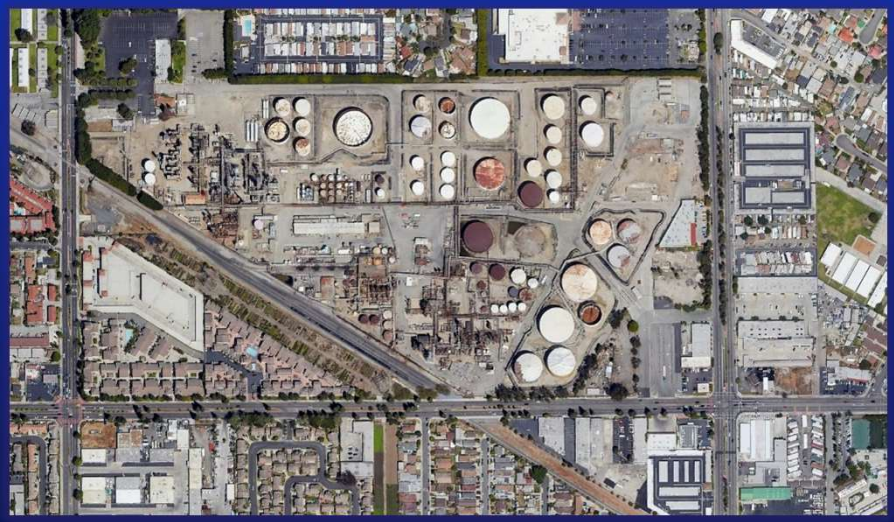
Altair Renewable Fuels Conversion Project
Public Draft SEIR Public Workshop

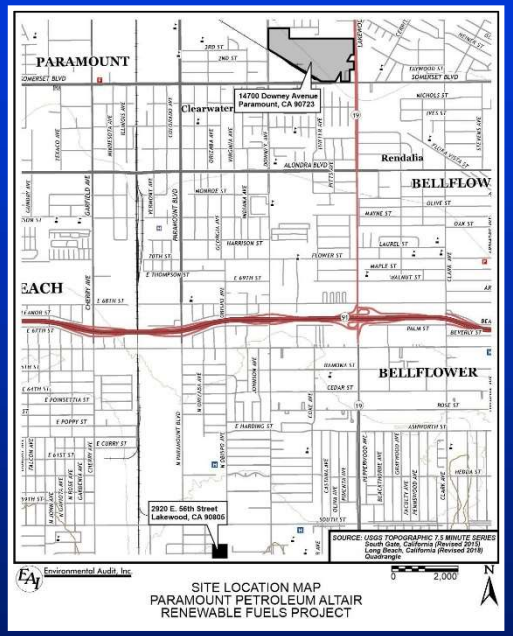


Public Draft EIR Public Workshop
December 13, 2021

Presentation by:
MRS Environmental
(EIR Consultant)

This presentation will cover various aspects of the AltAir renewable Fuels Conversion Project DEIR.

- Purpose of the SEIR
- Approach to the SEIR
- SEIR Contents
- Overview of the Proposed Project
- SEIR Issue Areas
- Impacts and Mitigation Measures
- Alternatives
- Appendices
- SEIR Schedule and Public Participation
- Question and Answer Session



SITE LOCATION MAP
PARAMOUNT PETROLEUM ALTAIR
RENEWABLE FUELS PROJECT

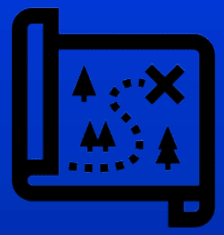
The SEIR is an informational document for the public and decision makers to use as part of the decisions regarding the Project.

- This SEIR is a subsequent document to the Mitigated Negative Declaration (MND) that was prepared for the Original Renewable Fuels Project adopted December 2013 and revised per an Addendum May 2014.
- When a project has already undergone CEQA review and changes in the project necessitate development of a subsequent CEQA document, the later CEQA analysis should be limited to effects that were not examined in the prior CEQA analysis

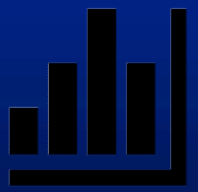
The SEIR is an informational document for the public and decision makers to use as part of the decisions regarding the Project.

- The SEIR provides detailed information on the existing baseline at the Project Site.
- The SEIR identifies and assesses the environmental impacts of the proposed activities.
- The SEIR provides mitigation measures to reduce environmental impacts.
- The SEIR identifies alternatives and selects the environmentally superior alternative.

