino, Black or African American, American Indian or Alaskan Native, Asian, Native Hawaiian or Other Pacific Islander, and those identified in *Census 2000* as Two or More Races.

**Table 5.10-9
Race and Poverty Data**

Area	Population	Minority Population ¹	Percentage Minority ² (%)	Population Living Below Poverty Level ²	Percentage Living Below Poverty Level ² (%)
Individual Census Tracts Within a 6-Mile Radius of the Project Site					
2911.30	3,507	3,233	92	259	8
2912.10	4,961	4,471	90	768	16
2912.20	3,479	3,282	94	829	23
2913	2,715	2,176	80	160	6
2920	6,621	5,631	85	1,576	24
2932.01	6,540	5,202	80	1,008	16
2932.02	6,622	5,896	89	2,104	32
2933.01	2,977	1,973	66	208	7
2933.02	4,302	2,811	65	421	10
2933.04	4,207	3,427	81	856	20
2933.05	4,660	3,002	64	698	15
2941.10	4,060	3,691	91	673	17
2941.20	2,529	2,489	98	317	13
2942	4,425	3,899	88	754	17
2943	7,059	6,278	89	1,654	24
2944.10	3,854	3,238	84	1,092	28
2944.20	3,270	2,885	88	990	28
2945.10	4,266	4,080	96	1,167	28
2945.20	3,609	3,384	94	1,061	30
2946.10	3,875	3,613	93	853	22
2946.20	3,931	3,849	98	941	24
2947	3,270	3,046	93	1,324	41
2948.10	4,039	3,947	98	1,108	28
2948.20	3,555	3,438	97	1,601	45
2948.30	3,274	3,146	96	1,232	38
2949	3,262	3,120	96	1,343	41
2951.01	5,188	1,771	34	299	6
2961	1,434	975	68	48	31
2962.10	2,858	2,638	92	942	32
2962.20	3,605	3,288	91	1,789	50
2963	4,348	2,270	52	370	9
2964	6,294	2,693	43	369	6
2965	3,796	3,244	85	843	22
2966	5,200	4,123	79	1,370	27
2969	8,250	5,371	65	1,694	21
2971.10	4,547	3,612	79	1,286	31
2971.20	3,358	2,607	78	1,061	30
5409.02	4,370	4,333	99	850	20
5410.01	1,166	1,106	95	70	6

**Table 5.10-9
Race and Poverty Data**

Area	Population	Minority Population ¹	Percentage Minority ² (%)	Population Living Below Poverty Level ²	Percentage Living Below Poverty Level ² (%)
5410.02	3,329	2,741	82	311	10
5411	3,184	3,165	99	695	22
5412	5,445	5,410	99	950	18
5413	5,696	5,656	99	1,430	25
5416.05	5,266	5,219	99	1,687	32
5416.06	2,544	2,514	99	854	35
5420	5,507	5,450	99	1,352	25
5421.01	7,033	6,940	99	1,964	29
5421.02	7,669	7,545	98	2,919	39
5422	6,672	6,555	98	1,873	28
5424.01	4,902	4,853	99	829	17
5424.02	3,143	3,073	98	684	22
5425.01	4,126	4,102	99	1,641	40
5425.02	4,249	4,196	99	1,567	37
5426.01	2,936	2,928	100	1,162	40
5426.02	4,927	4,897	99	1,343	27
5427	5,288	5,225	99	1,381	26
5428	2,996	2,970	99	581	19
5429	3,239	3,216	99	692	22
5430	4,336	4,318	100	937	22
5431	6,753	6,681	99	1,532	23
5432.01	3,403	3,370	99	703	21
5432.02	4,914	4,874	99	1,318	27
5433.03	7,140	6,326	89	503	7
5433.04	6,551	6,365	97	286	5
5433.05	2,353	1,283	55	129	5
5433.21	3,928	3,401	87	428	12
5433.22	7,033	6,746	96	471	7
5434	4,386	4,054	92	499	12
5435.01	6,494	5,418	83	587	9
5435.02	4,147	3,105	75	707	17
5435.03	5,643	4,154	74	523	10
5436.01	3,970	3,431	86	339	9
5436.02	7,232	5,118	71	484	7
5436.03	4,116	2,568	62	223	5
5436.04	5,162	4,459	86	291	6
5437.01	3,062	2,714	89	106	3
5437.02	6,354	5,413	85	488	8
5437.03	3,617	3,049	84	305	9
5438.01	5,232	4,277	82	530	10

**Table 5.10-9
Race and Poverty Data**

Area	Population	Minority Population ¹	Percentage Minority ² (%)	Population Living Below Poverty Level ²	Percentage Living Below Poverty Level ² (%)
5438.02	6,952	5,939	85	617	9
5439.03	3,786	3,251	86	264	7
5439.04	4,426	4,249	96	978	22
5440	7,698	6,527	85	1,133	15
5538.02	6,170	5,227	85	1,092	18
5700.03	4,265	1,806	42	392	9
5701	2,706	1,781	66	327	13
5702.02	6,212	5,304	85	993	16
5702.03	4,052	3,725	92	1,109	28
5702.04	3,984	3,271	82	1,210	32
5703.01	6,790	5,723	84	1,773	26
5703.03	3,867	3,280	85	914	24
5703.04	4,824	4,179	87	1,340	28
5704.01	8,235	7,870	96	2,534	31
5704.02	3,410	3,101	91	465	14
5705.01	7,282	5,816	80	1,134	16
5705.02	6,338	5,212	82	1,034	16
5706.01	5,159	4,324	84	1,668	33
5706.02	6,382	5,358	84	1,129	18
5706.03	4,776	4,133	87	1,448	31
5707.01	6,705	3,961	59	675	10
5707.02	2,306	1,008	44	138	6
5708	5,464	2,007	37	222	4
5712	7,778	2,609	34	745	10
5713	4,268	1,505	35	139	3
5714	4,649	2,020	43	242	5
5715.01	7,882	4,988	63	837	11
5715.02	4,630	3,053	66	508	11
5716	1,988	1,853	93	1,110	56
5717.01	6,114	5,285	86	1,506	25
5717.02	7,626	6,647	87	1,953	26
5718	3,118	1,028	33	184	6
5719	5,299	2,173	41	405	8
5720.01	5,082	2,060	41	349	7
5720.02	4,519	2,330	52	322	8
5721	1,083	815	75	56	5
5722.01	6,457	4,982	77	520	8
5722.02	3,713	2,942	79	299	8
5723.01	3,653	3,405	93	729	20
5723.02	3,502	3,272	93	628	19

**Table 5.10-9
Race and Poverty Data**

Area	Population	Minority Population ¹	Percentage Minority ² (%)	Population Living Below Poverty Level ²	Percentage Living Below Poverty Level ² (%)
5724	1,073	1,000	93	115	10
5725	3,700	2,903	78	1,530	41
5726	5,130	4,841	94	623	12
5727	5,495	5,240	95	895	16
5728	263	231	88	205	70
5729	5,113	4,968	97	1,617	32
5730.01	7,108	6,287	88	2,370	34
5730.02	4,180	4,034	97	2,372	57
5731	7,291	6,383	88	2,014	28
5732.01	5,056	4,793	95	1,652	33
5732.02	5,697	5,523	97	1,931	34
5733	4,255	4,143	97	1,543	36
5734.01	1,407	920	65	200	15
5734.02	6,216	4,348	70	1,261	20
5734.03	1,715	725	42	123	7
5735	1	-	0	N/A	N/A
5736	5,955	1,378	23	326	6
5741	4,896	1,117	23	205	4
5742.01	3,000	908	30	81	3
5742.02	2,103	646	31	100	6
5743	5,598	1,292	23	298	5
5748	2,865	755	26	309	11
5749.01	3,538	792	22	106	3
5749.02	4,730	2,324	49	930	22
5750.01	3,092	1,444	47	273	9
5750.02	4,548	2,066	45	467	12
5751.01	5,196	4,683	90	2,232	43
5751.02	4,810	4,508	94	2,041	43
5751.03	5,480	4,383	80	1,692	31
5752.01	5,085	4,905	96	2,565	50
5752.02	5,347	5,207	97	2,559	48
5753	4,981	4,776	96	1,727	35
5754.01	5,476	5,225	95	2,674	50
5754.02	3,758	3,648	97	1,927	52
5755	252	197	78	111	53
5756	46	39	85	0	0
5758.01	2,721	2,545	94	1,190	43
5758.02	5,433	4,967	91	2,723	50
5758.03	2,968	2,351	79	1,289	44
5759.01	3,825	3,260	85	1,448	38

**Table 5.10-9
Race and Poverty Data**

Area	Population	Minority Population ¹	Percentage Minority ² (%)	Population Living Below Poverty Level ²	Percentage Living Below Poverty Level ² (%)
5759.02	5,108	3,554	70	1,704	33
5760	445	269	60	81	22
5761	2,669	1,028	39	489	18
5762	5,652	4,385	78	1,760	31
5763	8,912	8,005	90	3,317	38
5764.01	5,066	4,840	96	2,443	49
5764.02	5,575	5,283	95	2,413	44
5764.03	6,082	5,655	93	3,054	51
5765.01	3,669	2,742	75	1,331	36
5765.02	5,092	3,925	77	1,672	33
5765.03	4,723	3,401	72	1,257	29
5766.01	4,395	2,071	47	677	15
5766.02	3,874	1,600	41	533	14
5767	3,851	1,195	31	276	7
5768.01	4,682	2,812	60	1,030	22
5768.02	4,162	2,114	51	689	17
5769.01	6,379	5,731	90	2,505	39
5769.02	7,877	6,234	79	2,268	29
5770	7,054	3,497	50	1,281	18
5771	6,521	2,139	33	751	12
5772	5,447	1,257	23	409	8
5773	5,497	1,124	20	373	7
5774	3,092	543	18	194	6
5776.03	7,791	1,518	19	338	4
6030.01	6,737	6,261	93	1,344	21
6030.03	8,163	7,513	92	1,599	20
6030.04	1,634	1,477	90	199	13
6031.01	4,116	3,563	87	560	14
6031.02	3,946	3,641	92	651	16
6032	2,310	1,789	77	261	11
6033.01	4,004	3,446	86	721	19
6033.02	3,678	3,128	85	578	16
6099	1,678	1,105	66	300	18
6500.01	5,890	4,013	68	358	6
6500.02	7,136	4,686	66	1,169	16
6501.01	5,542	3,693	67	255	5
6501.02	2,266	1,240	55	224	10
6502	5,721	2,844	50	379	7
6504	3,980	1,605	40	108	3
6506.01	7,818	4,392	56	750	10

**Table 5.10-9
Race and Poverty Data**

Area	Population	Minority Population ¹	Percentage Minority ² (%)	Population Living Below Poverty Level ²	Percentage Living Below Poverty Level ² (%)
6507.01	2,134	760	36	46	2
6508	5,783	3,736	65	360	6
6509.01	5,430	2,402	44	421	8
6509.02	5,856	3,351	57	667	11
6510.01	5,057	2,352	47	143	3
6510.02	4,516	2,334	52	234	5
6511.01	5,029	2,317	46	161	3
6511.02	3,355	1,406	42	191	6
6514	8,417	3,395	40	490	6
6700.01	3,244	1,391	43	242	8
6700.02	3,773	1,887	50	376	10
6700.03	6,037	2,564	42	364	6
6701	6,484	3,110	48	1,053	16
6702.01	3,889	1,001	26	54	1
6702.02	2,652	637	24	70	3
6705	1,871	439	23	24	1
6707.01	6,777	2,233	33	291	4
6707.02	5,357	1,166	22	100	2

Sources: U.S. Census Bureau, 2008c; U.S. Census Bureau, 2008e.

