



STATE OF CALIFORNIA

GRANT REQUEST FORM (GRF)

CEC-270 (Revised 12/2021)

CALIFORNIA ENERGY COMMISSION

A) New Agreement # ARV-21-053 (to be completed by CGL office)

B) Division	Agreement Manager:	MS-	Phone
Fuels and Transportation	Wendell Krell		916-805-7485

C) Recipient's Legal Name	Federal ID #
AltAir Paramount, LLC	36-4759310

D) Title of Project
AltAir Paramount, LLC Blending Terminal Project

E) Term and Amount

Start Date	End Date	Amount
4 / 26 / 2022	12 / 31 / 2025	\$ 2,000,000

F) Business Meeting Information

☐ ARFVTP agreements \$75K and under delegated to Executive Director

Proposed Business Meeting Date 4 / 26 / 2022 ☐ Consent ☒ Discussion

Business Meeting Presenter TBD Time Needed: 5 minutes

Please select one list serve. Altfuels (AB118- ARFVTP)

Agenda Item Subject and Description:

AltAir Paramount, LLC. (AltAir). Proposed resolution adopting CEQA findings for AltAir's Blending Terminal Project and approving grant agreement ARV-21-053 with AltAir.

a. CEQA Findings. Findings that, based on the lead agency City of Paramount's (City) Initial Study and Mitigated Negative Declaration (MND), and the City's Conditional Use Permit (CUP) No. 751 approving and adopting the MND, and Addendums to CUP No. 751, the work under the proposed project presents no new or substantially more severe environmental impacts beyond those already considered and mitigated; and that following the City's adoption of the MND and CUP, none of the circumstances within CEQA section 15162 are present.

b. AltAir's Blending Terminal Project. Proposed resolution approving Agreement ARV-21-053 with AltAir for a \$2,000,000 grant to upgrade piping and storage at an existing petroleum refinery site, thereby increasing the efficiency, throughput, and blending capabilities to provide a higher volume of renewable diesel 80% / biodiesel 20% to the California market. This project will increase throughput of biodiesel from one (1) million to thirty-two and a half (32.5) million gallons per year, thereby offsetting up to 1,584,756 metric tons of carbon dioxide equivalents per year at full capacity.

G) California Environmental Quality Act (CEQA) Compliance

1. Is Agreement considered a "Project" under CEQA?

☒ Yes (skip to question 2) ☐ No (complete the following (PRC 21065 and 14 CCR 15378)):

Explain why Agreement is not considered a "Project":

Agreement will not cause direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment because .



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2. If Agreement is considered a "Project" under CEQA:

- a) ☐ Agreement **IS** exempt.
- ☐ Statutory Exemption. List PRC and/or CCR section number:
- ☐ Categorical Exemption. List CCR section number:
- ☐ Common Sense Exemption. 14 CCR 15061 (b) (3) Explain reason why Agreement is exempt under the above section:
- b) ☒ Agreement **IS NOT** exempt. (consult with the legal office to determine next steps)

Check all that apply

- ☒ Initial Study
- ☐ Negative Declaration
- ☒ Mitigated Negative Declaration
- ☐ Environmental Impact Report
- ☐ Statement of Overriding Considerations

H) List all subcontractors (major and minor) and equipment vendors, including those listed in the grant application: (attach additional sheets as necessary)

Legal Company Name:	Budget
HMT, LLC	\$ 490,000 (match 486,440)
Spec Services, Inc.	\$ 208,600 (match 208,600)
D2 Industrial Services, Inc.	\$ 260,000 (match 260,000)
Consumers Pipe and Supply Co.	\$ 487,500 (match 487,500)
MMR Constructors, Inc.	\$ 10,000
DTN, Inc	\$ 60,000
PFT Alexander, Inc.	\$ 5,000
FMC Technologies Measurement Solutions, Inc.	\$ 15,000
TBD	\$ 413,900
Spectra Industrial Services, Inc.	\$ 50,000
Total Western Inc.	\$ (match) 1,579,605
Safe Rack, LLC	\$ (match 1,115,807)

I) List all partners, including those listed in the grant application: (attach additional sheets as necessary)

Legal Company Name:
N/A

J) Budget Information

Funding Source	Funding Year of Appropriation	Budget List Number	Amount
ARFVTF	2019/20	601.118L	\$1,000,000
ARFVTF	2021/22	601.118N	\$1,000,000

R&D Program Area: Select Program Area TOTAL: \$



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Explanation for "Other" selection

Reimbursement Contract #:

Federal Agreement #:

K) Recipient's Contact Information

1. Recipient's Administrator/Officer

Name: Mohsen Ahmadi

Address: 14700 Downey Avenue

City, State, Zip: Paramount, CA 90723

Phone: (562) 577-1413

E-Mail: mahmadi@worldenergy.net

2. Recipient's Project Manager

Name: Forest Hunter

Address: 14700 Downey Avenue

City, State, Zip: Paramount, CA 90723

Phone: (310) 365-8988

E-Mail: fhunter@worldenergy.net

L) Selection Process Used

☒ Competitive Solicitation #: GFO-20-608

☐ First Come First Served Solicitation #: - -

M) The following items should be attached to this GRF

1. Exhibit A, Scope of Work
2. Exhibit B, Budget Detail
3. CEC 105, Questionnaire for Identifying Conflicts
4. Recipient Resolution
5. CEQA Documentation

☒ N/A
☐ N/A

☒ Attached
☒ Attached
☒ Attached
☐ Attached
☒ Attached

Agreement Manager

Date

Office Manager

Date

Deputy Director

Date

Exhibit A SCOPE OF WORK

TECHNICAL TASK LIST

Task #	CPR	Task Name
1		Administration
2		Rail Unloading Rack Upgrade
3		Spill Containment Construction
4		Storage Tank Upgrade
5	X	Truck Blending Rack Upgrade
6		Piping Modifications
7		Data Collection and Analysis
8		Project Fact Sheet

KEY NAME LIST

Task #	Key Personnel	Key Subcontractor(s)	Key Partner(s)
1	Mohsen Ahmadi		
2	Forrest Hunter		
3	Forrest Hunter		
4	Forrest Hunter		
5	Forrest Hunter		
6	Rick Hakimoun		
7	Mohsen Ahmadi		
8	Mohsen Ahmadi/ Forrest Hunter		

GLOSSARY

Specific terms and acronyms used throughout this scope of work are defined as follows:

Term/ Acronym	Definition
B20	20% Biodiesel Blended Fuel
CAM	Commission Agreement Manager
CAO	Commission Agreement Officer
CEC	California Energy Commission
CI	Carbon Intensity

CTP	Clean Transportation Program
CPR	Critical Project Review
DGE	Diesel Gallon Equivalents
ECAMS	Energy Commission Agreement Management System
FTD	Fuels and Transportation Division
MGPY	Million Gallons Per Year
PIIRA	Petroleum Industry Information Reporting Act
RD80	80% Renewable Diesel Blended Fuel
Recipient	AltAir Paramount, LLC
SCAQMD	South Coast Air Quality Management District

Background

Assembly Bill (AB) 118 (Núñez, Chapter 750, Statutes of 2007), created the Clean Transportation Program. The statute authorizes the California Energy Commission (CEC) to develop and deploy alternative and renewable fuels and advanced transportation technologies to help attain the state's climate change, clean air, and alternative energy policies. AB 8 (Perea, Chapter 401, Statutes of 2013) re-authorizes the Clean Transportation Program through January 1, 2024. The Clean Transportation Program has an annual budget of approximately \$100 million and provides financial support for projects that:

- Reduce California's use and dependence on petroleum transportation fuels and increase the use of alternative and renewable fuels and advanced vehicle technologies.
- Produce sustainable alternative and renewable low-carbon fuels in California.
- Expand alternative fueling infrastructure and fueling stations.
- Improve the efficiency, performance and market viability of alternative light-, medium-, and heavy-duty vehicle technologies.
- Retrofit medium- and heavy-duty on-road and non-road vehicle fleets to alternative technologies or fuel use.
- Expand the alternative fueling infrastructure available to existing fleets, public transit, and transportation corridors.
- Establish workforce training programs and conduct public outreach on the benefits of alternative transportation fuels and vehicle technologies.

On April 12, 2021, the CEC released a Grant Funding Opportunity entitled "Ultra-Low-Carbon Fuel: Commercial-Scale Production Facilities & Blending Infrastructure." This competitive grant solicitation was to support ultra-low-carbon fuel in two funding categories: commercial-scale production facilities and blending infrastructure. In response to GFO-20-608, the Recipient submitted application #5 which was proposed for funding in the CEC's Notice of Proposed Awards on November 5, 2021. GFO-20-608 and Recipient's application are hereby incorporated by reference into this Agreement in their entirety.

In the event of any conflict or inconsistency between the terms of the Solicitation and the terms of the Recipient's Application, the Solicitation shall control. In the event of any conflict or

inconsistency between the Recipient's Application and the terms of CEC's Award, CEC's Award shall control. Similarly, in the event of any conflict or inconsistency between the terms of this Agreement and the Recipient's Application, the terms of this Agreement shall control.

Problem Statement:

Currently there is inefficient delivery of biodiesel logistics to the AltAir Paramount, LLC blending site that requires transloading of fuels from rail to trucks to bring on-site. The added terminal and blending capacity addressed by this project will allow future renewable diesel production of the AltAir/AltAir Paramount, LLC facility to be blended more efficiently with biodiesel for a 80 percent renewable diesel, 20 percent biodiesel (RD80/B20) blend.

Goals of the Agreement:

The goal of this Agreement is to increase the efficiency and throughput of AltAir Paramount, LLC blending capabilities to provide a higher volume of RD80/B20 to the California market.

AltAir Paramount, LLC intends to:

- Increase throughput of biodiesel from one million gallons per year (MGPY) to 32.5 MGPY
- Upgrade and retrofit the rail unloading rack, existing tank, and truck unloading rack by Q1 2024
- Install safety infrastructure and spill containment basin to support biodiesel unloading
- Deliver at least 156 MGPY of RD80/B20 to the California market in 2024 and beyond

Objectives of the Agreement:

The objective of this Agreement is to support blending of biodiesel at a rate of 32.5 MGPY measurable by inbound biodiesel volume.