The DSEIR has been broken down into the following chapters:



- Executive Summary
- Impact Summary Tables
- Introduction
- Project Description
- Cumulative Projects Description
- Environmental Analysis and Mitigation Measures
- Alternatives Analysis
- Mitigation Monitoring Program
- Appendices



Historical operations of the Refinery

- The Paramount Refinery has been in operation since the 1930s.
- The refinery historically has produced a variety of products including gasoline, jet fuel, diesel fuel, petroleum, gases, asphalt, and liquid sulfur from crude oil.
- The refinery historically received most of its crude oil via underground pipelines. The remainder was received using truck or rail transport.
- Most of the products (gasoline, full range naphtha, military fuels, diesel products, and gas oil) were shipped out via pipelines or in trucks.
- The refinery historically transported all of its asphalt products via trucks or rail.

Proposed Project

- In 2013, the Paramount Refinery began converting portions of their oil refinery into renewable fuels, under the Original Paramount Petroleum AltAir Renewable Fuels Project
- In 2018, World Energy purchased AltAir and the refinery, and AltAir became a wholly owned subsidiary of World Energy.
- AltAir proposes to complete the conversion of the refinery to manufacturing only renewable fuels at a higher throughput level than the Original Renewable Fuels Project

Project Operating Parameters

- Existing refinery equipment would be used if possible and new equipment would be brought in as needed
- Some existing refinery equipment would be eliminated in areas where new equipment would be installed
- The Original Renewable Fuels Project allowed the refinery to convert up to 3,500 barrels per day (BPD) of non-edible vegetable oils and beef tallow into renewable fuels, including aviation (jet), diesel, naphtha (gasoline), and fuel gas.
- The Project would convert the remainder of the 50,000 BPD crude oil refinery into a 25,000 BPD renewable fuels production facility.