Notes:

¹ The minority percentage represents the number of residents (as a percentage of total residents) that were included in 2000 in the following race or ethnicity categories (defined by the U.S. Census Bureau): White Hispanic/Latino, Black or African American, American Indian and Alaska Native, Asian, Native Hawaiian or Other Pacific Islander, Some Other Race, and Two or More Races.

² Low-income percentage represents the number of residents (as a percentage of total residents living below the poverty level, based on their 1999 income, taken as a percentage of the population for whom poverty status is determined (which includes all persons except institutionalized persons, persons in military group quarters and in college dormitories, and unrelated individuals under 15 years old).

Shaded cells in minority percentage column, then the corresponding census tract has a minority percentage (see Note 1) greater than 79%, which is 10 percentage points higher than same measure for Los Angeles County.

If a cell is shaded in the low-income percentage column, then the corresponding census tract has a low-income percentage (see Note 2) greater than 28%, which is 10 percentage points higher than same measure for Los Angeles County.

% = percent
CT = census tract
N/A = not applicable

City of Carson and the Project Site

The population of the City of Carson was estimated at 97,960 in 2008, representing approximately 0.9 percent of the population of Los Angeles County. During the period from 2000 to 2008, Carson's population grew at a rate of 1.1 percent per year, the same rate of growth as that of the Los Angeles County population and a rate slightly lower than that of California as a whole (Table 5.10-7, Population Trends and Projections).

In January 2008, the City of Carson contained approximately 26,442 housing units, of which 79 percent were single-family homes, 11 percent multi-family homes, and 9 percent mobile homes. As a percentage of total housing units, Carson has more single-family and mobile homes - and fewer multi-family units - than Los Angeles County as a whole. The Carson housing unit vacancy rate in January 2008 was 2.7 percent, which was lower than the same measure for Los Angeles County and California as a whole (Table 5.10-8, Housing, January 2008), indicating relatively fewer available housing units in Carson.

Two major hotels with a combined total of 255 rooms exist within the Carson city limits. Twenty-six hotels exist in nearby Long Beach and Compton, and 16 hotels exist in Torrance and Gardena. Also, Carson is less than 15 miles south of the city of Los Angeles, which has 49 major hotel chains, with several thousand rooms. During the first half of 2005, the overall hotel occupancy rate in the Los Angeles area was 75 percent, up slightly from the 72 percent rate for the previous year (Ernst & Young 2003).

Approximately 88 percent of Carson residents were members of a minority population³ in 2000 (Table 5.10-9, Race and Poverty Data). By 2006, the percentage of Carson residents that were members of a minority population had grown to 92 percent. The minority percentage of 92 percent (2006) was 21 percentage points higher than the same measure for Los Angeles County in 2006 (U.S. Census Bureau 2006).

Approximately 9 percent of residents had incomes (for the previous 12 months) below the poverty level in 2000. The percentage of residents with incomes (for the previous 12 months) below the poverty level had grown to 10 percent by 2006. The 2006 percentage of 10 percent was approximately 6 percentage points lower than the same measure for Los Angeles County in 2006 (U.S. Census Bureau 2006).

In 2000, the census tract in which the Project Site is located (Census Tract 5439.04) had 4,426 residents, the majority (96 percent) of whom were members of a minority population (Table 5.10-9, Race and Poverty Data).

Ventura County

The population of Ventura County was 831,587 in 2008 (Table 5.10-7, Population Trends and Projections). The Ventura County population grew relatively quickly in comparison to some other California counties during the period 1970 to 1990, but began growing slower in the 1990s and into the period 2000 to 2008, at a rate more similar to that of the average rate for the State of California. The growth rate for Ventura County for the period 2008 to 2020 is expected to be 1.2 percent annually, similar to the same measure for California as a whole (Table 5.10-7, Population Trends and Projections).

Approximately 88 percent of the population in Ventura County (735,278 people) resided in the incorporated cities in 2008. Of the 10 cities in Ventura County in 2008, the City of Oxnard has the most residents (194,905 people), followed by the City of Thousand Oaks (128,650 people), the City of Simi Valley (125,657 people), and the City of San Buenaventura (108,261 people). Three additional cities have a population of over 25,000 (CDOF 2008c).

³ For the purposes of this analysis, "minority" includes Hispanic or Latino, Black or African American, American Indian or Alaskan Native, Asian, Native Hawaiian or Other Pacific Islander, and those identified in the *American Community Survey 2006* as Two or More Races.

Ventura County contained 276,320 housing units in January 2008, of which 74 percent were single-family homes, 21 percent multi-family homes, and 4 percent mobile homes. The vacancy rate was 3.4 percent, 2.5 percentage points lower than the California vacancy rate. Ventura County has higher percentages of single-family homes when compared to California as a whole (Table 5.10-8, Housing, January 2008).

Approximately 43 percent of Ventura County residents were members of a minority population⁴ in 2000 (Table 5.10-9, Race and Poverty Data).

Kern County

The population of Kern County was 817,517 in 2008. Table 5.10-7, Population Trends and Projections, shows that average annual growth rates in the Kern County population were 0.5 to 1.2 percentage points higher than the same rates for California during the period 1970 to 2008. The growth rate for Kern County for the period 2008 to 2020 is expected to be 2.4 percent annually, which is double the same measure for California as a whole (Table 5.10-7, Population Trends and Projections).

Approximately 63 percent of the population in Kern County (518,914 million people) resided in the incorporated cities in 2008. Of the 11 cities in Kern County in 2008, the City of Bakersfield has the most residents (328,692 residents), followed by the City of Delano (53,855 people), the City of Ridgecrest (28,038 people), and the City of Wasco (24,999 people). Five additional cities have a population of over 10,000 (CDOF 2008c).

Kern County contained 276,602 housing units in January 2008, of which 73 percent were single-family homes, 17 percent multi-family homes, and 9 percent mobile homes. The vacancy rate was 9.8 percent, 3.9 percentage points higher than the California vacancy rate. Kern County has higher percentages of single-family and mobile homes when compared to California as a whole (Table 5.10-8, Housing, January 2008).

Approximately 51 percent of Kern County residents were members of a minority population⁵ in 2000 (Table 5.10-9, Race and Poverty Data).

San Bernardino County

The population of San Bernardino County was approximately 2.1 million in 2008. Table 5.10-7, Population Trends and Projections, shows that average annual growth rates in the San Bernardino County population were 0.6 to 1.7 percentage points higher than the same rates for California as a whole during the period 1970 to 2008. The growth rate for San Bernardino County for the period 2008 to 2020 is expected to slow to 1.9 percent annually, compared to 1.2 percent for California as a whole (CDOF 2008b).

⁴ For the purposes of this analysis, “minority” includes Hispanic or Latino, Black or African American, American Indian or Alaskan Native, Asian, Native Hawaiian or Other Pacific Islander, and those identified in *Census 2000* as Two or More Races.

⁵ For the purposes of this analysis, “minority” includes Hispanic or Latino, Black or African American, American Indian or Alaskan Native, Asian, Native Hawaiian or Other Pacific Islander, and those identified in *Census 2000* as Two or More Races.

Approximately 86 percent of the population in San Bernardino County (1.8 million people) resided in the incorporated cities in 2008. Of the 24 cities in San Bernardino County in 2008, the City of San Bernardino has the most residents (205,493 people), followed by the City of Fontana (188,498 people), the City of Rancho Cucamonga (174,308 people), and the City of Ontario (173,690 people). Eleven additional cities have a population of over 50,000 (CDOF 2008c).

San Bernardino County contained 685,642 housing units in January 2008, of which 75 percent were single-family homes, 19 percent multi-family homes, and 7 percent mobile homes. The vacancy rate was 11.6 percent, 5.7 percentage points higher than the California vacancy rate. San Bernardino County has higher percentages of single-family and mobile homes when compared to California as a whole (Table 5.10-8, Housing, January 2008).

Approximately 56 percent of San Bernardino County residents were members of a minority population⁶ in 2000 (Table 5.10-9, Race and Poverty Data).

Orange County

The population of Orange County was 3.1 million in 2008. Table 5.10-7, Population Trends and Projections, shows that the average annual growth rates in the Orange County population were 0.4 to 0.7 percentage points higher than the same rates for California as a whole during the period 1970 to 2000. During the period 2000 to 2008, the annual population growth rate slowed to 1.2 percent, slightly lower than the same measure for the state of California. The growth rate for Orange County for the period 2008 to 2020 is expected to be 1.0 percent annually, compared to 1.2 percent for California as a whole (CDOF 2008b).

Approximately 96 percent of the population in Orange County (3.0 million people) resided in the incorporated cities in 2008. Of the 34 cities in Orange County in 2008, the City of Santa Ana has the most residents (353,184 people), followed by the City of Anaheim (346,823 people), the City of Irvine (209,806 people), and the City of Huntington Beach (201,993 people). Four additional cities have a population of over 100,000, and an additional twelve cities have a population of over 50,000 (CDOF 2008c).

Orange County contained 1,030,289 housing units in January 2008, of which 63 percent were single-family homes, 34 percent multi-family homes, and 3 percent mobile homes. The vacancy rate was 3.3 percent, 2.6 percentage points lower than the California vacancy rate. Orange County has a higher percentage of multi-family homes when compared to California as a whole (Table 5.10-8, Housing, January 2008).

Approximately 49 percent of Orange County residents were members of a minority population⁷ in 2000 (U.S. Census Bureau 2008c).

⁶ For the purposes of this analysis, “minority” includes Hispanic or Latino, Black or African American, American Indian or Alaskan Native, Asian, Native Hawaiian or Other Pacific Islander, and those identified in *Census 2000* as Two or More Races.

⁷ For the purposes of this analysis, “minority” includes Hispanic or Latino, Black or African American, American Indian or Alaskan Native, Asian, Native Hawaiian or Other Pacific Islander, and those identified in *Census 2000* as Two or More Races.

5.10.1.3 Public Services and Utilities

Fire Protection and Emergency Response

The Los Angeles County Fire Department (LACOFD) provides the Project Site with fire prevention and protection services and emergency medical services. LACOFD provides these services to unincorporated Los Angeles County, 57 cities in Los Angeles County, and one city in Orange County. LACOFD has an air and wildland section, an emergency medical services section, a fire prevention division, a forestry division, and a health and hazardous materials division. LACOFD operates 165 stations and employs 1,273 firefighters. In 2006, LACOFD responded to over 10,000 fire incidents, over 193,000 emergency medical service incidents, and approximately 95,000 other incidents (LACOFD 2008).

LACOFD operates from Fire Stations 10, 36, 116, and 127 in Carson. Also, Fire Stations 105 and 95 provide service to Carson, but are located outside the City of Carson. Station 10 is the Battalion 7 Headquarters. Table 5.10-10, Fire Stations, shows information for each station discussed above, in order of increasing distance and response time to the Project Site.

**Table 5.10-10
Fire Stations**

Fire Station Number	Address	Staff and Equipment	Response Time to Project Site
127	2049 East 223 rd Street	Six firefighters on duty at all times; one aerial ladder truck and one engine	3 minutes
10	1860 East Del Amo Boulevard	One 4-person engine company; 1-person foam engine (Class B foam – for refineries)	5 minutes
36	17 West 223 rd Street	Two 4-person engine companies; one paramedic rescue unit staff with 2 firefighters.	5-6 minutes
105	18915 South Santa Fe Avenue Compton	One 4-person hazardous materials engine company and one 5-person hazardous materials squad	7 minutes
116	755 East Victoria Street	One 3-person engine company; one 4-person truck company; one 2-person paramedic unit	8 minutes
95	137 West Redondo Beach Boulevard Gardena	One 4-person engine company	Less than 10 minutes

Source: City of Carson 2008a; American Hospital Directory 2008; Moreno 2008.