TASK 1 ADMINISTRATION

Task 1.1 Attend Kick-off Meeting

The goal of this task is to establish the lines of communication and procedures for implementing this Agreement. The Commission Agreement Manager (CAM) shall designate the date and location of this meeting and provide an agenda to the Recipient prior to the meeting.

The Recipient shall:

- Attend a "Kick-Off" meeting with the CAM, the Commission Agreement Officer (CAO), and a representative of the California Energy Commission (CEC) Accounting Office. The Recipient shall bring their Project Manager, Agreement Administrator, Accounting Officer, and any others determined necessary by the Recipient or specifically requested by the CAM to this meeting.
- Provide a written statement of project activities that have occurred after the notice of proposed awards but prior to the execution of the agreement using match funds. If none, provide a statement that no work has been completed using match funds prior to the execution of the agreement. All pre-execution match expenditures must conform to the requirements in the Terms and Conditions of this Agreement.
- Discuss the following administrative and technical aspects of this Agreement:
 - Agreement Terms and Conditions

- Critical Project Review (Task 1.2)
- Match fund documentation (Task 1.7) No reimbursable work may be done until this documentation is in place.
- Permit documentation (Task 1.8)
- Subawards needed to carry out project (Task 1.9)
- The CAM's expectations for accomplishing tasks described in the Scope of Work
- An updated Schedule of Products and Due Dates
- Monthly Calls (Task 1.4)
- Quarterly Progress Reports (Task 1.5)
- Technical Products (Product Guidelines located in Section 5 of the Terms and Conditions)
- Final Report (Task 1.6)

Recipient Products:

- Updated Schedule of Products
- Updated List of Match Funds
- Updated List of Permits
- Written Statement of Match Share Activities

Commission Agreement Manager Product:

- Kick-Off Meeting Agenda

Task 1.2 Critical Project Review (CPR) Meetings

CPRs provide the opportunity for frank discussions between the CEC and the Recipient. The goal of this task is to determine if the project should continue to receive Energy Commission funding to complete this Agreement and to identify any needed modifications to the tasks, products, schedule or budget.

The CAM may schedule CPR meetings as necessary, and meeting costs will be borne by the Recipient.

Meeting participants include the CAM and the Recipient and may include the CAO, the Fuels and Transportation Division (FTD) program lead, other CEC staff and Management as well as other individuals selected by the CAM to provide support to the CEC.

The CAM shall:

- Determine the location, date, and time of each CPR meeting with the Recipient. These meetings generally take place at the CEC, but they may take place at another location or remotely.
- Send the Recipient the agenda and a list of expected participants in advance of each CPR. If applicable, the agenda shall include a discussion on both match funding and permits.

- Conduct and make a record of each CPR meeting. Prepare a schedule for providing the written determination described below.
- Determine whether to continue the project, and if continuing, whether or not modifications are needed to the tasks, schedule, products, and/or budget for the remainder of the Agreement. Modifications to the Agreement may require a formal amendment (please see section 8 of the Terms and Conditions). If the CAM concludes that satisfactory progress is not being made, this conclusion will be referred to the Lead Commissioner for Transportation for his or her concurrence.
- Provide the Recipient with a written determination in accordance with the schedule. The written response may include a requirement for the Recipient to revise one or more product(s) that were included in the CPR.

The Recipient shall:

- Prepare a CPR Report for each CPR that discusses the progress of the Agreement toward achieving its goals and objectives. This report shall include recommendations and conclusions regarding continued work of the projects. This report shall be submitted along with any other products identified in this scope of work. The Recipient shall submit these documents to the CAM and any other designated reviewers at least 15 working days in advance of each CPR meeting.
- Present the required information at each CPR meeting and participate in a discussion about the Agreement.

CAM Products:

- Agenda and a list of expected participants
- Schedule for written determination
- Written determination

Recipient Product:

- CPR Report(s)

Task 1.3 Final Meeting

The goal of this task is to closeout this Agreement.

The Recipient shall:

- Meet with CEC staff to present the findings, conclusions, and recommendations. The final meeting must be completed during the closeout of this Agreement.

This meeting will be attended by, at a minimum, the Recipient and the CAM. The technical and administrative aspects of Agreement closeout will be discussed at the meeting, which may be two separate meetings at the discretion of the CAM.

The technical portion of the meeting shall present an assessment of the degree to which project and task goals and objectives were achieved, findings, conclusions, recommended next steps (if any) for the Agreement, and recommendations for improvements. The CAM will determine the appropriate meeting participants.

The administrative portion of the meeting shall be a discussion with the CAM about the following Agreement closeout items:

- What to do with any equipment purchased with CEC funds (Options)
- CEC request for specific “generated” data (not already provided in Agreement products)
- Need to document Recipient’s disclosure of “subject inventions” developed under the Agreement
- “Surviving” Agreement provisions
- Final invoicing and release of retention
- Prepare a schedule for completing the closeout activities for this Agreement.

Products:

- Written documentation of meeting agreements
- Schedule for completing closeout activities

Task 1.4 Monthly Calls

The goal of this task is to have calls at least monthly between CAM and Recipient to verify that satisfactory and continued progress is made towards achieving the objectives of this Agreement on time and within budget.

The objectives of this task are to verbally summarize activities performed during the reporting period, to identify activities planned for the next reporting period, to identify issues that may affect performance and expenditures, to verify match funds are being proportionally spent concurrently or in advance of CEC funds or are being spent in accordance with an approved Match Funding Spending Plan, to form the basis for determining whether invoices are consistent with work performed, and to answer any other questions from the CAM. Monthly calls might not be held on those months when a quarterly progress report is submitted, or the CAM determines that a monthly call is unnecessary.

The CAM shall:

- Schedule monthly calls.
- Provide questions to the Recipient prior to the monthly call.
- Provide call summary notes to Recipient of items discussed during call.

The Recipient shall:

- Review the questions provided by CAM prior to the monthly call
- Provide verbal answers to the CAM during the call.

Product:

- Email to CAM concurring with call summary notes.

Task 1.5 Quarterly Progress Reports

The goal of this task is to periodically verify that satisfactory and continued progress is made towards achieving the objectives of this Agreement on time and within budget.

The objectives of this task are to summarize activities performed during the reporting period, to identify activities planned for the next reporting period, to identify issues that may affect performance and expenditures, and to form the basis for determining whether invoices are consistent with work performed.

The Recipient shall:

- Prepare a Quarterly Progress Report which summarizes all Agreement activities conducted by the Recipient for the reporting period, including an assessment of the ability to complete the Agreement within the current budget and any anticipated cost overruns. Progress reports are due to the CAM the 10th day of each January, April, July, and October. The Quarterly Progress Report template can be found on the ECAMS Resources webpage available at <https://www.energy.ca.gov/media/4691>.

Product:

- Quarterly Progress Reports

Task 1.6 Final Report

The goal of the Final Report is to assess the project's success in achieving the Agreement's goals and objectives, advancing science and technology, and providing energy-related and other benefits to California.

The objectives of the Final Report are to clearly and completely describe the project's purpose, approach, activities performed, results, and advancements in science and technology; to present a public assessment of the success of the project as measured by the degree to which goals and objectives were achieved; to make insightful observations based on results obtained; to draw conclusions; and to make recommendations for further projects and improvements to the FTD project management processes.

The Final Report shall be a public document. If the Recipient has obtained confidential status from the CEC and will be preparing a confidential version of the Final Report as well, the Recipient shall perform the following activities for both the public and confidential versions of the Final Report.

In addition to any other applicable requirements, the Final Report must comply with the Americans with Disabilities Act (ADA) of 1990 (42 U.S.C. 12101 et seq.), which prohibits discrimination on the basis of disability; all applicable regulations and guidelines issued pursuant to the ADA; Cal. Gov. Code sects. 7405 and 11135; and Web Content Accessibility Guidelines 2.0, or a subsequent version, as published by the Web Accessibility Initiative of the World Wide Web Consortium at a minimum Level AA success criteria.

The Recipient shall:

- Prepare an Outline of the Final Report, if requested by the CAM.
- Prepare a Final Report complying with ADA requirements and following the latest version of the Final Report guidelines which will be provided by the CAM. The CAM shall provide written comments on the Draft Final Report within fifteen (15) working days of receipt. The Final Report must be completed at least 60 days before the end of the Agreement Term.
- Submit one bound copy of the Final Report with the final invoice.

Products:

- Outline of the Final Report, if requested
- Draft Final Report
- Final Report

Task 1.7 Identify and Obtain Matching Funds

The goal of this task is to ensure that the match funds planned for this Agreement are obtained for and applied to this Agreement during the term of this Agreement.

The costs to obtain and document match fund commitments are not reimbursable through this Agreement. Although the CEC budget for this task will be zero dollars, the Recipient may utilize match funds for this task. Match funds must be identified in writing and the associated commitments obtained before the Recipient can incur any costs for which the Recipient will request reimbursement.

The Recipient shall:

- Prepare a letter documenting the match funding committed to this Agreement and submit it to the CAM at least 2 working days prior to the kick-off meeting. If no match funds were part of the proposal that led to the CEC awarding this Agreement and none have been identified at the time this Agreement starts, then state such in the letter. If match funds were a part of the proposal that led to the CEC awarding this Agreement, then provide in the letter a list of the match funds that identifies the:
 - Amount of each cash match fund, its source, including a contact name, address and telephone number and the task(s) to which the match funds will be applied.
 - Amount of each in-kind contribution, a description, documented market or book value, and its source, including a contact name, address and telephone number and the task(s) to which the match funds will be applied. If the in-kind contribution is equipment or other tangible or real property, the Recipient shall identify its owner and provide a contact name, address and telephone number, and the address where the property is located.
- Provide a copy of the letter of commitment from an authorized representative of each source of cash match funding or in-kind contributions that these funds or contributions have been secured. For match funds provided by a grant a copy of the executed grant shall be submitted in place of a letter of commitment.
- Discuss match funds and the implications to the Agreement if they are reduced or not obtained as committed, at the kick-off meeting. If applicable, match funds will be included as a line item in the progress reports and will be a topic at CPR meetings.
- Provide the appropriate information to the CAM if during the course of the Agreement additional match funds are received.
- Notify the CAM within 10 days if during the course of the Agreement existing match funds are reduced. Reduction in match funds must be approved through a formal amendment to the Agreement and may trigger an additional CPR meeting.