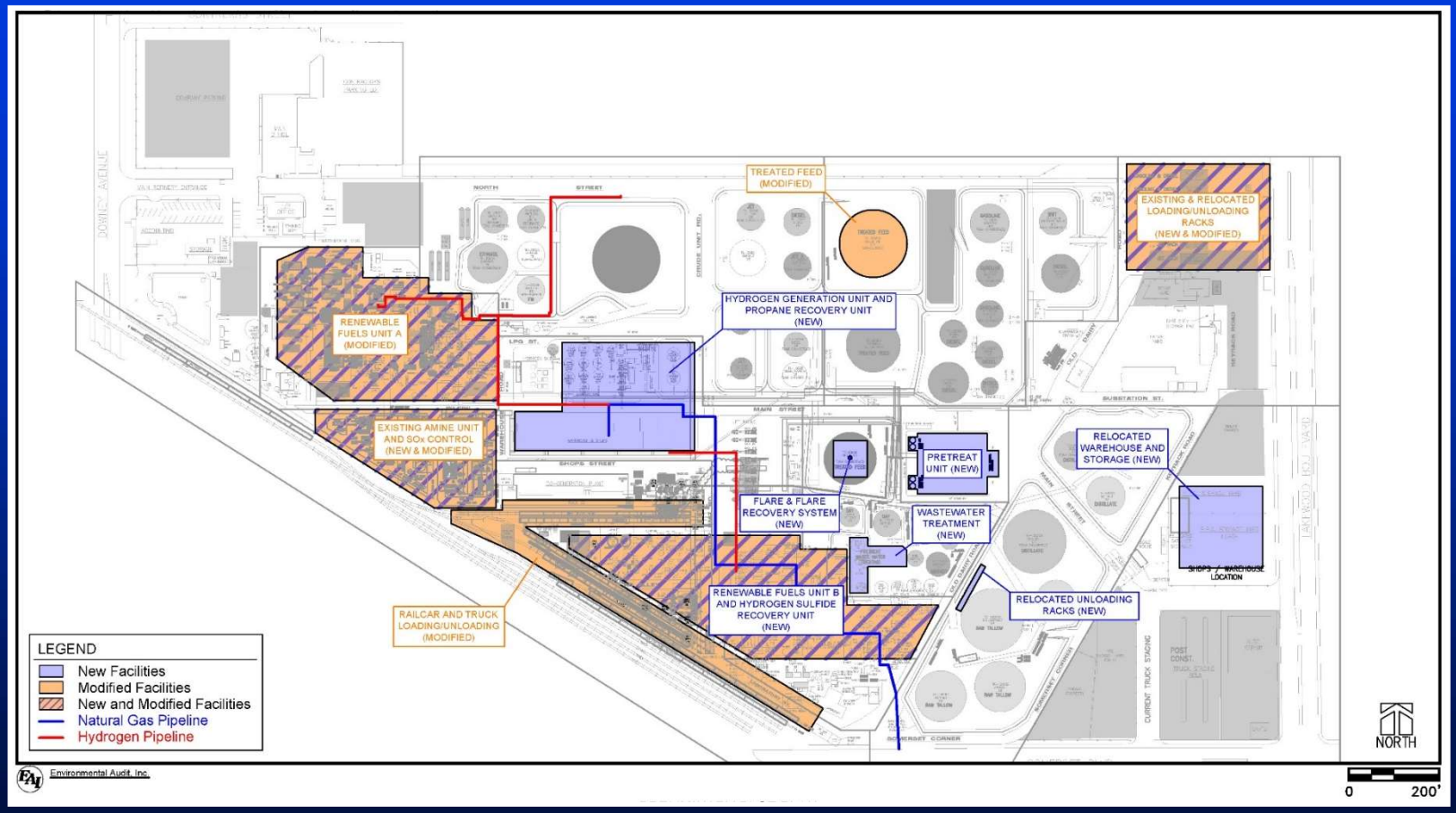
Project Operating Parameters

- This conversion would: eliminate the refining of crude oil; support use of renewable jet fuel, diesel, gasoline, and propane; and reduce mobile fuel emissions. The Project modifications would include:
  - A new Pretreat Unit,
  - Modifications to existing Renewables Fuels Unit A,
  - A new Renewable Fuels Unit B,
  - A new Hydrogen Generation Unit,
  - A new Hydrogen Recovery Unit,
  - A new Propane Recovery Unit
  - Upgrades to the wastewater treatment system,
  - A new Hydrogen Sulfide Recovery Unit,
  - modifications to the truck and rail loading/unloading racks, and new pipelines.

Project Operating Parameters

- The Project would use two existing 55,000-barrel storage tanks at the City of Lakewood Tank Farm.
- The Project would require up to 50 railcars per day on two trains and 312 trains per year as well as three barges per month coming into the Port of Los Angeles with associated truck trips to the refinery to supply the Project with feedstock, blend materials and products.
- Most refinery products (gasoline, diesel, jet fuel and propane) will be transported by truck. Renewable jet fuel can be transferred from the Paramount Refinery via pipeline to the Lakewood Tank Farm.
- The Project also includes construction of a 3.7-mile natural gas pipeline into the Refinery.