Gerber Ambulance Service provides patient care and transportation services to Los Angeles County, including the City of Carson and the Project Site. Gerber Ambulance Service provides basic life support ambulances, paramedics, critical care transport nurses, neonatal and pediatric services, wheelchair van service, and education and training programs (Gerber 2008).

Medical Facilities

The hospitals closest to the Project Site are Harbor–University of California, Los Angeles, Medical Center, which is located approximately 4.9 miles southwest of the site, and Wilmington

Health Center, which is located 5.4 miles south of the site. No hospitals are located within a 1-mile radius of the Project Site. Table 5.10-11, Hospitals, shows each hospital's distance from the Project Site and the number of beds at each facility.

**Table 5.10-11
Hospitals**

Name	Distance from Project Site and Address	Number of Beds and Type of Care
Harbor-UCLA Medical Center	4.9 miles southwest of site 1000 West Carson Street, Torrance	450 beds; short-term acute care
Kaiser Permanente South Bay Medical Center	5.6 miles southwest of the site 25825 South Vermont Avenue, Harbor City	255 beds; short-term acute care
Memorial Hospital of Gardena	6.0 miles northwest of site 1145 West Redondo Beach Boulevard, Gardena	172 beds; short-term acute care
Vista Hospital of South Bay	6.3 miles northwest of site 1246 West 155 th Street, Gardena	38 beds; long-term care
Long Beach Memorial Hospital, Miller Children's Hospital	6.4 miles southeast of site 2801 Atlantic Avenue, Long Beach	462 beds; short-term acute care 308 beds; children's care
Pacific Hospital of Long Beach	6.8 miles southeast of site 2776 Pacific Avenue Long Beach, CA	184 beds; short-term acute care
Little Company of Mary Hospital	8.2 miles west of site 4101 Torrance Boulevard, Torrance	434 beds; short-term acute care
Lakewood Regional Medical Center	7.3 miles east of site 3700 East South Street, Lakewood	172 beds; short-term acute care
Saint Mary Medical Center	8.7 miles south of site 1050 Linden Avenue, Long Beach	400 beds; short-term acute care
Community Hospital of Long Beach	9.6 miles southeast of site 1720 Termino Avenue, Long Beach	229 beds; short-term acute care
Torrance Memorial Medical Center	9.7 miles southwest of site 3330 Lomita Boulevard, Torrance	352 beds; short-term acute care

Source: City of Carson 2008a; American Hospital Directory 2008.

Note:

UCLA = University of California, Los Angeles

Law Enforcement

The Los Angeles County Sheriff's Department (LASD) provides law enforcement services to unincorporated Los Angeles County and incorporated cities within Los Angeles County that have contracts with the LASD for law enforcement services. The LASD is divided into eleven

divisions, each headed by a Division Chief. There are three patrol divisions (Field Operations Regions I, II and III), the Custody Operations Division, the Correctional Services Division, the Detective Division, the Court Services Division, the Technical Services Division, the Office of Homeland Security, the Administrative Services Division, and the Leadership and Training Division. The department has 10,000 sworn officers throughout Los Angeles County (Rogers 2008).

The Project Site is located within the jurisdiction of the Carson Station, which is located at 21356 South Avalon Boulevard in Carson, approximately 4.3 miles northwest of the Project Site. The Carson Station and the Lomita Station (located at 26123 Narbonne Avenue in Lomita) are the first and second closest stations to the Project Site. At any one time, two patrol vehicles patrol the area that includes and surrounds the Project Site. Deputies work 10-hour shifts (Rogers 2008).

Response times to the Project Site vary depending on the type of incident, time of day, number of other calls at the time, and the location of the patrol cars at the time of the call. Response times for calls for emergency service are typically 3 minutes or less. Non-emergency or routine calls for service typically have response times of under 20 minutes (Rogers 2008). No law enforcement stations are located within 1 mile of the Project Site.

Schools

The Project Site is located within the boundaries of the Los Angeles Unified School District, which served 690,000 students during the 2007–2008 school year. Enrollment in the Los Angeles Unified School District peaked between 2002 and 2004 and has been decreasing since 2004 by 1 to 3 percent per year (Table 5.10-12, School Enrollment Trends, Los Angeles Unified School District).

**Table 5.10-12
School Enrollment Trends,
Los Angeles Unified School District**

School Year	Enrollment	Percentage Change From Previous Year
1993-1994	639,129	
1994-1995	632,973	-1%
1995-1996	647,612	2%
1996-1997	667,305	3%
1997-1998	680,430	2%
1998-1999	695,885	2%
1999-2000	710,007	2%
2000-2001	721,346	2%
2001-2002	735,058	2%
2002-2003	746,852	2%
2003-2004	747,009	0%
2004-2005	741,367	-1%
2005-2006	727,319	-2%

**Table 5.10-12
School Enrollment Trends,
Los Angeles Unified School District**

School Year	Enrollment	Percentage Change From Previous Year
2006-2007	707,626	-3%
2007-2008	693,636	-2%

Source: CDOED 2008.

Notes:

- = negative

% = percent

Students living near the Project Site attend Del Amo Elementary (grades kindergarten through 5), Andrew Carnegie Middle School (grades 6 through 8), Wilmington Middle School (grades 6 through 8), and Phineas Banning Senior High School (grades 9 through 12). Both Del Amo Elementary School and Andrew Carnegie Middle School have experienced decreasing enrollment since approximately 2003. Enrollment at Wilmington Middle School has decreased on average since 2004. Enrollment at Phineas Banning Senior High School has been relatively constant since 2005, with annual increases of between 1 and 3 percent for the period 2003 to 2005.

Enrollment during the 2007-2008 school year exceeded estimated operating capacity at two of the four schools students living near the Project Site would attend. Del Amo Elementary School enrolled 470 students during the 2007-2008 school year, 24 students less than its estimated operating capacity of 494 students. Andrew Carnegie Middle School's capacity is 1,675, slightly higher than the 2007-2008 school year enrollment of 1,668 students. Wilmington Middle School enrolled 2,089 students during the 2007-2008 school year. This enrollment level was more than the estimated operating capacity of the school (2,072 students). Enrollment at Phineas Banning Senior High School during the 2007-2008 school year exceeded the estimated operating capacity of 3,363 students (Muraoka 2008).

No schools within the Los Angeles Unified School District are located within 1 mile of the Project Site or the Construction Laydown and Parking Area. However, four schools within the Long Beach Unified School District are located within 1 mile (to the east) of the Project Site or the Construction Laydown and Parking Area. Table 5.10-13, Attendance Schools for Project Site and Schools Near Project Site, lists information for (1) the four Los Angeles Unified School District schools that residents near the Project Site could attend, and (2) the four Long Beach Unified School District schools within 1 mile of the Project Site or the Construction Laydown and Parking Area. Long Beach Unified School District central services (child development center and maintenance facility) are also located within 1 mile of the Project Site or the Construction Laydown and Parking Area.

Table 5.10-13
Attendance Schools for Project Site and Schools Near Project Site

Name/District	Driving Distance from Project Site and Address	2007–2008 School Year Enrollment and Grade Level
Del Amo Elementary School/ Los Angeles Unified School District	1.7 miles south of the site 21228 Water Street, Carson	470 students, grades Kindergarten through 5
Andrew Carnegie Middle School/Los Angeles Unified School District	3.0 miles southwest of site 21820 Bonita Street, Carson	1,668 students, grades 6 through 8
Wilmington Middle School/ Los Angeles Unified School District	5.4 miles southwest of site 1700 Gulf Avenue, Wilmington	2,089 students, grades 6 through 8
Phineas Banning Senior High School/Los Angeles Unified School District	4.8 miles southwest of site 1527 Lakme Avenue, Wilmington	3,507 students, grades 9 through 12
Webster Elementary/Long Beach Unified School District	2.9 miles east of site, 1755 West 32nd Way, Long Beach	671 students, grades Kindergarten through 5
Hudson School/Long Beach Unified School District	3.5 miles southeast of site, 2335 Webster Avenue, Long Beach	1,085 students, grades Kindergarten through 8
Stephens Middle School/ Long Beach Unified School District	3.5 miles southeast of site, 1830 W. Columbia Street, Long Beach	223 students, grades 6 through 8
Reid Continuation High School/Long Beach Unified School District	3.7 miles southeast of site, 2152 W. Hill Street, Long Beach	274 students, grades 11 through 12

Source: LAUSD 2008; CDOED 2008.

Colleges and universities in Carson include California State University Dominguez Hills and the Computer Education Institute – Carson. Colleges and universities within approximately 5 miles of Carson include Los Angeles Harbor College, City University – Los Angeles, University of La Verne, University of Southern California, Loyola Marymount University, Los Angeles Southwest College, and California State University – Northridge.

The Los Angeles Unified School District has a developer impact fee of \$0.47 per square foot of commercial space (Muraoka 2008).⁸

Utilities

Los Angeles County Department of Public Works is responsible for water supply, sewer, and water quality throughout Los Angeles County, including the Project Site (LADPW 2008).

AT&T, DPI TeleConnect, and My Phone Company provide local telephone service. Power Net Global, Opex, and AT&T provide long-distance telephone services. AT&T and Hughes Net provide high-speed Internet service. Several cellular telephone companies provide service to the area. Southern California Edison supplies natural gas and electricity to homes and businesses near the Project Site (Cal-connect 2008).

The Sanitation District of Los Angeles provides wastewater and solid waste management services to the Project Site and surrounding area. The Sanitation District of Los Angeles

⁸ The developer fee typically changes each October. The developer fee of \$0.47 per square foot of commercial or industrial space will likely increase in October 2008.

operates transfer, recycling, and refuse-to-energy facilities, landfills, and a material recovery facility in Los Angeles County.

5.10.1.4 Public Finance and Fiscal Issues

The Project Site is located within the taxing jurisdiction of Los Angeles County. Total revenues for Los Angeles County for the fiscal year 2007–2008 were \$17.8 billion, representing a 4 percent increase compared to the prior fiscal year’s actual budget (LACFR 2008).

Top revenue categories are operating grants and contributions (41 percent), taxes (26 percent), and charges for services (25 percent). The two categories of (1) unrestricted grants and contributions, and (2) other revenues each represent 4 percent of total revenue. Top expense categories are public protection (30 percent), public assistance (27 percent), hospitals (18 percent), and health and sanitation (13 percent) (LACFR 2008).

In 2006, total taxable sales in Los Angeles County were approximately \$136 billion, representing 24 percent of the state taxable sales (\$560 billion). The amount of taxable sales in Los Angeles County has increased 4.2 percent since 2005. The same year, total taxable retail sales were \$96 billion for the county. The sales and use tax rate for Los Angeles County (including state, local, and district) is 8.25 percent (CBOE 2008).

The assessed value of Los Angeles County’s property was over \$1.11 trillion in 2007 (LAAR 2008). Taxes were collected on the assessed value of nonexempt properties, that is, on the net assessed value of \$1.08 trillion. Property tax revenue for Fiscal Year 2006–2007 was \$10.1 billion and represented 24 percent of the Los Angeles County General Fund revenue (LACB 2008).

Under Proposition 13, the county-wide property tax rate is limited to 1 percent of assessed value. Additional levies are permitted for voter-approved general obligation debt. For the year 2005–2006, the average county-wide property tax rate was 1.098 percent. Property tax revenues in Los Angeles County for fiscal year 2006–2007 were allocated to school districts (41 percent), unincorporated areas (24 percent), incorporated areas (15 percent), redevelopment agencies (13 percent), and special districts (7 percent) (Table 5.10-14, Base Factor Property Tax Disbursement, 2006–2007).