Products:

- A letter regarding match funds or stating that no match funds are provided
- Copy(ies) of each match fund commitment letter(s) (if applicable)
- Letter(s) for new match funds (if applicable)
- Letter that match funds were reduced (if applicable)

Task 1.8 Identify and Obtain Required Permits

The goal of this task is to obtain all permits required for work completed under this Agreement in advance of the date they are needed to keep the Agreement schedule on track.

Permit costs and the expenses associated with obtaining permits are not reimbursable under this Agreement. Although the CEC budget for this task will be zero dollars, the Recipient may budget match funds for any expected expenditures associated with obtaining permits. Permits must be identified in writing and obtained before the Recipient can make any expenditure for which a permit is required.

The Recipient shall:

- Prepare a letter documenting the permits required to conduct this Agreement and submit it to the CAM at least 2 working days prior to the kick-off meeting. If there are no permits required at the start of this Agreement, then state such in the letter. If it is known at the beginning of the Agreement that permits will be required during the course of the Agreement, provide in the letter:
 - A list of the permits that identifies the:
 - Type of permit
 - Name, address and telephone number of the permitting jurisdictions or lead agencies
 - The schedule the Recipient will follow in applying for and obtaining these permits.
- Discuss the list of permits and the schedule for obtaining them at the kick-off meeting and develop a timetable for submitting the updated list, schedule and the copies of the permits. The implications to the Agreement if the permits are not obtained in a timely fashion or are denied will also be discussed. If applicable, permits will be included as a line item in the Progress Reports and will be a topic at CPR meetings.
- If during the course of the Agreement additional permits become necessary, provide the appropriate information on each permit and an updated schedule to the CAM.
- As permits are obtained, send a copy of each approved permit to the CAM.
- If during the course of the Agreement permits are not obtained on time or are denied, notify the CAM within 5 working days. Either of these events may trigger an additional CPR.

Products:

- Letter documenting the permits or stating that no permits are required

- A copy of each approved permit (if applicable)
- Updated list of permits as they change during the term of the Agreement (if applicable)
- Updated schedule for acquiring permits as changes occur during the term of the Agreement (if applicable)
- A copy of each final approved permit (if applicable)

Task 1.9 Obtain and Execute Subawards

The goal of this task is to ensure quality products and to procure subrecipients required to carry out the tasks under this Agreement consistent with the Agreement Terms and Conditions and the Recipient's own procurement policies and procedures.

The Recipient shall:

- Manage and coordinate subrecipient activities.
- If requested by the CAM, submit a draft of each subaward required to conduct the work under this Agreement to the CAM for review.
- If requested by the CAM, submit a final copy of the executed subaward.
- If Recipient intends to add new subrecipients or change subrecipients, then the Recipient shall notify the CAM.

Products:

- Letter describing the subawards needed, or stating that no subawards are required
- Draft subcontracts (if requested)
- Final subcontracts (if requested)

TECHNICAL TASKS

TASK 2 RAIL UNLOADING RACK UPGRADE

The goal of this task is to upgrade the existing rail unloading rack for increased throughput, variety of low carbon intensity (CI) biodiesel, and safety.

The Recipient shall:

- Install new unloading piping with a header to the unloading pump.
- Upgrade rail car steam supply and piping heat tracing to allow biodiesel from low CI feedstocks to be efficiently unloaded.
- Install rail car grounding and overhead platforms to improve worker safety.
- Prepare and provide a rail unloading rack upgrade completion report that outlines all construction, installation, or retrofit work, equipment, and permits required under this task. The report will include, but is not limited to:
 - List of equipment installed or retrofitted
 - List of work performed

- Permit approval documentation (copies)

Products:

- Rail Unloading Rack Upgrade Completion Report

TASK 3 SPILL CONTAINMENT CONSTRUCTION

The goal of this task is to install improved spill containment to contain leaks or drips.

The Recipient shall:

- Modify an existing unused basin to allow for additional capacity.
- Install drip trays at each rail car unloading position.
- Install the necessary collection piping from the drip trays to the basin.
- Prepare and provide a spill containment construction completion report that outlines all construction, installation, or retrofit work, equipment, and permits required under this task. The report will include, but is not limited to:
 - List of equipment installed or retrofitted
 - List of work performed
 - Permit approval documentation (copies)

Products:

- Spill Containment Completion Report

TASK 4 STORAGE TANK UPGRADE

The goal of this task is to upgrade an existing open-top floating roof tank to make it suitable for the storage of biodiesel. A storage tank currently exists but will be too small to allow for the increased blending volumes.

The Recipient shall:

- Install a fixed roof and make any upgrades or repairs to bring the tank up to industry standards and meet all the requirements of the South Coast Air Quality Management District (SCAQMD) permits.
- Install a new pump and piping from the tank to the blending rack to allow for increased blending volumes.
- Insulate and heat trace the piping and tank sufficiently to allow handling of lower CI biodiesel.
- Prepare and provide a storage tank upgrade completion report that outlines all construction, installation, or retrofit work, equipment, and permits required under this task. The report will include, but is not limited to:
 - List of equipment installed or retrofitted
 - List of work performed
 - Permit approval documentation (copies)

Products:

- Storage Tank Upgrade Completion Report

TASK 5 TRUCK BLENDING RACK UPGRADES

The goal of this task is to upgrade the electrical controls for the existing truck blending rack for a safe, more reliable, and efficient automated blending and loading operation.

The Recipient shall:

- Install automated blending and loading system electrical and instrumentation upgrades.
- Prepare and provide a truck blending rack upgrades completion report that outlines all construction, installation, or retrofit work, equipment, and permits required under this task. The report will include, but is not limited to:
 - List of equipment installed or retrofitted
 - List of work performed
 - Permit approval documentation (copies)

Products:

- Truck Blending Rack Upgrade Completion Report

[CPR WILL BE HELD IN THIS TASK. See Task 1.2 for details]

TASK 6 PIPING MODIFICATIONS

The goal of this task is to upgrade the unloading pump discharge piping to allow for the necessary pumping rates.

The Recipient shall:

- Install a new flow meter at the pump discharge rated for increased flow.
- Install 6" piping from the unloading pump to the storage tank.
- Prepare and provide a piping modifications completion report that outlines all construction, installation, or retrofit work, equipment, and permits required under this task. The report will include, but is not limited to:
 - List of equipment installed or retrofitted
 - List of work performed
 - Permit approval documentation (copies)

Products:

- Piping Modification Completion Report

TASK 7 DATA COLLECTION AND ANALYSIS

The goal of this task is to collect operational data from the project, to analyze that data for economic and environmental impacts, and to include the data and analysis in the Final Report.

The Recipient shall:

- Develop a data collection plan.
- Troubleshoot any issues identified.
- Collect at least six months of data, including:
 - Throughput, usage, and operations data
 - Normal operating hours, up time, down time, and explanations of variations
 - Feedstock supply summary
 - Maximum capacity of the new fuel production system in diesel gallon equivalents (DGE) and ordinary units
 - Gallons of gasoline and/or diesel fuel displaced (with associated mileage information), along with value converted into DGE
 - Record of wastes from production processes (waste water, solid waste, criteria emissions, etc.)
 - Expected air emissions reduction, for example:
 - Non-methane hydrocarbons
 - Oxides of nitrogen
 - Non-methane hydrocarbons plus oxides of nitrogen
 - Particulate Matter
 - Formaldehyde
 - Duty cycle of the current fleet and the expected duty cycle of future vehicle acquisitions
 - Specific jobs and economic development resulting from this project
 - Levelized Cost of Fuel and Finished fuel price
 - Analysis of total facility costs, operation and maintenance costs, marginal abatement costs
- Comply with the Petroleum Industry Information Reporting Act (PIIRA) and complete CEC Form M810E and CEC Form M13 on a monthly basis for submission to the California Energy Commission's PIIRA Data Collection Unit.
- Provide a written record of registering with the Low Carbon Fuel Standard and Renewable Fuel Standard programs.
- Identify any current and planned use of renewable energy at the facility.
- Describe any energy efficiency measures used in the facility that may exceed Title 24 standards in Part 6 of the California Code Regulations.

- Provide data on potential job creation, economic development, and increased state revenue as a result of expected future expansion.
- Provide a quantified estimate of the project's carbon intensity values or provide an Air Resources Board approved pathway carbon intensity.
- Estimate annual life-cycle greenhouse gas emission reduction.
- Compare any project performance and expectations provided in the proposal to Energy Commission with actual project performance and accomplishments.
- Collect data, information, and analysis described above and include in the Final Report.

Products:

- Data collection information and analysis will be included in the Final Report

TASK 8 PROJECT FACT SHEET

The goal of this task is to develop an initial and final project fact sheet that describes the CEC-funded project and the benefits resulting from the project for the public and key decision makers.

The Recipient shall:

- Prepare an Initial Project Fact Sheet at start of the project that describes the project and the expected benefits. Use the format provided by the CAM.
- Prepare a Final Project Fact Sheet at the project's conclusion that describes the project, the actual benefits resulting from the project, and lessons learned from implementing the project. Use the format provided by the CAM.
- Provide at least (6) six High Quality Digital Photographs (minimum resolution of 1300x500 pixels in landscape ratio) of pre and post technology installation at the project sites or related project photographs.

Products:

- Initial Project Fact Sheet
- Final Project Fact Sheet
- High Quality Digital Photographs

Memorandum

To: ARV-21-053, AltAir Paramount, LLC – Blending Terminal Project

Date: April 26, 2022

Telephone: (916) 805-7485

From: Wendell Krell,
California Energy Commission
715 P Street
Sacramento CA 95814-5512

Subject: California Environmental Quality Act Analysis for ARV-21-053

I am an Energy Commission Specialist II in the Fuels and Transportation Division of the California Energy Commission and am the Commission Agreement Manager for proposed grant agreement ARV-21-053, titled the AltAir Paramount, LLC Blending Terminal Project (Project).

This memo analyzes the environmental impacts of the proposed grant agreement which is a project first granted a Conditional Use Permit (CUP) 751 with Mitigation Monitoring and Reporting Program (MMRP) by the City of Paramount, in its capacity as the Lead Agency, in 2013. In addition, the City of Paramount approved a revised CUP 751 per addendum dated May 14, 2014 and again on August 22, 2016 due to project changes. Subsequent to the issuance of the CUP 751 in 2016, the applicant Paramount Petroleum Corporation changed ownership resulting in the applicant for potential grant agreement ARV-21-053 AltAir Paramount, LLC proceeding with the project as described below.

The AltAir Paramount, LLC Blending Terminal Project proposes to upgrade unloading and loading Infrastructure at the rail and truck racks, piping, and three storage tanks at the existing fuel terminal located at 14700 Downey Avenue, Paramount, CA. 90723. The upgrades are expected to increase the blending capabilities and volume of renewable diesel 80% / biodiesel 20% available to the California market from one (1) million to thirty-two and a half (32.5) million gallons per year.

The City of Paramount considered and adopted the original Mitigated Negative Declaration/Initial Study (MND/IS) for the CUP 751 with MMRP by resolution PC 13:011 on July 9, 2013 and filed a Notice of Determination with the Los Angeles County Clerk on October 3, 2013. Paramount Petroleum later requested an amendment to the CUP 751, which was approved August 22, 2016, and adopted by resolution PC 16:039 on September 13, 2016.

Pursuant to my work developing the agreement, including the Scope of Work, I have reviewed the original 2013 mitigated negative declaration and initial study (MND/IS) and CUP 751 with MMRP, and the 2014 and 2016 addendums.

Contained in the 2013 MND/IS, the City of Paramount outlined the review of 18 environmental areas and provided analysis for each review along with mitigation measures as needed. The MMRP included 21 measures. The 2014 addendum included three revisions to the operational characteristics of the proposed project but did not change the MND/IS findings or conclusions.

The 2016 addendum included “a modification to the CUP 751 to expand its terminal capabilities and to permit the existing railway facilities for the transport of additional products to be brought into the

plant.” and the report introduction included the following statement:

“The City of Paramount has evaluated the changes to the July 1, 2013 project and determined the following:

- The proposed modifications do not create any new significant adverse environmental impacts or make substantially worse any existing significant adverse environmental impacts;
- Only minor additions or changes are necessary to make the July 1, 2013 Mitigated Negative Declaration adequate for the revised project; and,
- When considering the effects of the currently proposed modifications, the City concluded that this Addendum is the appropriate document to be prepared in accordance with CEQA in order to evaluate potential environmental impacts associated with the currently proposed modifications.”

In addition, the 2016 CUP 751 determination stated, “No new potentially significant impacts or increases to the severity of significant impacts were identified that would change the conclusions contained in the July 1, 2013 Mitigated Negative Declaration.” and approved the CUP on August 22, 2016.

Based on my review and consideration of the above documents, it is my independent and professional opinion that, since the above CEQA documents were finalized, there have been no new project changes, and no new, additional, or increased significant environmental impacts have occurred. Furthermore, I have not identified any new information which would change the conclusions of the City CEQA documents or render those conclusions inadequate. It is also my independent and professional opinion that the work to be performed under the proposed Agreement falls within the scope of the MND/IS, and that the Agreement will not result in any new significant environmental impacts. Finally, I have not identified any new mitigation measures, within the Commission’s authority, that would lessen or further mitigate the impacts of the AltAir Paramount, LLC Blending Terminal Project.

The reasons for my conclusions are as follows:

Under the agreement with the CEC (ARV-21-053) the recipient will upgrade the existing facility to allow for the transfer of fuels from rail car via an upgraded rack and into three retrofitted storage tanks (unloading area), as well as, install new piping and upgrades to the truck rack (loading area).

The 2013 CUP 751 MND/IS and Addendum May 14, 2014 project requested “the City of Paramount consider the approval of a Conditional Use Permit (CUP 751) that would permit the construction and operation of a new asphalt and crude terminal. The proposed improvements would modify the existing railway facilities to facilitate the importing of asphalt into the existing refinery facility. The imported asphalt will then be stored in existing above-ground storage tanks and subsequently blended and transferred into smaller tanks for sale. The existing asphalt manufacturing and processing facility at the refinery will be unaffected by the proposed improvements and will continue to operate as it has in the past. During periods when the refinery is processing crude oil, the proposed modifications will allow Paramount Petroleum to import various grades of crude oil into the refinery using the existing railway facilities.”

Environmental Analysis evaluated 18 issue areas:

- Aesthetics (Section 3.1);
- Agricultural/Forestry (Section 3.2);
- Air Quality (Section 3.3);
- Biological Resources (Section 3.4);
- Cultural Resources (Section 3.5);
- Geology & Soils (Section 3.6);
- Greenhouse Gas Emissions (Section 3.7);
- Mineral Resources (Section 3.11);
- Noise (Section 3.12);
- Population & Housing (Section 3.13);
- Public Services (Section 3.14);
- Recreation (Section 3.15);
- Transportation (Section 3.16);
- Utilities (Section 3.17); and,

- Hazards/Hazardous Materials (Section 3.8);
- Hydrology & Water Quality (Section 3.9);
- Land Use & Planning (Section 3.10);

- Mandatory Findings of Significance (Section 3.18).

The original project environmental factors and mitigation measures identified for the Project by the Lead Agency for each of the 18 issue areas summarized here indicate a thorough investigation and development of standard mitigation measures commensurate with the project goals and in accordance with CEQA guidelines. These measures are listed below followed by conclusions and the findings.

“3.1 AESTHETIC IMPACTS

The analysis determined that the proposed project would potentially result in light and glare impacts. Mitigation Measure # 1 (Aesthetics). The four areas where the new equipment will be installed must remain well maintained at all times. No outdoor storage or stockpiling of equipment will be permitted within these areas (Area A through D).

Mitigation Measure # 2 (Aesthetics). The existing landscaping located along the existing MTA right-of-way, Downey Avenue, Somerset Boulevard, and Lakewood Boulevard must be well maintained to continue the screening of the refinery from off-site locations.

Mitigation Measure # 3 (Aesthetics). The new platforms and other equipment must be maintained free of graffiti at all times. Tank cars queuing along the rail spurs must also be maintained free of graffiti.

Mitigation Measure # 4 (Aesthetics). The Applicant must ensure that appropriate light shielding is provided for the new lighting equipment as a means to limit glare and light trespass. The plan for the lighting must be submitted to the Chief Building Official for review and approval prior to the issuance of any building permits.

3.2 AGRICULTURE AND FORESTRY RESOURCES

The analysis of agricultural and forestry resources indicated that no significant adverse impacts on these resources would occur as part of the proposed project's implementation. As a result, no mitigation is required.

3.3 AIR QUALITY

The proposed project's air quality impacts are not considered to be a significant adverse impact. Because the proposed project is located within a non-attainment area, the following mitigation is required as a means to further reduce construction emissions.

Mitigation Measure # 5 (Air Quality). Ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications.

Mitigation Measure # 6 (Air Quality). The Applicant shall ensure that contractors adhere to all pertinent provisions of Rule 403 pertaining to the generation of fugitive dust during grading and/or the use of equipment on unpaved surfaces. The contractors will be responsible for being familiar with, and implementing any pertinent best available control measures.

Mitigation Measure # 7 (Air Quality). The Applicant will be required to obtain and maintain any required SCAQMD permit. The asphalt and crude terminal facility will be required to operate pursuant to the requirements outlined in the aforementioned permits.

Mitigation Measure # 8 (Air Quality). The facility's operation will not be permitted to generate any emissions or odors that could affect sensitive receptors in the immediate area. All emissions control equipment must be maintained in good working order pursuant to the requirements of the SCAQMD permits and any SCAQMD rules and regulations.

Mitigation Measure # 9 (Air Quality). No full rail cars containing crude will be permitted to "park" on the southernmost track (track 6) that is located closest to the residential uses, south of the refinery.

3.4 BIOLOGICAL RESOURCES

The analysis indicated that the proposed project would not result in any significant adverse impacts

on biological resources. As a result, no mitigation measures are required.

3.5 CULTURAL RESOURCES

The analysis of potential cultural resources impacts indicated that no significant adverse impacts would result from the proposed project's implementation. As a result, no mitigation measures are required.

3.6 GEOLOGY

The analysis determined that the proposed project would not result in any significant adverse impacts related to earth and geology. As a result, no mitigation measures are required.

3.7 GREENHOUSE GAS EMISSIONS

The analysis of potential impacts related to greenhouse gas emissions indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

3.8 HAZARDS & HAZARDOUS MATERIALS

To ensure that the proposed improvements do not result in any significant adverse impacts, the following measures are required:

Mitigation Measure # 10 (Hazardous Materials). The facility's Emergency Response Plan must be updated and reviewed as necessary to take into account the new equipment and the different operations.

Mitigation Measure #11 (Hazardous Materials). The new equipment installation, operational elements, and any modifications to the Emergency Response Plan must be reviewed and approved by the Los Angeles County Fire Department.

3.9 HYDROLOGY & WATER QUALITY

As indicated previously, the site's hydrological characteristics will not change due to the extent of the existing hardscape surfaces within the project site. As a result, no mitigation is required.

3.10 LAND USE

The analysis determined that no significant adverse impacts on land use and planning would result from the implementation of the proposed project. As a result, no mitigation measures are required.

3.11 MINERAL RESOURCES

The analysis of potential impacts related to mineral resources indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

3.12 NOISE

To mitigate potential noise impacts associated with the operation of the new asphalt and crude terminal, the following mitigation measures will be required:

Mitigation Measure # 12 (Noise). The facility's operation must conform to the City of Paramount Noise Control Ordinance.

Mitigation Measure # 13 (Noise). Rail car deliveries and pick-ups will be limited to the non-peak hour traffic periods, after 10:00 AM and before 6:00 PM. The refinery operators and management will continue to work with the railroad so that train traffic to and from the refinery does not coincide with the morning and evening commute times or when students are going to or leaving school.

3.13 POPULATION & HOUSING

The analysis of potential population and housing impacts indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation.

3.14 PUBLIC SERVICES

The analysis of public service impacts indicated that the following mitigation measures would be required to address the potential impacts on the local fire department:

Mitigation Measure # 14 (Public Services). The proposed project will be subject to review and approval by the Los Angeles County Fire Department to ensure that fire safety and fire prevention measures are incorporated into the project. In addition, the Fire Department will be required to review and approve any evacuation plan as well as the on-site circulation to ensure that emergency vehicles can easily access the refinery's parking area.

Mitigation Measure # 15 (Public Services). The Paramount Petroleum personnel must ensure that all fire lanes remain open during the refinery's operation.