**Table 5.10-14
Base Factor Property Tax Disbursement, 2006–2007**

Beneficiary Agency	Property Tax Allocation Percentage of Base Factor (%)
Unincorporated areas – County	0.2406
Incorporated areas – Cities	0.1484
School districts	0.4110
Special districts	0.0730
Redevelopment agencies	0.1270
Total	1.0000

Source: LACA 2008.

Note:

% = percent

The Project Site is located on Assessor's Identification Number (AIN) 7315-006-003. The Los Angeles County Assessor's Office reports that the assessed value of AIN 7315-006-003 (land and improvements) is \$146 million. This parcel is located within Tax Rate Area 01002. Property taxes paid on AIN 7315-006-003 for the most recent year (2007) were \$1.8 million (LAPPP 2008) and were broken down among funds as shown in Table 5.10-15, Assessor's Identification Number 7315-006-003, Property Tax Allocation, 2007–2008.

Table 5.10-15
Assessor's Identification Number 7315-006-003
Property Tax Allocation, 2007-2008

Taxing Agency	Rate (%)
City of Carson	0.0000
Los Angeles County	0.0000
Los Angeles Unified School District	0.1233
Community colleges	0.0088
Metro Water District	0.0045
General	1.0000
Total	1.1366

Source: Barone 2008.

Note:

% = percent

5.10.2 Environmental Consequences

5.10.2.1 Significance Criteria

The criteria used in determining whether Project-related socioeconomic effects will be significant are presented in Appendix G of the California Environmental Quality Act Guidelines (CEQA 2008). Effects attributable to the Project are considered significant if they meet the following criteria.

- Induce substantial growth or a concentration of population.
- Induce substantial increases in demand for public services and utilities.
- Displace a large number of people.
- Disrupt or divide the physical arrangement of an established community.
- Result in substantial long-term disruptions to businesses.

Direct Economic Effects

Project Construction

The on-site construction workforce for the Project will consist of laborers, craftsmen, supervisory personnel, support personnel, and construction management personnel. The peak construction workforce will number about 80 workers and is expected to occur during Month 12

of construction. Table 5.10-16, Labor Personnel Requirements by Month, shows construction labor by month for the Project. The average size of the workforce over the 26-month site preparation, construction, commissioning and startup period will be 41 workers. Construction is forecasted to begin in May 2010 and end in January 2012. Commissioning and startup is forecasted to begin in January 2012 with full-scale operation to initiate in June 2012.

Peak construction employment will represent less than 0.1 percent of construction jobs in Los Angeles County in 2007. The majority of the workforce (approximately 80 percent) is expected to be hired from within Los Angeles County.

Given the available construction labor force in Los Angeles County, it is expected that an adequate labor force within daily commute distance will be found to supply the workforce needed to construct the Project. In 2008, Los Angeles County has 16 cities with more than 100,000 residents. Given the wide availability of construction workers within a daily commute of the Project Site, the Project would not result in an influx of a significant number of construction workers to the Project Area. The effects of Project construction on the local labor force would be less than significant.

Construction of the Project is estimated to cost between \$140 million and \$170 million. The total payroll for construction is projected to be approximately \$14.5 million. The capital cost would be approximately \$125.5 million to \$155.5 million, including equipment, materials, and supplies. An estimated \$6.5 million (4 to 5 percent of non-labor construction cost) will be spent within Los Angeles County on materials and supplies. The remaining materials (comprising approximately 95 percent of non-labor cost), including the turbines, will be purchased outside of Los Angeles County.

Businesses in the local area surrounding the Project Site could experience effects due to construction nuisances (noise, dust, and traffic). Section 5.12, Noise, provides information on noise effects from construction. Due to the temporary nature of construction, no substantial and long-term disruptions to businesses will occur. As a result, the effects of Project construction on businesses would be less than significant.

Project Operation

Watson Cogeneration Company (Applicant) expects that the Project will be staffed by existing employees of the BP Carson Refinery. No new employees (permanent or contract) will be hired for Project operation. Materials and supplies for Project operation and maintenance would cost approximately \$3 million annually, not including fuel costs. Approximately 10 percent (\$300,000) of the operations and maintenance materials would be purchased in Los Angeles County. No relocations would occur due to Project operation.

SECTION FIVE

Environmental Information

**Table 5.10-16
Labor Personnel Requirements by Month**

Crafts / Management	Months After Site Mobilization																										Subtotals		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	Man-months	Commissioning	
Maintenance Supervisor	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13		
Carpenter	3	4	5	5	5	6	6	4	4	3	2	2	2	3	3	2	1	1	1	1	0	0	0	0	0	0	63		
Electrician	1	2	2	2	2	2	3	3	4	4	6	7	9	7	5	3	2	1	1	1	2	1	1	0	0	0	71		
Piledriver	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
Ironworker	0	1	2	2	2	4	4	4	6	6	6	5	5	5	3	3	4	5	4	3	1	0	0	0	0	0	78		
Laborer	4	7	4	4	3	4	4	4	4	3	3	4	4	4	4	4	3	4	3	3	2	3	1	1	1	0	85		
Cement Mason	1	2	1	1	1	2	1	1	2	1	1	1	1	1	1	1	0	0	1	1	0	0	0	0	0	0	22		
Operator	5	7	6	6	6	6	6	6	6	6	6	6	6	5	4	4	3	3	3	3	3	1	1	1	0	0	109		
Pipefitter	2	3	4	4	3	4	5	7	11	15	22	28	24	16	13	7	4	3	3	3	2	1	0	0	0	0	184		
Boilermaker	0	2	2	2	6	14	13	13	15	10	5	3	2	1	1	3	1	0	0	1	2	0	0	0	0	0	109		
Teamster	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	20		
Millwright	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	18		
Insulation/Sheetmetal/Painters	0	0	0	0	0	0	0	0	0	0	0	0	3	9	8	10	9	12	10	6	5	0	0	0	0	0	72		
Surveyors	1	2	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9		
Management	3	6	6	5	6	9	9	10	12	13	16	18	17	18	14	12	8	7	5	4	4	3	2	1	1	1	210		
Total Workforce	22	38	37	35	38	55	55	56	66	70	75	80	77	72	58	49	38	38	33	28	23	12	5	3	2	1	1066		
Average workforce = 41																											Workweek, hr/wk	50	
Peak workforce = 80 (Month 12)																											Total Manhours	231,000	

Source: Watson Cogeneration Steam and Electric Reliability Project Team, 2008.

Notes:

hr = hours

wk = week

5.10.2.2 Indirect and Induced Economic Effects

Project Construction

Construction activity will result in secondary economic benefits (indirect and induced) within Los Angeles County. Secondary employment effects will include indirect employment due to the purchase of goods and services by firms involved with construction, and induced employment due to construction workers spending their income in the local area. Secondary effects were estimated using IMPLAN[®] economic modeling software, an input/output model specific for Los Angeles County.

The estimated secondary impacts of construction that will occur within Los Angeles County will be approximately 109 jobs, approximately \$5.5 million in labor income, and approximately \$15.8 million in economic output.⁹ These impacts are in 2008 dollars. These beneficial effects of the Project would be temporary, occurring over the 26-month site preparation and construction period and would lag behind the direct effects of construction by approximately 6 to 12 months. These economic benefits would not trigger significant, adverse environmental effects and would therefore result in less-than-significant effects.

Project Operation

Similar to construction, operation of the Project would result in indirect and induced economic impacts that would occur within Los Angeles County. Indirect and induced impacts were estimated using IMPLAN for Los Angeles County. Unlike indirect and induced impacts from construction, indirect and induced impacts from operation would represent permanent increases in area economic variables.

Estimated indirect and induced effects of annual operation that would occur within Los Angeles County would result in approximately: 0.5 additional jobs, \$28,000 in labor income, and \$85,000 in output.

5.10.2.3 Effects to Population and Housing

Project Construction

The Applicant estimates that approximately 80 percent of the construction workforce will originate from the Los Angeles County labor force. Although non-local workers do not typically relocate permanently to a Project Area due to the temporary nature of construction, it is possible that a few workers could relocate to communities near the Project Site due to the length of the site preparation, construction, and commissioning period (26 months). It is assumed for the purposes of this analysis, as a worst-case scenario, that one-quarter of the non-local workers (two workers) will relocate to Los Angeles County. The remaining 75 percent (six workers, on average) of the non-local workers will commute on a daily or weekly basis.

⁹ Output includes spending for materials and supplies (nonlabor costs), plus value added, which consists of employee compensation, proprietary income, other property income, and indirect business taxes.

This population effect will represent a negligible change and will have a less-than-significant effect on the population of Los Angeles County.

Construction of the Project (due to its temporary nature) will not displace a large number of people, disrupt or divide an established community, or cause any substantial permanent population increase or changes in concentration of population. As a worst-case scenario, two workers and their families could require permanent housing in Los Angeles County communities. Based on a vacancy rate of 4.2 percent and a housing unit supply of 3.4 million in Los Angeles County in 2008, over 140,000 housing units are available. The increased demand for housing would be negligible within the context of the housing supply in Los Angeles County and would represent a less-than-significant effect.

As discussed in Section 5.10.1.2, Population, Housing, and Demographics, a large number of hotel or motel rooms exist in Los Angeles County to serve the non-local construction workers who choose to commute on a weekly basis (i.e., stay in local lodging Monday through Friday). Approximately 255 hotel and motel rooms are located in the City of Carson. Assuming the recent occupancy rate of 75 percent for the Los Angeles area (see Section 5.10.1.2) (Ernst & Young 2003), approximately 191 hotel rooms would be available at any one time. Construction of the Project is not expected to substantially increase the demand for temporary lodging in the area surrounding the Project Site. Given the expected low demand for temporary lodging and the large availability of nearby hotel and motel rooms, effects related to the availability of hotels or motels would be less than significant.

Project Operation

Project operation will not require new employees. Effects to population and permanent and temporary housing due to Project operation will be less than significant.

5.10.2.4 Effects to Public Services and Utilities

Fire Protection and Emergency Response

The LACOFD will provide fire protection services to the Project. LACOFD is adequately staffed and equipped to serve the additional population associated with Project construction and operation (Moreno 2008). The potential for increased fire protection calls is not expected to induce substantial additional demand on the local fire department that could not be met by current staff.

The Project will have on-site fire protection systems and will be supported by local fire protection services. These systems will be coordinated with the existing procedures.

Portable and fixed-fire suppression equipment and systems will be included in the Project. Portable fire extinguishers will be located at strategic locations throughout the Project Site. Smoke detectors, sprinkler systems, and fire hydrants with hoses will be utilized. Based on detailed design, the fixed-fire protection system may also include a carbon dioxide (CO₂) or a deluge spray system.

Employees will be given fire safety training including instruction in fire prevention, the use of portable fire extinguishers and hose stations, and reporting fires to the local fire department.

Employees will only suppress fires in their incipient stage. Fire drills will be conducted at least twice each year for each work area.

Los Angeles County will provide primary fire protection, fire fighting, and emergency response services to the Project Site from Station No. 127 located at East 223rd Street, Carson California with an estimated response time of 5 minutes. The Fire Marshall will perform a final fire safety inspection upon completion of construction and, thereafter, will conduct periodic fire safety inspections. Prior to startup the Fire Marshall will be requested to visit the Project Site to become familiar with the site and with Project emergency response procedures.

Law Enforcement

The LASD will provide law enforcement services to the Project. The Sherriff's Department has adequate staff and equipment to serve the additional population associated with Project construction and operation (Calzada 2008). Also, it is not expected that the potential for increased police service calls will induce substantial additional demand on law enforcement agencies that could not be met by current staff. Thus, the effects of the Project are expected to be less than significant. Security for the Project will be accomplished using the existing security systems for the BP Carson Refinery. No new security features will be required.

Schools

No individual schools are expected to experience a substantial effect from the Project because of the low number of new residents expected from Project construction and operation, and because the new families that might potentially relocate will likely spread out among school districts. The effects to local school districts are expected to be less than significant.