3.15 RECREATION IMPACTS

The analysis of potential impacts related to parks and recreation indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

3.16 TRANSPORTATION & CIRCULATION

The analysis determined the following mitigation measures will be required as a means to minimize train and vehicle conflicts and delays at the Downey Avenue and Paramount Boulevard crossings:

Mitigation Measure # 16 (Traffic and Circulation). No truck queuing or trailer drop off will be permitted on public streets.

Mitigation Measure # 17 (Traffic and Circulation). The refinery operators and management must continue to work with the railroad to schedule rail-car delivery and pick-ups so that traffic on Paramount Boulevard and Downey Avenue is not adversely impacted.

Mitigation Measure # 18 (Traffic and Circulation). Rail car deliveries and pick-ups will be limited to the non-peak hour traffic periods, after 10:00 AM and before 6:00 PM. The refinery operators and management will continue to work with the railroad so that train traffic to and from the refinery does not coincide with the morning and evening commute times or when students are going to or leaving school. No deliveries during the evening, night, and early morning periods will be permitted unless prior notification to the City is provided.

Mitigation Measure # 19 (Traffic and Circulation). The length of an individual train will generally be limited to not more than 25 railcars. In the event more cars are required, the Community Development Department must be notified 24-hours in advance. The refinery operators will also be required to notify the Paramount Sheriff's station of the approximate delivery time.

Mitigation Measure # 20 (Traffic and Circulation). At no time may traffic on Downey Avenue be halted more than 5 minutes during any single delivery or pick-up. In the event of a longer train (a train consisting of more than 25 cars), multiple maneuvers by the train operators may be required to stay under the 5-minute limit.

Mitigation Measure # 21 (Traffic and Circulation). The refinery operators and the train personnel must coordinate delivery times so the gate to the rail loading/unloading areas within the refinery are open prior to the arrival of the train. The means as to how the gate is to be opened (automated, manual, etc.) will be determined by the refinery management and the railroad.

3.17 UTILITIES

The analysis of utilities impacts indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

3.18 MANDATORY FINDINGS OF SIGNIFICANCE

The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this environmental assessment:

- The approval and subsequent implementation of the proposed project will not have the potential to degrade the quality of the environment with the implementation of the mitigation measures included herein.
- The approval and subsequent implementation of the proposed project will not have the potential to achieve short-term goals to the disadvantage of long-term environmental goals, with the

implementation of the mitigation measures referenced herein.

- The approval and subsequent implementation of the proposed project will not have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of the mitigation measures contained herein.
- The approval and subsequent implementation of the proposed project will not have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the standard conditions contained herein.
- The Initial Study indicated there is no evidence that the proposed project will have an adverse effect on wildlife resources or the habitat upon which any wildlife depends.

4.1 FINDINGS

The Initial Study determined that the proposed project is not expected to have significant adverse environmental impacts, with the implementation of the mitigation measures. The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this Initial Study:

- The proposed project will not have the potential to degrade the quality of the environment, with the implementation of the mitigation measures included herein.
 - The proposed project will not have the potential to achieve short-term goals to the disadvantage of long-term environmental goals, with the implementation of the mitigation measures referenced herein.
 - The proposed project will not have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of the mitigation measures contained herein.
 - The proposed project will not have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the mitigation measures contained herein.
- In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the City of Paramount can make the following additional findings:
- A Mitigation Reporting and Monitoring Program will be required; and,
 - An accountable enforcement agency or monitoring agency does need to be identified for the Mitigation Measures adopted as part of the decision-maker's final determination."

The 21 measures included in the MMRP are listed below.

The analysis determined that the proposed project would potentially result in light and glare impacts. For this reason, and to ensure the facility is maintained, the following mitigation measures are required:

Mitigation Measure # 1 (Aesthetics). The four areas where the new equipment will be detailed must remain well maintained at all times. No outdoor storage or stockpiling of equipment will be permitted within these areas (Area A through D).

Mitigation Measure # 2 (Aesthetics). The existing landscaping located along the existing MTA right-of-way, Downey Avenue, Somerset Boulevard, and Lakewood Boulevard must be well maintained to continue the screening of the refinery from off-site locations.

Mitigation Measure # 3 (Aesthetics). The new platforms and other equipment must be maintained free of graffiti at all times. Tank cars queuing along the rail spurs must also be maintained free of graffiti.

Mitigation Measure # 4 (Aesthetics). The Applicant must ensure that appropriate light shielding is provided for the new lighting equipment as a means to limit glare and light trespass. The plan for the lighting must be submitted to the Chief Building Official for review and approval prior to the issuance of any building permits.

The proposed project's air quality impacts are not considered to be a significant adverse impact. Because the proposed project is located within a non-attainment area, the following mitigation is required as a means to further reduce construction emissions:

Mitigation Measure # 5 (Air Quality). Or one precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications.

Mitigation Measure # 6 (Air Quality). The Applicant shall ensure that contractors adhere to all pertinent provisions of Rule 403 pertaining to the generation of fugitive dust during grading and/or the use of equipment on unpaved surfaces. The contractors will be responsible for being familiar with and implementing any pertinent best available control measures.

Mitigation Measure # 7 (Air Quality). The Applicant will be required to obtain and maintain any required SCAQMD permit. The asphalt and crude terminal facility will be required to operate pursuant to the requirements outlined in the aforementioned permits.

Mitigation Measure # 8 (Air Quality). The facility's operation will not be permitted to generate any emissions or odor that could affect sensitive receptors in the immediate area. AD emissions control equipment must be maintained in good working order pursuant to the requirements of the SCAQMD permits and any SCAQMD rules and regulations.

Mitigation Measure # 9 (Air Quality). No full rail cars containing crude will be permitted to "park" on the southernmost track (track 6) that is located closest to the residential uses, south of the refinery.

To ensure that the proposed improvements do not result in any significant adverse impacts, the following measures are required:

Mitigation Measure # 10 (Hazardous Materials). The facility's Emergency Response Plan must be updated and reviewed as necessary to take into account the new equipment and the different operations.

Mitigation Measure # 11 (Hazardous Materials). The new equipment installation, operational elements, and any modifications to the Emergency Response Plan must be reviewed and approved by the Los Angeles County Fire Department.

To mitigate potential noise impacts associated with the operation of the new asphalt and crude terminal, the following mitigation measures will be required:

Mitigation Measure # 12 (Noise). The facility's operation must conform to the City of Paramount Noise Control Ordinance.

Mitigation Measure # 13 (Noise). Rail car deliveries and pick-ups will be limited to the non-peak hour traffic periods, after 10:00 AM and before 6:00 PM. The refinery operators and management will continue to work with the railroad so that train traffic to and from the refinery does not coincide with the morning and evening commute times or when students are going to or leaving school.

The analysis of public service impacts indicated that the following mitigation measures would be required to address the potential impacts on the local fire department:

Mitigation Measure # 14 (Public Services). The proposed project will be subject to review and approval by the Los Angeles County Fire Department to ensure that fire safety and fire prevention measures are incorporated into the project. In addition, the Fire Department will be required to review and approve any evacuation plan as well as the on-site circulation to ensure that emergency vehicles can easily access the refinery's parking area.

Mitigation Measure # 15 (Public Services). The Paramount Petroleum personnel must ensure that all fire lanes remain open during the refinery's operation.

The analysis determined the following mitigation measures will be required as a means to minimize train and vehicle conflicts and delays at the Downey Avenue and Paramount Boulevard crossings:

Mitigation Measure # 16 (Traffic and Circulation). No truck queuing or trailer drop off will be permitted on public streets.

Mitigation Measure # 17 (Traffic and Circulation). The refinery operators and management must continue to work with the railroad to schedule rail-car delivery and pick-ups so that traffic on Paramount Boulevard and Downey Avenue is not adversely impacted.

Mitigation Measure # 18 (Traffic and Circulation). Rail car deliveries and pick-ups will be limited to

the non-peak hour traffic periods, after 10:00 AM and before 6:00 PM. The refinery operators and management will continue to work with the railroad so that train traffic to and from the refinery does not coincide with the morning and evening commute times or when students are going to or leaving school. No deliveries during the evening, night, and early morning periods will be permitted unless prior notification to the City is provided.

Mitigation Measure # 19 (Traffic and Circulation). The length of an individual train will generally be limited to not more than 25 railcars. In the event more CU8 are required, the Community Development Department must be notified 24 hours in advance. The refinery operators will also be required to notify the Paramount Sheriff's station of the approximate delivery time.

Mitigation Measure # 20 (Traffic and Circulation). At no time may traffic on Downey Avenue be halted more than 5 minutes during any single delivery or pick-up. In the event of a longer train (a train consisting of more than 25 cars), multiple maneuvers by the train operators may be required to remain under the 5-minute limit.

Mitigation Measure # 21 (Traffic and Circulation). The refinery operators and the train personnel must coordinate delivery times so the gate to the rail loading/unloading areas within the refinery are open prior to the arrival of the train. The means as to how the gate is to be opened (automated, manual, etc.) will be determined by the refinery management and the railroad.

Each of the 21 mitigations included monitoring phases of during the construction period or over the projects operational lifetime and shall be enforced by the City of Paramount Community Development Department.

The 2016 CUP 751 MND/IS project requested the City approve an amendment to the CUP 751 that would permit expanded terminaling of biofuels, renewable fuels, and petroleum products.

The determination (section 6) states:

"Based on the analysis of the currently proposed modifications (refer to Section 4), the City has concluded that the only environmental areas that would possibly be adversely affected by the currently proposed modifications are air quality from construction and operation and greenhouse gas (GHG) emissions from construction. The July 1, 2013 Mitigated Negative Declaration concluded impact to all environmental resources were less than significant.⁸ The current proposed modifications do not change these conclusions. No new potentially significant impacts or increases to the severity of significant impacts were identified that would change the conclusions contained in the July 1, 2013 Mitigated Negative Declaration. Based on the analysis of potential environmental impacts from the currently proposed modifications (Section 7), it can be concluded that the currently proposed modifications do not create any new significant adverse impacts or increase the severity of significant impacts previously identified in the July 1, 2013 Mitigated Negative Declaration. As a result, pursuant to CEQA Guidelines §15164(a), this document constitutes an Addendum to the July 1, 2013 Mitigated Negative Declaration for the Paramount Petroleum Alt-Air Renewable Fuels Project. Sections 4 and 5 of this Addendum further explain the basis for the determination to prepare an Addendum. CEQA Guidelines §15164(a) allows a lead agency to prepare an Addendum to a Final EIR or Negative Declaration if all of the following conditions are met:

- There are no substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the previous Final EIR or Negative Declaration due to the introduction of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- No new information became available showing any new significant effects or significant effects substantially more severe than previously discussed.
- If new mitigation measures become available that would substantially reduce one or more significant effects on the environment from the project as originally approved, the project proponent agrees to

adopt them.

- Only minor technical changes or additions are necessary to make the Final EIR or Negative Declaration under consideration adequate under CEQA.
- The changes to the Final EIR or Negative Declaration made by the Addendum do not raise important new issues about the significant effects on the environment.”

The environmental analysis (section 7) states:

“This section sequentially presents the initial project evaluated in the July 1, 2013 Mitigated Negative Declaration for the Paramount Petroleum Alt-Air Renewable Fuels Project, the 2014 Addendum, and the currently proposed modifications to show the chronology of the impact analysis, and to demonstrate that the modifications to the July 1, 2013 Mitigated Negative Declaration for the Paramount Petroleum Alt-Air Renewable Fuels Project do not create significant environmental impacts. The issue areas that are evaluated in this Addendum along with the corresponding section numbers include the following:

- Aesthetics (7.1);
- Agricultural & Forestry Resources (7.2);
- Air Quality (7.3);
- Biological Resources (7.4);
- Cultural Resources (7.5);
- Geology & Soils (7.6);
- Greenhouse Gas Emissions (7.7);
- Hazards & Hazardous Materials (7.8);
- Hydrology & Water Quality (7.9);
- Land Use & Planning (7.10);
- Mineral Resources (7.11);
- Noise (7.12);
- Population & Housing (7.13);
- Public Services (7.14);
- Recreation (7.15);
- Transportation (7.16); and,
- Utilities (7.17).

The analysis herein provides a response to the individual questions.”

The current project environmental factors contained in the 2016 CUP 751 and zero additional mitigation measures identified by the Lead Agency for each of the 17 issue areas summarized below indicate a thorough investigation and conclusions that follow CEQA guidelines.

“Section 7.1 Aesthetic Impacts

A. The proposed equipment modifications will be located within two areas in the existing refinery and are related to upgrades to the existing truck and rail loading and unloading facilities. These improvements will include modifications to an existing asphalt loading facility to enable these facilities to load biofuels and renewable fuels, to provide railcar unloading equipment for additional product unloading, and would convert three existing asphalt tanks for storage of biofuels and renewable fuels and one existing gas oil tank to crude oil. None of these improvements would be visible outside of the existing Paramount Petroleum Refinery (PPR) facility. The proposed project will not obstruct any significant views or view sheds in the area. No scenic highways or corridors are located in the immediate area of the PPR facility. No additional impacts beyond those identified in the previous July 1, 2013 Mitigated Negative Declaration for the Paramount Petroleum Alt-Air Renewable Fuels Project will occur. As a result, no additional analysis or mitigation is required.

B. There are no significant view sheds nor any significant rock or geologic features that would be affected by the proposed project. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

C. The proposed project will not degrade the project site and surrounding areas and no impacts are anticipated to occur. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

D. The proposed project will not result in any significant light and glare impacts. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

Section 7.2 Agriculture & Forestry Resources Impacts

A. The proposed improvements will be located within the existing PPR. No agricultural uses are located in the vicinity of the site. According to the California Department of Conservation, the City of Paramount does not contain any areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. No additional impacts beyond those identified in the previous July 1, 2013 Mitigated Negative Declaration for the Paramount Petroleum Alt-Air Renewable Fuels Project will occur. As a result, no additional analysis or mitigation is required.

B. No active agricultural activities are located within the project site nor are any such uses found in the adjacent parcels. The proposed improvements will be located within the existing PPR. The City's applicable General Plan and Zoning Designations do not contemplate agricultural land uses on-site or in the surrounding area. In addition, the project site is not subject to a Williamson Act Contract. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

C. The City of Paramount and the project site are located in the midst of a larger urban area and no forest lands are located in the City or within this portion of Los Angeles County. The City's General Plan and Zoning Ordinance do not specifically provide for any forest land preservation. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

D. No forest lands are found within Paramount, nor does the applicable General Plan and Zoning Land Use Designations provide for any forest land protection. No loss or conversion of existing forest lands will result from the implementation of the proposed project. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

E. No forest lands, agricultural activities, or farmland uses are located in the City. The proposed project will not involve the conversion of any existing forest lands to farmland uses. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

Section 7.3 Air Quality Impacts

A. The proposed equipment modifications include upgrades to the existing truck and rail loading and unloading facilities. These improvements will include modifications to an existing asphalt loading facility to enable these facilities to load biofuels and renewable fuels, to provide railcar unloading equipment for additional product unloading, and would convert three existing asphalt tanks for storage of biofuels and renewable fuels and one existing gas oil tank to crude oil. The proposed project is not considered to be regionally significant. The proposed project would not be in conflict with, or result in an obstruction of, an applicable air quality plan. For the proposed project modifications, no significant impacts beyond those identified in the previous July 1, 2013 Mitigated Negative Declaration for the Paramount Petroleum Alt-Air Renewable Fuels Project will occur. The CEQA review for the conversion of a gas oil tank to crude oil was provided in an addendum to CUP 757 dated November 12, 2015, wherein a tank previously storing crude oil was modified for the storage of renewable fuel feedstock. The addendum allowed for the later conversion of the same or a different tank to crude oil to maintain the product storage capacity as part of the CEQA evaluated project.

B. Air quality impacts will be minimally greater than that identified in the previous CEQA documents; however, the impact determination does not change. No additional mitigation is required. The air quality calculations are included in Appendix A.

C. As indicated previously, the proposed project will not exceed the short term or long term SCAQMD CEQA thresholds of significance. No additional impacts beyond those identified in the previous CEQA documents will occur. Short-term (construction) activities and emissions will not change from the originally proposed project description. For long-term, or operating emissions, new piping and components of the railcar unloading racks creates potential fugitive emissions, the conversion of asphalt tanks to biofuels generates an emission decrease, and truck loading creates potential emissions increase over prior activity at the proposed loading rack. A summary of the operating emissions and the corresponding SCAQMD thresholds updated from the original Conditional Use

Permit (CUP) 751 Mitigated Negative Declaration and Initial Study dated July 1, 2013 is provided below:

Projected Long-Term Emissions (lbs/day)

Emissions Type	ROG	NO ₂	CO	SO ₂	PM ₁₀	PM _{2.5}
Original CUP	1.72	2.27	8.29	0.01	1.30	0.10
2016 Addendum	6.95	--	--	--	--	--
Totals	8.67	2.27	8.29	0.01	1.30	0.10
Thresholds	55	55	550	150	50	32

D. Sensitive receptors refer to land uses and/or activities that are especially susceptible to poor air quality and typically include homes, schools, playground, hospitals, convalescent homes, and other facilities where children or the elderly may congregate. No significant additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

E. No significant additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

Section 7.4 Biological Resources Impacts

A. The City of Paramount is urbanized and plant life is limited to non-native, introduced, exotic, and ornamental species, which are used for landscaping. No endangered or sensitive plant species are located in the City. The Department of Fish and Wildlife Natural Diversity Database lists the Parish's Gooseberry as the sensitive species found nearest to the site. The gooseberry was found in the Whittier Narrows area in 1981. This plant species is presumed to still be in existence. The project site does not contain sensitive species that warrant preservation or represent a unique habitat.

Furthermore, there are no sensitive or unique biological resources located within the adjacent areas that depend on or utilize this property. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

B. The proposed project will not result in any potentially significant adverse environmental effects to the existing natural communities, resources, or any individual component. The nearest body of water is the Los Angeles River, located 2.08 miles to the west of the project site. The surrounding area is also presently developed, with no natural communities or habitats on-site or in the surrounding area. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

C. No wetland or riparian areas are found on-site or in the surrounding areas. The Los Angeles River is located approximately 2.08 miles to the west of the project site and has been channelized for many years. Furthermore, the river does not support any wetland habitat in the vicinity of the project site. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

D. The project site is located within the existing PPR facility. As a result, the site does not support significant plant or animal species or their habitats. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

E. The City of Paramount does not have locally-designated species, and on-site vegetation is limited to smaller trees and ruderal vegetation. The project will not result in the removal of any significant varieties of plants or trees. Landscaping is provided around the perimeter of the PPR facility. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

F. As indicated previously, the project site is located within an urbanized setting and no natural habitats are found within the proposed project site or in adjacent areas. The project site is not located

within an area governed by a habitat conservation or community conservation plan. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

Section 7.5 Cultural Resources Impacts

A. There are no prehistoric or historic structures or objects within the project site or in the adjacent area. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

B. The project site has been previously developed and no archaeological resources were reported. Furthermore, the project site is not known to be historically or culturally significant to any group of residents. No archaeological or historical resources are expected to be found on-site because past grading, excavation activities, and development have disturbed the entire project site. No resources were identified on-site during archival studies and field surveys. Excavation activities associated with the proposed project's construction are not expected to result in impacts to archaeological resources. No additional impacts beyond those identified in the previous July 1, 2013 Mitigated Negative Declaration for the Paramount Petroleum Alt-Air Renewable Fuels Project will occur. As a result, no additional analysis or mitigation is required.