The Los Angeles Unified School District currently charges a fee of \$0.47 per square foot for commercial and industrial developments. Based on an estimated 8,900¹⁰ square feet of covered and enclosed space for the Project, the Los Angeles Unified School District will charge the Applicant a one-time school impact fee of approximately \$4,183 for new industrial development.

Medical Facilities

Emergency services will be coordinated with the local fire department and hospital. The Project will include a safety program, which is discussed in detail in Section 3.11.2 of the Project Description, Safety Precautions and Emergency Systems.

The medical facilities listed in Section 5.10.1.3, Public Services and Utilities, and Table 5.10-11, Hospitals, can accommodate the increase in demand for services associated with Project construction and operation workforces. Section 5.17, Worker Safety, discusses worker health and safety. Project construction and operation could result in a negligible number of additional residents in Los Angeles County. However, the effect on area hospitals will be less than significant.

¹⁰ The new warehouse will be roughly the size of the existing warehouse, which is estimated to be 8,900 square feet.

Utilities

Project Construction. During construction, temporary utilities will be provided for the construction offices, the temporary laydown area, and the Project Site. Temporary construction power will be supplied by the existing Watson systems. Area lighting will be strategically located for safety and security. Average construction water use is estimated to be about 20,000 gallons per month.

All water required for Project construction will be supplied from existing systems within the BP Carson Refinery using 100 percent reclaimed water. A Stormwater Pollution Prevention Plan (SWPPP) will be prepared before construction of the Project. The SWPPP will be used to control storm water during Project construction.

Where possible, materials will be recycled. Any residual demolition waste will be disposed of in an approved construction waste landfill. Stormwater discharges from construction activities are subject to Best Management Practices designed and implemented for construction activities. The Project will generate wastes typical of industrial facilities during construction. Types of waste will include non-hazardous solid waste and wastewater, groundwater produced during dewatering, and liquid and solid hazardous waste.

Typical wastes generated during construction will also include paper, wood, glass, plastics, and excess concrete and metal scraps. During construction, a private waste hauler will be retained by the general contractor to pick up non-hazardous debris. Some existing concrete foundations may be encountered during excavation. This concrete will be recycled to the extent possible.

A variety of chemicals will be stored and used during Project construction. Storage, handling, and use of all chemicals will be done in accordance with applicable LORS. The quantities of hazardous materials that will be present on-site during construction are relatively small. They will be limited to gasoline, diesel fuel, motor oil, hydraulic fluid, solvents, cleaners, sealants, welding flux, various lubricants, paint, and paint thinner. No feasible alternatives are available for vehicle fuels and oils for operating construction equipment. The types of paint required are determined by the types of equipment and structures that must be coated and by the manufacturers' requirements for coating.

Project Operation. Before Project operation, the BP Carson Refinery will complete a separate water upgrade project, capable of delivering reclaimed water to the Project. All water needed for Project operation will be supplied from existing systems within the BP Carson Refinery using 100 percent reclaimed water. Rainfall on paved areas will be collected and directed to an oily water separator, and returned to the cooling tower cells, eliminating any off-site storm water discharge. The Project will generate wastes typical of industrial facilities during operation.

Minimal solid waste is expected to be generated during Project operation. Typical wastes generated will include metal scrap, machine parts, defective or broken electrical materials, crystallizer solid product, and other miscellaneous solid waste. Reuse and recycling of waste will be incorporated when possible.

During Project operation, a variety of chemicals will be stored and used on-site. All chemicals will be stored, handled, and used in accordance with applicable LORS.

The electric power generated at the Project that is not consumed for internal uses at the BP Carson Refinery will be transmitted from the Watson switchyard to the Southern California

Edison Hinson Substation. Fuel for the Project will be supplied by Southern California Gas Company through existing systems. The gas will be supplied from a 30-inch trunk line.

5.10.2.5 Fiscal Effects

Property Taxes

The current property tax rate for the Project Site, AIN 7315-006-003, is approximately 1.2 percent. The current assessed value of the Project Site AIN is \$146 million. Los Angeles County collected \$1.8 million in property taxes on AIN 7315-006-003 in 2007. This amount represents 0.02 percent of the county's total property tax revenue for the 2006-2007 fiscal year.

The basis for property tax assessment is the fair market value of the improvements as of the assessment date. To provide an estimate of the Project's property taxes after construction, it is assumed that the new assessed value of the parcel on which the Project would be located would increase by the cost of the new construction. Project construction would add \$140 million to \$170 million to the current assessed value of \$146 million. Using the property tax rate of 1.2 percent, the estimated increase in property tax revenue that would accrue to Los Angeles County annually (attributable to the project) would be \$1.7 million to \$2.0 million. The actual assessed value and tax revenue may differ from these estimated amounts.

According to the allocation of taxes for the Project Site AIN, the Los Angeles Unified School District (12.33 percent) and community colleges (0.88 percent) would be the largest beneficiaries of the property tax revenue in excess of 1 percent, as shown in Table 5.10-15, Assessor's Identification Number 7315-006-003, Property Tax Allocation, 2007-2008.

Sales Taxes

Sales tax revenues in Los Angeles County could increase directly as a result of Project construction and operation, and due indirectly to increased retail sales in the area (i.e., gas, food, and lodging from construction worker purchases and from supplies purchased locally). With respect to construction sales tax, it is estimated that local purchases will comprise approximately \$6.5 million of construction materials purchases. These local purchases would generate as much as \$536,250 in taxable sales (8.25 percent sales tax multiplied by \$6.5 million worth of locally purchased materials) during project construction. Most of this revenue, \$406,250, would go to the State of California. An estimated \$130,000 would be retained within Los Angeles County.

In addition, Los Angeles County would receive a portion of the use tax revenue from purchases of materials that occur outside of Los Angeles County. The applicant would pay use tax to the State of California on construction purchases made outside California (including purchases made outside the U.S.). The use tax rate is the same as the sales tax rate, for each California county. The use tax rate for Project construction materials would be 8.25 percent (the sales and use tax for Los Angeles County) because the materials would be installed or consumed in Los Angeles County (Prasad 2008).¹¹

¹¹ If materials purchased outside the U.S. are held outside California for 90 days or more, payment of use tax to California would not be required.

If materials are purchased in a California county (other than Los Angeles County), where the sales and use tax rate is lower than in Los Angeles County, the sales tax revenue would first accrue to the County where the purchase occurred.¹² The applicant would then pay the difference to Los Angeles County, in use tax (Prasad 2008). This difference would represent additional revenue to the districts with taxing authority in Los Angeles County.

With respect to operational sales tax, it is estimated that the Project would generate approximately \$25,000 in tax annually (8.25 percent sales tax on \$300,000 worth of locally purchased materials) during its first year of operation. Most of this revenue (\$19,000) would go to the State of California. An estimated \$6,000 would be retained within Los Angeles County. Similar to construction, Los Angeles County would receive a portion of use tax revenues due to purchases for Project operations that occur (1) outside California; and (2) within California counties with sales and use tax rates lower than Los Angeles County's sales and use tax rate (Prasad, 2008).

Project construction would have additional positive impacts on the local economic base and fiscal resources through the employment of workers who reside in Los Angeles County and the purchases made by these workers.

5.10.2.6 Environmental Justice

In recent environmental justice analyses, the California Energy Commission (CEC) has used a consistent methodology under U.S. Environmental Protection Agency (USEPA) guidelines to address environmental justice issues (USEPA 2000a; USEPA 2000b). Under the current USEPA methodology and CEC practice, for potential environmental justice effects to exist, an environmental justice population must be present within 6 miles of the Project Site and the Project must result in "high and adverse" effects that affect the environmental justice populations disproportionately.

According to CEC guidance, potential environmental justice populations are defined as areas where the percentage of minority or low-income populations is meaningfully greater than the minority or low-income population percentage in the general population,. For the purpose of this analysis "meaningfully greater" is defined as approximately 10 percentage points greater than the county-wide average (USEPA 2000a; USEPA 2000b).

Two hundred and seventeen census tracts are fully or partially present within a 6-mile radius of the Project Site. These 217 census tracts and their distance to the Project Site are depicted in Figure 5.10-2, Minority and Low-Income Populations. Of these 217 census tracts, 126 were identified to have a total minority population greater than 79 percent, which is 10 percentage points higher than the county-wide average. Also, 58 census tracts were identified as having a low-income population greater than 28 percent, which is 10 percentage points higher than the county-wide average. In total, 135 census tracts were identified as having either (1) a minority population greater than 79 percent or (2) a low-income population greater than 28 percent. These 135 census tracts qualify as environmental justice populations.

¹² If the materials or equipment is shipped to Los Angeles County (i.e., the point of possession is in Los Angeles County), the full use tax would be paid only to Los Angeles County.

The Project Site is located within the existing refinery property boundary. The Project Site and surrounding areas are highly developed, and have been subject to disturbance for many years. Heavy industry has been prevalent in the City of Carson since before its incorporation in 1968. The residents near the Project are aware of the industrial nature of the area, and of the past and current industrial uses of the area. The Project will not alter the industrial nature of the Project Site. Air quality, noise, and public health impacts resulting from the Project are estimated to be less than significant. As discussed in Section 5.12, Noise, Project operation would result in ambient increases in noise of not more than 1 dBA, which is considered a less than significant effect. Noise levels are lower than the City of Carson's maximum allowable noise level at industrial receiver land uses. Also, construction noise is expected to result in a less than significant effect. The Project noise levels will comply with all state and local performance standards.

As discussed in Section 5.16, Public Health, there will be no significant incremental public health risks from construction or operation of the Project. As discussed in Section 5.2, Air Quality, all modeled air quality effects are less than the Class II and South Coast Air Quality Management District significance levels. Since Project effects are less than Significant Impact Levels, emissions from the Project will not significantly affect the ambient air quality of the area.

Because the Project would not change the industrial nature of the Project Site area, or result in significant noise, public health, or air quality impacts, the project is not anticipated to have significant adverse impacts on the community.

5.10.3 Cumulative Effects Analysis

Cumulative impacts were assessed by reviewing other construction projects proposed within the Project Site vicinity, where overlapping construction schedules would create a demand for workers that may not be met by labor in Los Angeles County. Several projects are located in the vicinity of the Project. These projects are listed in Tables 5.9-3 and 5.9-4 in the Land Use section of this AFC. Sixteen of these developments could temporarily deplete certain types of trade labor and equipment (these projects were chosen based on the similarity of the type of project to the Project, for example, all industrial projects were included). Table 5.10-17, Projects to Analyze for Cumulative Impacts, lists the names, locations, land use types, and descriptions of the 16 projects.

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**Table 5.10-17
Projects to Analyze for Cumulative Impacts**

No.	Name	Land Use Type	Location	Description	Would Construction Overlap with the Project Construction-Commissioning Period (May 2010 – June 2012)?
1	BP Safety, Compliance and Optimization Project	Industrial	Carson Refinery	BP is proposing a safety, compliance and optimization project, involving physical changes and additions to multiple process units and operations, and operational and functional improvements.	No. Construction began fourth quarter 2006 and is expected to continue into second quarter 2009.
2	ICTF Expansion and Modernization Project	Industrial	A narrow area between East Sepulveda Boulevard and East 233 rd Street, just south of the I-405 freeway.	The proposed project will accommodate the Port of Los Angeles and Port of Long Beach, and increase the number of containers handled at the ICTF from 725,000 to 1.5 million annually.	Likely. Peak construction: 100-150 workers.
3	I-710 Freeway Upgrades	Transportation	Along approximately 18 miles of the I-710, between the San Pedro Bay ports and SR 60.	Develop multi-modal, timely, cost effective transportation solutions to traffic congestion and other mobility problems.	Unknown.
4	Southern California International Gateway (SCIG) Project	Industrial	Project area generally bounded by Sepulveda Blvd, Pacific Coast Hwy., Dominguez Channel and Terminal Island Freeway on Los Angeles Harbor Dept. property.	EIR in process. Construction and operation of a 157 acre dock rail yard intermodal container transfer facility (ICTF) and various associated components.	No. Construction estimated to be complete by 2009.
5	Ultramar Olympic Tank Farm	Industrial	Port of Los Angeles Berths 163–164	Proposal to renew the lease between the Port of Los Angeles and Ultramar Inc., for continued operation of the marine terminal facilities at Berths 163–164.	Likely, yes. Construction is expected to begin in 2009.
6	ConocoPhillips Tank Project	Industrial	1520 East Sepulveda Boulevard, Carson	ConocoPhillips is in the process of removing seven existing petroleum storage tanks and replacing them with six new tanks. Project includes replacing existing riveted storage tanks with floating roof tanks of welded construction.	Unknown.