C. The project site has undergone extensive ground disturbance associated with past development and excavation. The potential for paleontological resources in the area is considered low, as no paleontological resources have been uncovered in the area. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

D. There are no cemeteries located in the immediate area that would be affected by the proposed project. In addition, the project site does not contain any religious or sacred structures. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

Section 7.6 Geology & Soils Impacts

A. Numerous faults are found within the Los Angeles basin. Most are of such length and orientation that they are considered to be of secondary importance to major faults such as the Whittier-Elsinore, Newport-Inglewood, and San Andreas in terms of generating major earthquakes. Furthermore, the project site is not located within an Alquist-Priolo Special Studies Zone and a fault rupture hazard is unlikely. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

B. The proposed project site is located within an area that is subject to liquefaction risk; however, since the entire City is located within a liquefaction zone, the impacts on the project will be no greater than for the rest of the City. Recent studies completed by the State of California Geological Survey's (CGS) Seismic Hazard Zones Mapping Program identified the project site as being located within an area that is subject to potential liquefaction risks. No unstable earth conditions or changes in geologic substructures are anticipated to occur with the project from the excavation, grading, and paving that will be needed to construct the proposed structures. The ground motion impacts on-site are no greater than those expected for the surrounding region. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

C. The proposed project will not involve any activities that will increase the amount of impervious surfaces. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

D. No topographic changes will be associated with the installation of the new equipment. The site is considered to be geologically stable and is not at risk for landslides. In addition, there are no active faults present on-site. According to preliminary maps completed by the CGS, the project site is located within an area subject to potential liquefaction. The potential risk on-site is the same as that for the surrounding properties. The design protocols will limit the potential for a significant adverse impact. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

E. No septic tanks will be used as part of the proposed project's installation. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

Section 7.7 Greenhouse Gas Emissions Impacts

A. The proposed equipment modifications include upgrades to the existing truck and rail loading and unloading facilities. These improvements will include modifications to an existing asphalt loading facility to enable these facilities to load biofuels and renewable fuels, to provide railcar unloading equipment for additional product unloading, and would convert three existing asphalt tanks for storage of biofuels and renewable fuels and one existing gas oil tank to crude oil. The proposed project will not introduce any new chemicals, including GHG emissions, over that currently in use. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

B. No additional GHG impacts beyond those identified in the previous CEQA documents will occur. In addition, the project's implementation will not impair the implementation of a climate action plan or policy. The production of biofuels will be a benefit in terms of GHG reductions compared to conventional fossil fuels. As a result, no additional analysis or mitigation is required.

Section 7.8 Hazards & Hazardous Materials Impacts

A. The proposed equipment modifications include upgrades to the existing truck and rail loading and unloading facilities. These improvements will include modifications to an existing asphalt loading facility to enable these facilities to load biofuels and renewable fuels, to provide railcar unloading equipment for additional product unloading, and would convert three existing asphalt tanks for storage of biofuels and renewable fuels and one existing gas oil tank to crude oil. Either existing equipment will operate essentially the same as in petroleum service, so no change in upset impacts is expected. The fugitive component and SO₂ modifications do not change the hazards analysis presented in the 2013 Mitigated Negative Declaration. The proposed project will not introduce any new chemicals over that currently in use. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

B. The PPR will be required to comply with all Federal, State, and local regulations regarding the transportation, handling, and storage of hazardous chemicals to prevent any reasonably foreseeable accidents. Furthermore, the project will be required to meet all State and local guidelines regarding waste discharge. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

C. The nearest schools to the PPR include Wirtz Elementary School and Paramount High School. Baxter Elementary in Bellflower is also within 1,000 feet of the PPR facility. No other schools are located within a quarter-mile of the site. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

D. A computerized search of the Environmental Protection Agency's (EPA) regulated sites within the City revealed only one Superfund candidate. The EPA's Environfacts Database was also consulted, and revealed over 120 locations. However, the project site was not included in either listing. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

E. The project site is not located within two miles of an operational public airport. The nearest airport is located in the City of Compton, approximately 4.7 miles to the southwest. Long Beach Airport is located 6.4 miles to the south. Los Angeles International Airport (LAX) is located approximately 13.8 miles to the northwest. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

F. The project site is not located within two miles of an operational private airport or airstrip. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

G. The proposed improvements will be confined to the existing PPR and will not obstruct access to the surrounding lots or otherwise hinder emergency evacuation within the surrounding properties. At no time during the installation of the new equipment will adjacent public streets closed to traffic. No

additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

H. The project site is currently developed and paved over with hardscape surfaces. No wilderness areas are located in the immediate vicinity, and no additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

Section 7.9 Hydrology & Water Quality Impacts

A. The currently proposed modifications do not affect water use or wastewater discharge. The proposed equipment modifications include upgrades to the existing truck and rail loading and unloading facilities. These improvements will include modifications to an existing asphalt loading facility to enable these facilities to load biofuels and renewable fuels, to provide railcar unloading equipment for additional product unloading, and would convert three existing asphalt tanks for storage of biofuels and renewable fuels and one existing gas oil tank to crude oil. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

B. Groundwater resources in the area consist of inter-layered bedrock and aquifers, which are common in the Central Los Angeles groundwater basin. The aquifer nearest the proposed project site has a surface elevation of approximately 4.2 feet above mean sea level (AMSL). The project site is within a completely urbanized area and is not located near the shoreline or other body of water. Water supply in the City is derived from local groundwater wells maintained and operated by the City and imported water from the Metropolitan Water District (MWD). No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

C. There are no streams or designated wetland or riparian areas within the proposed project site boundaries. No drainage features are located within adjacent properties. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

D. There are no lakes, rivers, or streams located in the project site or in surrounding areas. The site and surrounding area are developed with impermeable surfaces and no additional runoff from storm water or irrigation is anticipated to be generated on-site. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

E. The proposed improvements will not increase the amount of impervious surfaces that could lead to off-site flooding. No exceedance of the existing storm drain system capacity is expected. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

F. Water will be supplied by the Paramount Water District, with water derived from local wells, as well as the MWD. Water will not be directly drawn from the ground, nor will any excavation be undertaken that will alter the direction or rate of flow of the groundwater. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

G. The Los Angeles River, located approximately 2.08 miles to the west of the proposed project site, is the only designed 100-year flood zone in the vicinity of the project site. However, there will not be any housing construction or relocation of housing as a result of this project. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

H. The site is not located within a 100-year flood zone as identified by the Federal Emergency Management Agency (FEMA). Furthermore, due to the nature of the development, the project will not impede or redirect the flows of potential flood water. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

I. The proposed project site is not located within a 100-year flood zone as defined by FEMA flood insurance rate maps. The project site and the majority of the City are located within an area that could be subject to flows due to failure or overflow at the Whittier Narrows Reservoir and Hansen

Dams. However, the majority of the City would experience similar conditions in the event of dam failure. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

J. The City of Paramount is located approximately 10.3 miles inland from the Pacific Ocean, and thus, the project site would not be exposed to the effects of a tsunami. The fully channelized Los Angeles River is located 2.08 miles to the west. There are no other surface water bodies that would result in seiche hazards. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

Section 7.10 Land Use & Planning Impacts

A. The proposed equipment modifications include upgrades to the existing truck and rail loading and unloading facilities. These improvements will include modifications to an existing asphalt loading facility to enable these facilities to load biofuels and renewable fuels, to provide railcar unloading equipment for additional product unloading, and would convert three existing asphalt tanks for storage of biofuels and renewable fuels and one existing gas oil tank to crude oil. The proposed uses are allowed under the Industrial designation of the Paramount General Plan and under the M-2 zone of the Zoning Ordinance, subject to the approval of a Conditional Use Permit (CUP). No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

B. The City of Paramount General Plan defines the applicable environmental plans and policies for the City as they apply to the proposed project site. The site is designated as Industrial in the City of Paramount General Plan and the corresponding zoning is Heavy Industrial (M-2). The approval of the proposed project will not be in conflict with any regional land use or environmental plans. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

C. No native land cover remains on the project site. Vegetation on-site is limited to parkway landscaping along the major roadway frontage. No habitat conservation or natural community plans are applicable to the proposed project. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

Section 7.11 Mineral Resources Impacts

A. Natural resources that are utilized by development include air, mineral, water, sand and gravel, timber, energy, and other resources used for construction and operation. The City of Paramount does not contain any significant mineral or timber resources. The site is not located over any oil field; however, the City of Paramount is located to the south of the Bandini and East Los Angeles oil fields and south of the Rosecrans oil fields. A review of the East Los Angeles-Bandini Wildcat Maps published by Los Angeles County indicates that there are no wells within the project site. The resources and materials that will be used for the construction of the project will not involve the use of any materials that are considered rare or unique. The construction materials needed for the project's development represent an insignificant amount of available resources in the region. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

B. There is no mineral, oil, or energy extraction and/or generation activities taking place within the installation site or the City. Review of maps prepared by the State Department of Conservation indicates that there are no additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

Section 7.12 Noise Impacts

A. The existing noise environment is dominated by vehicles on local streets and machinery noise within the PPR. Daily noise levels were established in terms of the CNEL index by modeling the roadways for the current traffic and speed characteristics. A noise level change of between 3.0 to 5.0 dBA is generally considered to be significant. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

B. The proposed equipment modifications include upgrades to the existing truck and rail loading and unloading facilities. These improvements will include modifications to an existing asphalt loading

facility to enable these facilities to load biofuels and renewable fuels, to provide railcar unloading equipment for additional product unloading, and would convert three existing asphalt tanks for storage of biofuels and renewable fuels and one existing gas oil tank to crude oil. Construction noise will occur as a result of the installation of the new equipment. Although construction noise represents a short-term impact on ambient noise levels, noise generated by construction equipment and construction activities can reach high levels, between 70 dBA and 90 dBA, 50 feet from the noise source. Construction equipment noise comes under the control of the Environmental Protection Agency's Noise Control Program (Part 204 of Title 40, Code of Federal Regulations). The City of Paramount has adopted an ordinance that limits the hours of construction activities to normal weekday working hours. The permissible times for construction activities are from 7:00 AM to 10:00 PM. Compliance with this standard condition will help minimize any potential noise impacts. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

C. The proposed improvements will be confined to the PPR. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

D. Noise-sensitive land uses include nursing homes, libraries, schools, hospitals, homes, and other uses that are susceptible to loud noises due to the type of activities that are conducted in these areas (e.g., sleep, rest, concentration, study, relaxation, or listening). Construction machinery will be capable of generating periodic peak noise levels ranging from 70 to 95 dBA at a distance of 50 feet from the source. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

E. The project site is not located within two miles of an operational airport. The Compton-Woodley Airport, a general aviation airport, is located 4.7 miles to the southeast. The nearest major airport is located in Long Beach, approximately 6.7 miles to the south. Los Angeles International Airport (LAX) is located approximately 13.8 miles to the northwest. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

F. The project site is not located within two miles of an operational private airport. The nearest airport is the Compton-Woodley Airport, located approximately 4.7 miles to the southwest. The nearest major airport is located in Long Beach, approximately 6.7 miles to the south. Los Angeles International Airport (LAX) is located approximately 13.8 miles to the northwest. Future employees and patrons will not be exposed to aircraft noise from operations at any private airport in the area. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