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**Table 5.10-17
Projects to Analyze for Cumulative Impacts**

No.	Name	Land Use Type	Location	Description	Would Construction Overlap with the Project Construction-Commissioning Period (May 2010 – June 2012)?
7	Kinder Morgan	Industrial	Existing Carson Terminal facility, 2000 East Sepulveda Boulevard, adjacent to the southeast intersection of Alameda Street and Sepulveda Boulevard.	Construction of 18 new, 80,000-barrel product storage tanks and one new, 30,000-barrel transmix storage tank with related piping, pumps, and control systems on the southwestern portion of the existing Carson Terminal facility.	Likely, yes. Construction activities are expected to occur over a 10-year period.
8	Chemoil Project	Industrial	2365 E. Sepulveda Blvd.	Construction of seven new storage tanks and related piping, pumps and control systems to an existing petroleum storage facility. Construction of two petroleum storage tanks and associated relocation of utilities and reconfiguration of adjoining marine terminal uses between Berths F210 and F211 on Pier F.	Likely, yes. Likely still be under construction during a portion of the same time period as the Tesoro proposed project (first quarter 2009 to late 2011)
9	Alameda Corridor Transit Authority – SR-47 Port Access	Transportation	Schuyler Heim Bridge; SR 47/Henry Ford Avenue/ Alameda Street transportation corridor	ACTA/Caltrans project to replace the Schuyler Heim Bridge with a fixed structure and improve the SR 47/Henry Ford Avenue/Alameda Street transportation corridor by constructing an elevated expressway from the Schuyler Heim Bridge to SR 1 (Pacific Coast Highway).	Yes. Anticipated construction 2009–2012.
10	2116 E. 220 th Street	Industrial	2116 E. 220 th Street	Existing facility. 153,725 SF of industrial building; loading dock and warehouse.	Unknown.
11	Smart Energy Transport System Project (Phase I)	Industrial	Wilmington area of Los Angeles	Proposed jet fuel pipeline that originates at the Vopak Terminal and connects to the Kinder Morgan Watson Pump Station in Carson and ultimately ends at Los Angeles Int'l Airport.	No. Construction of Phase I is proposed to be completed in November 2009. Phase 2 to begin January 2013.

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Environmental Information

**Table 5.10-17
Projects to Analyze for Cumulative Impacts**

No.	Name	Land Use Type	Location	Description	Would Construction Overlap with the Project Construction-Commissioning Period (May 2010 – June 2012)?
12	Pacific L.A. Marine Crude Terminal	Industrial	Berth 408 on Pier 400	Terminal, tank farms and pipelines are all located outside land use study area. The proposed project would include construction and operation of a new marine terminal including a new wharf, new tank farm facilities.	Yes. Construction expected 2009–2011. 523 workers at peak.
13	BP Crude Logistics Optimization Program	Industrial	East of Wilmington Avenue, south of Sepulveda Boulevard, west of Alameda Street, north of Lomita Boulevard.	The project involves the construction and operation of two 260-foot diameter covered external floating roof crude oil storage tanks.	Unknown.
14	Tesoro Proposed Project	Industrial	Tesoro Carson Sulfur Recovery Plant	The proposed project will modify an existing Claus Unit to improve sulfur recovery.	Yes. Construction to begin first quarter 2009 and be completed late 2011. 600 workers.
15	Alameda Corridor Improvement Study	Transportation	Alameda Corridor	Project consists of improvements along the Alameda Corridor to reduce delays, improve safety, and enhance traffic flows. Project also includes a proposed replacement of the Schuyler Heim Bridge along Alameda Street.	Unknown.
16	Shell Oil Products Project	Industrial	20945 South Wilmington Avenue	The project would include the redevelopment of the 446-acre Shell Carson Terminal facility, allowing for development of additional product storage tanks and light industrial storage.	Unknown.

Source: Watson Cogeneration Steam and Electric Reliability Project Team, 2008.

Information for each of the 16 projects was obtained by reviewing published documents for each project, such as Environmental Impact Reports. Whether the construction period for each of the 16 projects could occur between May 2010 and in June 2012, which is the Project construction-commissioning period, is also noted. This information was available for 10 of the 16 projects. Information on the other six projects could not be obtained from the available documents.

Of the 10 projects for which information is available, three projects will have already been constructed by May 2010 or will be constructed after June 2012. The remaining seven projects have planned construction periods that could overlap with the construction period of the Project. Construction workforce estimates were available for three of these seven projects: The ICTF Expansion and Modernization Project, construction of which would require 100 to 150 workers; the Pacific L.A. Marine Crude Terminal, construction of which would require 523 workers at peak; and the Tesoro Proposed Project, construction of which would require 600 workers.

The remaining six projects (for which information was not available) include four industrial projects and two transportation projects. In order to evaluate a worst-case scenario, it was assumed that these six projects could be constructed during the Project construction period.

This analysis therefore assumes that 13 projects could be under construction at the same time as the Project. The ten projects for which construction workforces are not available are assumed to have construction workforces of 600 workers, which is the higher of the three workforces reported for the ICTF Expansion and Modernization Project, the Pacific L.A. Marine Crude Terminal, and the Tesoro Proposed Project. Therefore, based on the research findings and worst-case assumptions, the 13 projects assumed to be under construction during the Project construction period could have a total average workforce of more than 7,200 workers during the period May 2010 to June 2012 (600 for each of the ten projects for which information was not available, 150 (maximum) for the ICTF Expansion and Modernization Project, 523 for the Pacific LA Marine Crude Terminal, and 600 for the Tesoro Proposed Project).

Ten of these 13 projects are industrial and three are transportation-related. As a worst-case scenario, this analysis assumes that all 13 workforces would have a breakdown of construction skills similar to the Project construction workforce. Table 5.10-18, Cumulative Demand for Construction Workers Due to Watson Cogeneration Steam and Electric Reliability Project and Thirteen Nearby Projects, shows the cumulative demand for each skill during the period May 2010 and June 2012 for the Project and the 13 other projects. Table 5.10-18 shows that Los Angeles County has a large enough construction labor supply to meet demand resulting from simultaneous construction of the Project and the 13 nearby projects. Table 5.10-18 also shows that when analyzed skill by skill, the Los Angeles County labor supply is large enough to meet demand for each type of skilled construction worker at peak demand if the Project and the 13 other projects are constructed simultaneously. The proposed projects could temporarily deplete certain types of trade labor and equipment. However, these effects would likely be less-than-significant due to (1) the specialized nature of power facility construction, and (2) the large supply of construction workers and laborers within Los Angeles County and the labor force in surrounding counties.

Table 5.10-18
Cumulative Demand for Construction Workers Due to
the Watson Cogeneration Steam and Electric Reliability Project and Thirteen Nearby Projects

Skill	Watson Cogeneration Steam and Electric Reliability Project Workforce ¹	Eleven Projects' Workforce ²	Total Potential Cumulative Demand for Workers	Supply of Workers in Los Angeles County (Current/Projected) ³
Maintenance Supervisor ⁴	1	63	64	15,490 / 16,440
Carpenter	6	376	382	28,070 / 30,050
Electrician	9	564	573	13,040 / 13,700
Piledriver ⁴	1	63	64	140 / 150
Ironworker ⁴	6	376	382	1,700 / 1,750
Laborer ⁴	7	439	446	31,330 / 34,810
Cement Mason ⁴	2	125	127	4,150 / 4,530
Operator ⁴	7	439	446	20,590 / 20,740
Pipefitter ⁴	28	1,756	1,784	12,090 / 12,900
Boilermaker ⁴	15	940	955	2,200 / 2,230
Teamster	1	63	64	⁵ / 5
Millwright	1	63	64	200 / 210
Insulation/Sheetmetal/Painters ⁴	12	752	764	3,480 / 3,670
Surveyors	2	125	127	940 / 1,060
Management ⁴	18	1,129	1,147	10,320 / 11,670
Total	116	7,273	7,389	143,740 / 153,910

Source: CEDD, 2009.

Notes:

¹Peak times for skills would not occur simultaneously; therefore, the total peak workforce is less than the total in this column.

²The skill breakdown is estimated based on the skill breakdown for the Project construction workforce.

³The "current" supply of workers is the 2006 estimate of workers. The "projected" supply of workers is the 2016 projected number of workers.

⁴The supply of workers for this exact occupation is not available from CEDD. The following categories were used: Construction Trades Supervisor (Maintenance Supervisor); Pile-Driver Operators (Piledriver); Structural Iron and Steel Workers (Ironworker); Construction Laborers (Laborer); Cement Masons and Concrete Finishers (Cement Mason); Industrial Truck and Tractor Operators (Operators); Plumbers, Pipefitters, and Steamfitters (Pipefitter); Structural Metal Fabricators and Fitters (Boilermakers); Sheet Metal Workers/Insulation Workers (Insulation/Sheetmetal/Painters); and Construction Managers (Management).

⁵The supply of teamsters is not available from CEDD. "Teamster" signifies membership in a labor union, and could include any of the skills listed.

Most workers would not likely permanently relocate or commute on a weekly basis because an adequate labor supply exists in Los Angeles County to meet the demand for these workers at the Project and the 13 other projects, as discussed above. Travel times for workers employed on any one of these projects would not likely be lengthened by construction activities at any of the other project sites because the transportation infrastructure in an urban area such as Los Angeles County is built to accommodate large volumes of traffic. Impacts to travel times are expected to be less-than-significant.

Most workers would commute daily for construction work at the Project and the 13 other projects. Therefore, impacts on lodging are expected to be less-than-significant. Demand for public services and facilities and recreation could be slightly higher during daytime hours while the Project and the 13 other projects are under construction, but because few workers would permanently relocate, impacts to public facilities and services and recreation would be less-than-significant.

Project Operation will not result in significant cumulative effects because Project operation will not require any additional employees. The procurement of equipment within Los Angeles County for the purpose of Project Operation will likely be less-than-significant in relation to the availability of trade equipment in the area. Therefore, less-than-significant effects are anticipated as a result of Project Operation.

5.10.4 Mitigation Measures

No significant adverse socioeconomic effects were identified for the Project. Therefore, no mitigation measures are necessary.

5.10.5 Laws, Ordinances, Regulations, and Standards

Federal, state, and local LORS applicable to the Project are listed in Table 5.10-19, Summary of LORS – Socioeconomics, and discussed below.