Section 7.13 Population & Housing Impacts

A. The proposed project will not result in an exceedance of regional or local projections for employment or population. The infrastructure connections will be extended only to the project site and not to the adjacent properties. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

B. The proposed project will not involve the removal of any existing residences since no housing units are located within the project site. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

C. The proposed project will be located within the PPR and no displacement of housing or persons will occur. As indicated previously, the proposed project will not result in any housing displacement, nor necessitate the construction of replacement housing elsewhere since there are no residential units located on-site. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

Section 7.14 Public Services Impacts

A. The PPR will continue to receive fire protection services from the Los Angeles County Fire Department. The City of Paramount is served by two fire stations. Station 31, located at 7521 East Somerset Boulevard, has two engines and one paramedic squad. Station 57 is located at 5720

Gardendale Street in South Gate and has one engine. Fire Station 31 would be the first response station for the proposed project. The proposed project will be subject to review and approval by the Los Angeles County Fire Department to ensure that fire safety and fire prevention measures are incorporated into the project. The currently proposed modifications add only pumps and piping and use existing equipment within the PPR that are already protected by current fire protection services. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

B. Law enforcement services in Paramount are contracted through the Los Angeles County Sheriff's Department. The City is served by the Lakewood Station at 5130 Clark Avenue in Lakewood, and by a sub-station at the intersection of Paramount and Somerset Boulevards. Emergency response times are approximately three minutes throughout the City. The proposed project will not lead to any uses or activities that would place a demand for law enforcement services. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

C. The PPR is located within the Paramount Unified School District (PUSD), which serves kindergarten through twelfth grade, and consists of nine elementary schools, two intermediate schools, one high school, a continuation school, and an adult education school. The site is also within the service boundaries of the Los Angeles County Community College District. The implementation of the proposed project will not involve the introduction of any residential units within the project area. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

D. No new governmental services will be needed, and the project is not expected to have any impact on existing governmental services. Therefore, the proposed project will not affect the City's school services. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

Section 7.15 Recreation Impacts

A. The proposed project is not expected to create a direct demand for park facilities based on the proposed use. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

B. The proposed project will not significantly affect existing park facilities in the City. The project site is not located adjacent to any existing park, nor is it utilized for any recreational use. Additionally, the proposed project will not lead to any new employment or population growth. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

Section 7.16 Transportation & Circulation Impacts

A. The proposed equipment modifications include upgrades to the existing truck and rail loading and unloading facilities. These improvements will include modifications to an existing asphalt loading facility to enable these facilities to load biofuels and renewable fuels, to provide railcar unloading equipment for additional product unloading, and would convert three existing asphalt tanks for storage of biofuels and renewable fuels and one existing gas oil tank to crude oil. Based on the nature and extent of the proposed facility's service requirements, no additional trip generation will result. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

B. The Los Angeles County Congestion Management Program (CMP) indicates that a traffic analysis is required at designated CMP intersections if it is anticipated that a proposed project would contribute 50 or more vehicle trips to the intersection during either the morning or afternoon peak hours. The CMP also indicates that a traffic analysis is required for a freeway if it is anticipated that a project would contribute 150 or more vehicle trips to a designated CMP freeway link. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

C. The nearest airport is located in the City of Compton, which is located approximately 4.7 miles to the southwest. The proposed project will not involve the installation of any new facilities and/or

improvements that would result in impacts to waterborne or air traffic. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

D. The overall local circulation system will not change from the existing conditions. The proposed project will not adversely impact the existing sidewalks. The on-site circulation and the access characteristics will not change. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

E. Construction activities will be confined on-site and not within the roadway adjacent to the site. No closure of roadways or emergency access routes to the surrounding uses will occur. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

F. The Los Angeles Metropolitan Transit Authority (MTA) operates fixed route bus service in the City. Additionally, the City operates a dial-a-ride service for senior citizens, the disabled, and ride-sharing commuters. No bus routes or stops will be altered with the implementation of the proposed project. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

Section 7.17 Utilities Impacts

A. The proposed equipment modifications include upgrades to the existing truck and rail loading and unloading facilities. These improvements will include modifications to an existing asphalt loading facility to enable these facilities to load biofuels and renewable fuels, to provide railcar unloading equipment for additional product unloading and would convert three existing asphalt tanks for storage of biofuels and renewable fuels and one existing gas oil tank to crude oil. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

B. The proposed project will not generate any effluent. No wastewater impacts will result from the proposed facility's operation. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

C. It is anticipated that storm water runoff will be conveyed to an existing storm drain given the topography of the site. No additional impervious surfaces would be installed that would contribute to off-site flooding. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

D. No additional water consumption is associated with the proposed facility other than the water that may be used for periodic maintenance. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

E. Sewer lines are maintained by the County Department of Public Works, with sewage from the City conveyed through sewer mains into the Joint Water Pollution Control Plant (JWPCP) in the City of Carson. The JWPCP has a design capacity of 385 million gallons per day (mgd) and currently treats 360 mgd. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

F. Solid waste disposal services in the area are provided by the Metropolitan Disposal Company. Residual wastes are brought to the Paramount Resource Recycling Center for processing and disposal. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required.

G. No additional impacts beyond those identified in the previous CEQA documents will occur. As a result, no additional analysis or mitigation is required."

**California Environmental Quality Act
Initial Study/Mitigated Negative Declaration/Mitigation Monitoring and
Reporting Program/the City of Paramount's Notice of Determination
and two Resolutions, regarding the
AltAir Paramount, LLC's Blending Terminal Project**

Follow the link below to view the documents listed above

<https://drive.google.com/drive/folders/1zkdZHUIF75zEjWdm1s7GQ2IW0WQBvpOH>

STATE OF CALIFORNIA

STATE ENERGY RESOURCES
CONSERVATION AND DEVELOPMENT COMMISSION

RESOLUTION: AltAir Paramount, LLC – Blending Terminal Project

WHEREAS, the City of Paramount (City) is the Lead Agency for “AltAir Paramount, LLC Blending Terminal Project” (Project), a proposed project to upgrade piping and storage at an existing petroleum refinery within the City, thereby increasing efficiency and throughput of biodiesel, and which Project is within the scope of the Paramount Petroleum Biofuels and Petroleum Terminal Conditional Use Permit (CUP) 751, as addended; and

WHEREAS, the City prepared an Initial Study for CUP 751 in 2013, and a Mitigated Negative Declaration for the Project, to evaluate the potential environmental impacts of implementing the Project, copies of which are on file with the California Energy Commission (Energy Commission); and

WHEREAS, the City, in 2013, approved and adopted the Mitigated Negative Declaration and a Mitigation Monitoring and Reporting Plan for CUP 751, copies of which are on file with the Energy Commission, thereby imposing mitigation measures upon the Project; and

WHEREAS, the City approved and adopted the CUP via Resolution No. PC 13:011 on July 9, 2013; and approved and adopted amendments to CUP 751 on May 14, 2014 and September 13, 2016, via Resolution No. PC 16:039, and provided standard conditions of approval through the Resolutions, copies of which Resolutions are on file with the Energy Commission; and

WHEREAS, the Energy Commission is considering proposed Agreement ARV-21-053, “AltAir Paramount, LLC Blending Terminal Project” (ARV-21-053), a grant to upgrade piping and storage at an existing petroleum refinery within the City, thereby increasing efficiency and throughput of biodiesel; and

Prior to acting on Agreement ARV-21-053, the Energy Commission desires to make certain findings pursuant to the CEQA Guidelines, title 14, section 15096;

NOW THEREFORE, BE IT RESOLVED:

1. The Energy Commission has reviewed the information including CEQA findings contained in the City’s Initial Study and mitigation measures, Mitigated Negative Declaration, Mitigation Monitoring and Reporting Plan,

CUP 751, and Addendums of 2014 and 2016, that is relevant to its approval of ARV-21-053, and which are adopted to the extent that they are relevant to the Energy Commission's decision to approve ARV-21-053.

2. The City has already adopted the mitigation measures recommended in the Initial Study, Mitigated Negative Declaration, Mitigation Monitoring and Reporting Plan, and required by the CUP, and has authority to implement the mitigation measures or to seek any required approvals for the mitigation measures for CUP 751, and the Energy Commission has no direct authority to implement the mitigation measures.
3. The Energy Commission has reviewed and considered the Initial Study, Mitigated Negative Declaration, Mitigation Monitoring and Reporting Plan, CUP 751, and Addendums, and finds that these documents are adequate for its use as the decision-making body for its consideration of ARV-21-053.
4. Approval of ARV-21-053 (AltAir Paramount, LLC Blending Terminal Project) is within the scope of the Paramount Petroleum Biofuels and Petroleum Terminal Conditional Use Permit (CUP) 751, as addended, and the activities evaluated in the Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Plan.
5. Since the Mitigated Negative Declaration and CUP 751 were finalized, and adopted on September 13, 2016, there have been no substantial project changes and no substantial changes in the project circumstances that would require major revisions to the Mitigated Negative Declaration, due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusion set forth in the Mitigated Negative Declaration or CUP 751.
6. The Energy Commission has not identified any feasible alternative or additional feasible mitigation measures within its power that would substantially lessen or avoid any significant effect the AltAir Paramount, LLC Blending Terminal Project would have on the environment and determined that following the City's adoption of the Mitigated Negative Declaration and CUP, none of the circumstances within California Environmental Quality Act section 15162 are present.

THEREFORE BE IT RESOLVED, that the Energy Commission finds, on the basis of the entire record before it, that the mitigation measures incorporated in the Initial Study, Mitigated Negative Declaration, Mitigation Monitoring and Reporting Plan, and CUP 751 as addended will prevent ARV-21-053 from having any significant environmental impacts; and

RESOLVED, that the State Energy Resources Conservation and Development Commission (CEC) adopts the staff CEQA findings contained in the Agreement or Amendment Request Form (as applicable); and

RESOLVED, that the Energy Commission approves Agreement ARV-21-053 with AltAir Paramount, LLC, for \$2,000,000; and

FURTHER BE IT RESOLVED, that the Executive Director or their designee shall execute the same on behalf of the CEC.

CERTIFICATION

The undersigned Secretariat to the CEC does hereby certify that the foregoing is a full, true, and correct copy of a Resolution duly and regularly adopted at a meeting of the CEC held on April 26, 2022.

AYE:

NAY:

ABSENT:

ABSTAIN:

Liza Lopez
Secretariat