**Table 5.10-19
Summary of LORS – Socioeconomics**

LORS	Applicability	Administering Agency	Conformance (AFC Section)
Federal Jurisdiction			
Executive Order 12898	Agencies are required to identify and address disproportionately the high and adverse human health or environmental effects of their programs, policies, and activities on minority and low-income populations.	USEPA	5.10.5.1
State Jurisdiction			
Government Code Sections 65996-65997	Includes provisions for levies against development projects in school districts.	CEC	5.10.1.3; 5.10.2.5
Government Code Section 65302	Los Angeles County has a general plan to guide the development of the area over which it has jurisdiction.	CEC	5.10.5.3
Local Jurisdiction			
City of Carson	The Project is consistent with a goal of the Economic Development Element of the City of Carson General Plan Update.	City of Carson	5.10.5.3
Los Angeles County	The Project is consistent with a goal of the Los Angeles County General Plan Economic Development Element.	Los Angeles County	5.10.5.3
Los Angeles Unified School District	The Los Angeles Unified School District will implement school impact fees based on the Project’s covered and enclosed space.	LAUSD	5.10.1.3; 5.10.2.5; 5.10.5.3

Source: Executive Order 12898 1994; CGC 2008a; CGC 2008b; Los Angeles County 2007; Muraoka 2008; City of Carson 2006.

Notes:

- AFC = Application for Certification
- CEC = California Energy Commission
- CGC = California Government Code
- LAUSD = Los Angeles Unified School District
- LORS = laws, ordinances, regulations, and standards
- USEPA = U.S. Environmental Protection Agency

5.10.5.1 Federal

Executive Order 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations,” requires USEPA to develop environmental justice strategies. As a result of the Executive Order, the USEPA issued guidelines requiring federal agencies and state agencies receiving federal funds to develop strategies to address environmental justice issues (USEPA 2000a; USEPA 2000b). The agencies are required to identify and address disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority and low-income populations.

5.10.5.2 State

California Government Code Section 65302 requires each city and county to adopt a general plan that contains seven mandatory elements to guide the area’s physical development. Los Angeles County manages development through the Los Angeles County General Plan.

California Government Code Sections 65996-65997 (amended by Senate Bill 50) states that public agencies may not impose fees, charges, or other financial requirements to offset the cost for school facilities. However, the code does include provisions for levies against development projects near schools.

5.10.5.3 Local

The Project Site is located within the Los Angeles Unified School District, Los Angeles County, and the City of Carson. Therefore, the Project is subject to LORS for the Los Angeles Unified School District, Los Angeles County, and the City of Carson.

School Impact Fees are assessed pursuant to the California Education Code Section 17620 and Government Code Section 65996(b)(2) and are discussed in Section 5.10.5.2, State. Los Angeles Unified School District will charge the Applicant a one-time school impact fee of approximately \$4,183 for new industrial development.

The Los Angeles County General Plan establishes goals and policies to address the county’s economic development in the Economic Development Element. One of the goals of the Economic Development Element is a “...growing and balanced economic base” (Los Angeles County 2007). The Project is consistent with this economic development goal because the Project will make a positive contribution to Los Angeles County’s economy through local purchases of Project materials and local hiring.

The Economic Development Element of the City of Carson General Plan Update establishes goals and policies to address economic development in the City of Carson. One of the goals of the Economic Development Element is to “(m)aintain and increase net fiscal gains to the City” (City of Carson 2006). The Project is consistent with this economic development goal because the City of Carson would receive a portion of the increased sales and property tax revenues associated with Project construction and operation.

5.10.5.4 Agencies and Agency Contacts

Various public service agencies were contacted in the course of the socioeconomics investigation to check on levels of activity and expected effects of the Project. Table 5.10-20, Agency Contact List for LORS, lists those agencies and contacts.

**Table 5.10-20
Agency Contact List for LORS**

Subject	Agency	Contact/Title	Telephone
Education	Los Angeles Unified School District	Joy Muraoka, District 8 Representative	310-354-3400
Public finance and fiscal issues (School Impact Fees)	Los Angeles Unified School District	Joy Muraoka, District 8 Representative	310-354-3400

**Table 5.10-20
Agency Contact List for LORS**

Subject	Agency	Contact/Title	Telephone
Public finance and fiscal issues	Los Angeles County Assessor's Office	Robert Barone, Representative	213-893-0723
Fire protection services	Los Angeles County Fire Department	Rick Moreno, Battalion 7 Chief	310-687-2954
Law enforcement	Los Angeles County Sheriff's Department	Captain Todd S. Rogers, Commander of Carson Station	310-830-1123

Sources: Moreno 2008; Barone 2008; Muraoka 2008; Rogers 2008.

5.10.5.5 Permits Required and Permit Schedule

No permits related to socioeconomics are required.

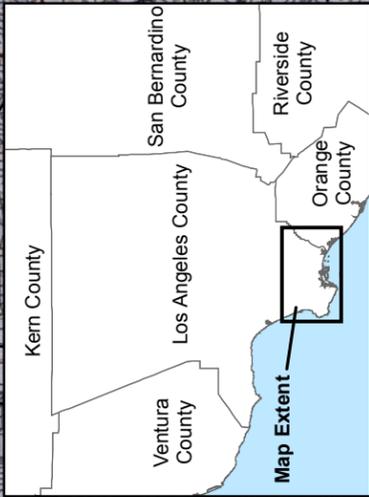
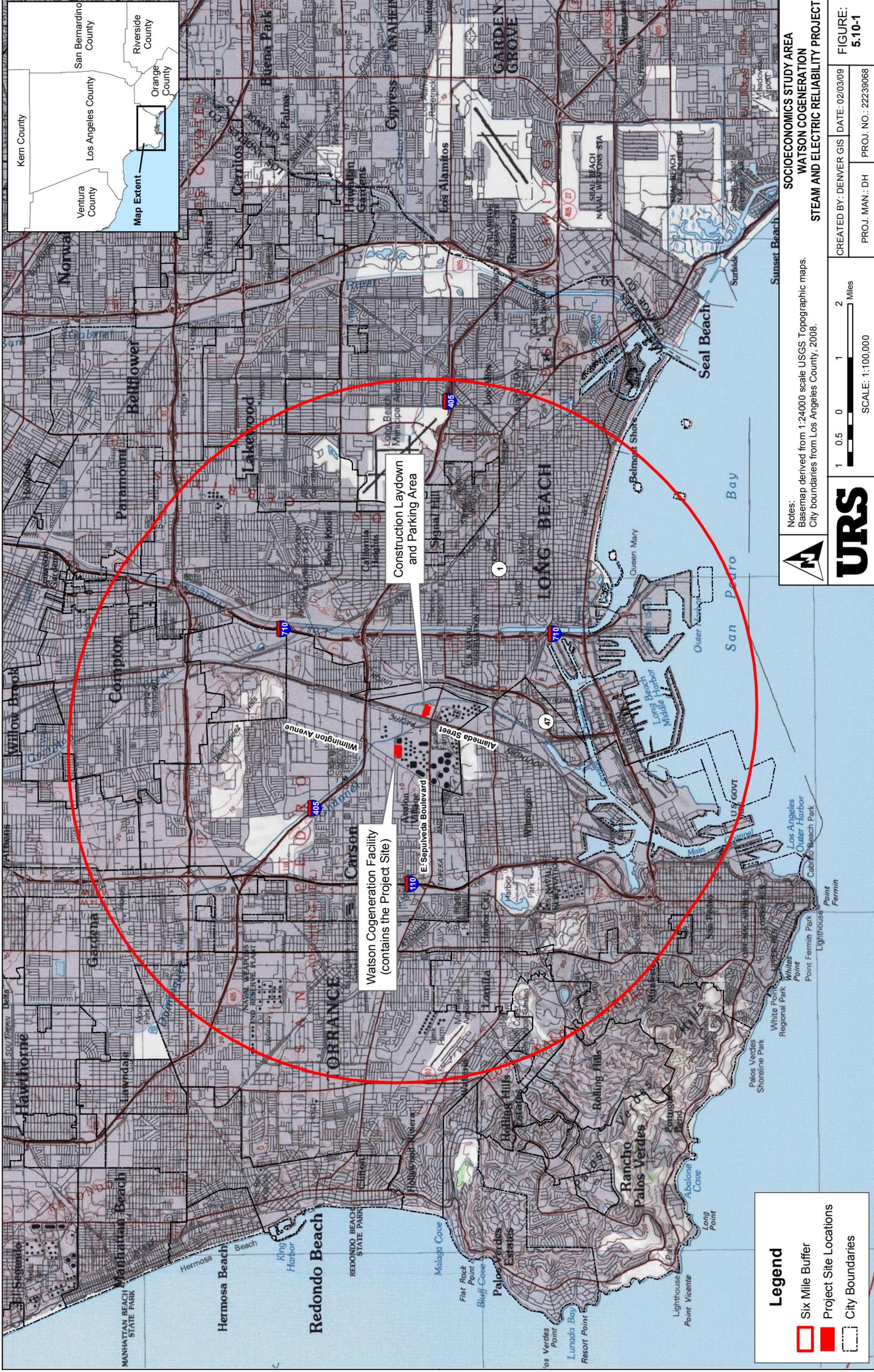
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Legend

- Six Mile Buffer
- Project Site Locations
- City Boundaries

Notes:
 Basemap derived from 1:24000 scale USGS Topographic maps.
 City boundaries from Los Angeles County, 2008.



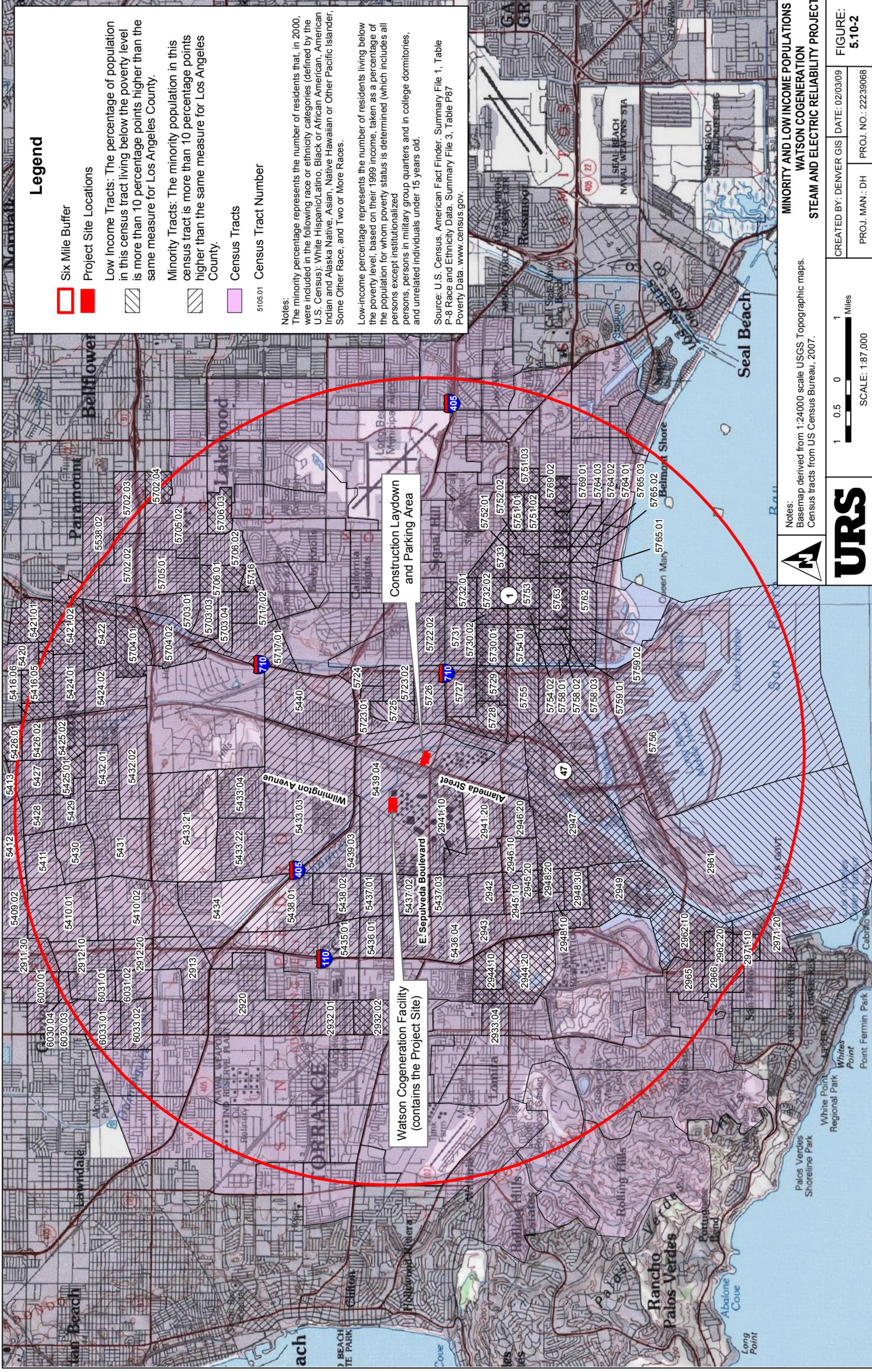
SCALE: 1:100,000



SOCIOECONOMICS STUDY AREA
WATSON COGENERATION
STEAM AND ELECTRIC RELIABILITY PROJECT

CREATED BY: DENVER GIS DATE: 02/03/09
 PROJ. MAN.: DH PROJ. NO.: 22239068

FIGURE:
5.10-1



Legend

-  Six Mile Buffer
-  Project Site Locations
-  Low Income Tracts: The percentage of population in this census tract living below the poverty level is more than 10 percentage points higher than the same measure for Los Angeles County.
-  Minority Tracts: The minority population in this census tract is more than 10 percentage points higher than the same measure for Los Angeles County.
-  Census Tracts
-  Census Tract Number

Notes:
 The minority percentage represents the number of residents that, in 2000, were included in the following race or ethnicity categories (defined by the U.S. Census): White Hispanic/Latino, Black or African American, American Indian and Alaska Native, Asian, Native Hawaiian or Other Pacific Islander, Some Other Race, and Two or More Races.

Low-income percentage represents the number of residents living below the poverty level, based on their 1999 income, taken as a percentage of the population for whom poverty status is determined (which includes all persons except institutionalized persons, persons in military group quarters and in college dormitories, and unrelated individuals under 15 years old).

Source: U.S. Census, American Fact Finder, Summary File 1, Table P-8 Race and Ethnicity Data. Summary File 3, Table P87 Poverty Data. www.census.gov.

MINORITY AND LOW INCOME POPULATIONS
WATSON COGENERATION
STEAM AND ELECTRIC RELIABILITY PROJECT

Notes:
 Basemap derived from 1:24000 scale USGS Topographic maps.
 Census tracts from US Census Bureau, 2007.

CREATED BY: DENVER GIS DATE: 02/03/09 FIGURE: **5.10-2**

PROJ. MAN.: DH PROJ. NO.: 22239068

1 0.5 0 1 Miles
 SCALE: 1:87,000

URS

Adequacy Issue: Adequate Inadequate **DATA ADEQUACY WORKSHEET** Revision No. 0 Date _____

Technical Area: **Socioeconomics** Project: Watson Cogeneration Steam and Electric Reliability Project Technical Staff: _____

Project Manager: Docket: _____ Technical Senior: _____

SITING REGULATIONS	INFORMATION	AFC PAGE NUMBER AND SECTION NUMBER	ADEQUATE YES OR NO	INFORMATION REQUIRED TO MAKE AFC CONFORM WITH REGULATIONS
Appendix B (g) (1)	...provide a discussion of the existing site conditions, the expected direct, indirect and cumulative impacts due to the construction, operation and maintenance of the project, the measures proposed to mitigate adverse environmental impacts of the project, the effectiveness of the proposed measures, and any monitoring plans proposed to verify the effectiveness of the mitigation.	Section 5.10.1.1; pages 5.10-2 through 5.10-29 Section 5.10.2; pages 5.10-29 through 5.10-38 Section 5.10.3; pages 5.10-38 through 5.10-44 Section 5.10.4; page 5.10-44		
Appendix B (g) (7) (A)	A description of the socioeconomic circumstances of the vicinity and region affected by construction and operation of the project. Include:	Section 5.10.1; pages 5.10-2 through 5.10-29		
Appendix B (g) (7) (A) (i)	The economic characteristics, including the economic base, fiscal resources, and a list of the applicable local agencies with taxing powers and their most recent and projected revenues;	Section 5.10.1.1; pages 5.10-2 through 5.10-11 Section 5.10.1.4; pages 5.10-28 through 5.10-29		
Appendix B (g) (7) (A) (ii)	The social characteristics, including population and demographic and community trends;	Section 5.10.1.2; pages 5.10-11 through 5.10-22		
Appendix B (g) (7) (A) (iii)	Existing and projected unemployment rates;	Section 5.10.1.1; pages 5.10-2 through 5.10-11		
Appendix B (g) (7) (A) (iv)	Availability of skilled workers by craft required for construction and operation of the project;	Section 5.10.2; pages 5.10-29 through 5.10-38		
Appendix B (g) (7) (A) (v)	Availability of temporary and permanent housing and current vacancy rate; and	Section 5.10.1.2; pages 5.10-11 through 5.10-22		

Adequacy Issue: Adequate Inadequate **DATA ADEQUACY WORKSHEET** Revision No. 0 Date _____

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Project Manager: _____ Docket: _____ Technical Senior: _____

SITING REGULATIONS	INFORMATION	AFC PAGE NUMBER AND SECTION NUMBER	ADEQUATE YES OR NO	INFORMATION REQUIRED TO MAKE AFC CONFORM WITH REGULATIONS
Appendix B (g) (7) (A) (vi)	Capacities, existing and expected use levels, and planned expansion of utilities (gas, water and waste) and public services, including fire protection, law enforcement, emergency response, medical facilities, other assessment districts, and school districts. For projects outside metropolitan areas with a population of 500,000 or more, information for each school district shall include current enrollment and yearly expected enrollment by grade level groupings, excluding project-related changes for the duration of the project schedule.	Section 5.10.1.3; pages 5.10-23 through 5.10-28		
Appendix B (g) (7) (B)	A discussion of the socioeconomic impacts caused by the construction and operation of the project (note year of estimate, model, if used, and appropriate sources), including:	Section 5.10.2; pages 5.10-29 through 5.10-38		
Appendix B (g) (7) (B) (i)	An estimate of the number of workers to be employed each month by craft during construction, and for operations, an estimate of the number of permanent operations workers during a year;	Section 5.10.2; pages 5.10-29 through 5.10-38		
Appendix B (g) (7) (B) (ii)	An estimate of the percentage of non-local workers who will relocate to the Project Area to work on the project;	Section 5.10.2; pages 5.10-29 through 5.10-38		
Appendix B (g) (7) (B) (iii)	An estimate of the potential population increase caused directly and indirectly by the project;	Section 5.10.2; pages 5.10-29 through 5.10-38		
Appendix B (g) (7) (B) (iv)	The potential impact of population increase on housing during the construction and operations phases;	Section 5.10.2; pages 5.10-29 through 5.10-38		

Adequacy Issue: Adequate Inadequate **DATA ADEQUACY WORKSHEET** Revision No. 0 Date _____

Technical Area: **Socioeconomics** Project: Watson Cogeneration Steam and Electric Reliability Project Technical Staff: _____

Project Manager: _____ Docket: _____ Technical Senior: _____

SITING REGULATIONS	INFORMATION	AFC PAGE NUMBER AND SECTION NUMBER	ADEQUATE YES OR NO	INFORMATION REQUIRED TO MAKE AFC CONFORM WITH REGULATIONS
Appendix B (g) (7) (B) (v)	The potential impacts, including additional costs, on utilities (gas, water, and waste) and public services, including fire, law enforcement, emergency response, medical facilities, other assessment districts, and school districts. Include response times to hospitals and for police, and emergency services. For projects outside metropolitan areas with a population of 500,000 or more, information on schools shall include project-related enrollment changes by grade level groupings and associated facility and staffing impacts by school district during the construction and operating phases;	Section 5.10.2; pages 5.10-29 through 5.10-38		
Appendix B (g) (7) (B) (vi)	An estimate of applicable school impact fees;	Section 5.10.2; pages 5.10-29 through 5.10-38		
Appendix B (g) (7) (B) (vii)	An estimate of the total construction payroll and separate estimates of the total operation payroll for permanent and short-term (contract) operations employees;	Section 5.10.2; pages 5.10-29 through 5.10-38		
Appendix B (g) (7) (B) (viii)	An estimate of the expenditures for locally purchased materials for the construction and operation phases of the project;	Section 5.10.2; pages 5.10-29 through 5.10-38		
Appendix B (g) (7) (B) (ix)	An estimate of the capital cost (plant and equipment) of the project;	Section 5.10.2; pages 5.10-29 through 5.10-38		
Appendix B (g) (7) (B) (x)	An estimate of sales taxes generated during construction and separately during an operational year of the project;	Section 5.10.2; pages 5.10-29 through 5.10-38		

Adequacy Issue: Adequate Inadequate **DATA ADEQUACY WORKSHEET** Revision No. 0 Date _____

Technical Area: **Socioeconomics** Project: Watson Cogeneration Steam and Electric Reliability Project Technical Staff: _____

Project Manager: _____ Docket: _____ Technical Senior: _____

SITING REGULATIONS	INFORMATION	AFC PAGE NUMBER AND SECTION NUMBER	ADEQUATE YES OR NO	INFORMATION REQUIRED TO MAKE AFC CONFORM WITH REGULATIONS
Appendix B (g) (7) (B) (xi)	An estimate of property taxes generated during an operational year of the project; and	Section 5.10.2; pages 5.10-29 through 5.10-38		
Appendix B (g) (7) (B) (xii)	The expected direct, indirect, and induced income and employment effects due to construction, operation, and maintenance of the project.	Section 5.10.2; pages 5.10-29 through 5.10-38		
Appendix B (i) (1) (A)	Tables which identify laws, regulations, ordinances, standards, adopted local, regional, state, and federal land use plans, leases, and permits applicable to the proposed project, and a discussion of the applicability of, and conformance with each. The table or matrix shall explicitly reference pages in the application wherein conformance, with each law or standard during both construction and operation of the facility is discussed; and	Section 5.10.5; pages 5.10-44 through 5.10-47		
Appendix B (i) (1) (B)	Tables which identify each agency with jurisdiction to issue applicable permits, leases, and approvals or to enforce identified laws, regulations, standards, and adopted local, regional, state and federal land use plans, and agencies which would have permit approval or enforcement authority, but for the exclusive authority of the commission to certify sites and related facilities.	Section 5.10.5.5; page 5.10-47		
Appendix B (i) (2)	The name, title, phone number, address (required), and email address (if known), of an official who was contacted within each agency, and also provide the name of the official who will serve as a contact person for Commission staff.	Section 5.10.5.4; pages 5.10-46 through 5.10-47		

Adequacy Issue: Adequate Inadequate **DATA ADEQUACY WORKSHEET** Revision No. 0 Date _____
 Technical Area: **Socioeconomics** Project: Watson Cogeneration Steam and Electric Reliability Project Technical Staff: _____
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SITING REGULATIONS	INFORMATION	AFC PAGE NUMBER AND SECTION NUMBER	ADEQUATE YES OR NO	INFORMATION REQUIRED TO MAKE AFC CONFORM WITH REGULATIONS
Appendix B (i) (3)	A schedule indicating when permits outside the authority of the commission will be obtained and the steps the applicant has taken or plans to take to obtain such permits.	Section 5.10.5.5; page 5.10-47		