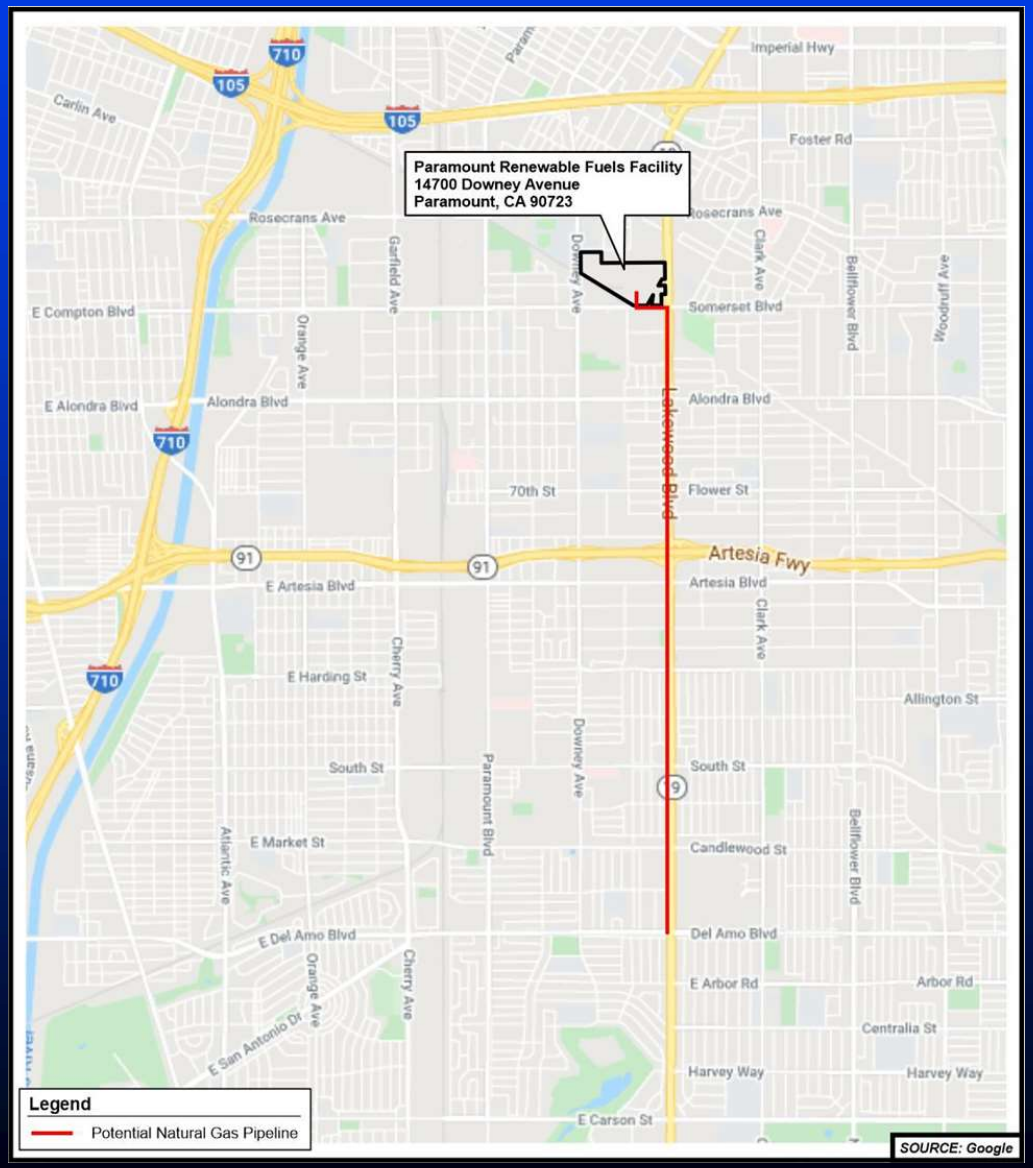
Location of proposed facilities



Project Schedule

Process	Year 1												Year 2												Year 3											
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Demolition																																				
Grading																																				
Painting																																				
Construction																																				
Unit A - Phase 1																																				
Unit A - Phase 2																																				
Unit B																																				
Hydrogen Generation Unit																																				
Other Units Construction																																				
Natural Gas Pipeline																																				
Commissioning																																				

Location of proposed gas pipeline



The following issue areas were evaluated in the EIR as required by State Law (CEQA):

- Aesthetics/Visual Resources
- Air Quality
- Climate Change GHG
- Safety/Risk of Upset
- Hydrology/Water Quality
- Land Use
- Noise and Vibration
- Transportation/Circulation
- Tribal/Cultural Resources
- Public Services/Utilities
- Environmental Justice
- Other Issue areas
  - Agricultural resources
  - Biological resources
  - Energy resources
  - Geological resources
  - Mineral resources
  - Population and housing
  - Public services
  - Recreation
  - Wildfire

Throughout the DSEIR, impacts were classified using the following system:

- Significant and Unavoidable Impacts (Class I)
  - Impacts that may not be fully mitigated to less than significant levels
- Less Than Significant With Mitigation Impacts (Class II)
  - Significant adverse impacts that can be mitigated to insignificance
- Less Than Significant Impacts (Class III)
  - Adverse but insignificant impacts
- Beneficial Impacts (Class IV)

Significant and Unavoidable Impacts were found in the following issue areas:

- Air Quality – The Project would generate emissions during construction that could exceed the South Coast AQMD thresholds.
- Air Quality – Operational emissions would exceed the South Coast AQMD thresholds due to the increase in truck and rail transportation
- Safety and Risk – installation of a large natural gas pipeline 3.7 miles in length through heavily populated areas would introduce an additional hazard to the area and would be a significant and unavoidable impact.
- Noise – increase in daily and annual train traffic along the connection to the rail mainline located about 1 mile to the west of the refinery site.

Mitigation Measures were developed as follows:

- Air Quality
  - Construction Management Program
  - Newer Trucks
  - NOx Reduction Program
- Safety and Risk
  - No additional requirements beyond regulatory requirements
- Noise
  - Railroad Noise Reduction Measures
  - Noise Assessment
  - Noise Monitoring and Management Plan

Significant and Mitigable Impacts

- Aesthetics – Lighting
  - Light shielding

- Noise – construction and operation impacts
  - Construction daytime limits, noise monitoring, management plan
- Transportation – Policy conflicts
  - Re-striping Lakewood Blvd.
  - Transportation Management Plan

- Tribal Cultural Resources – potential findings during excavation.
  - Monitoring requirements

Environmental Justice

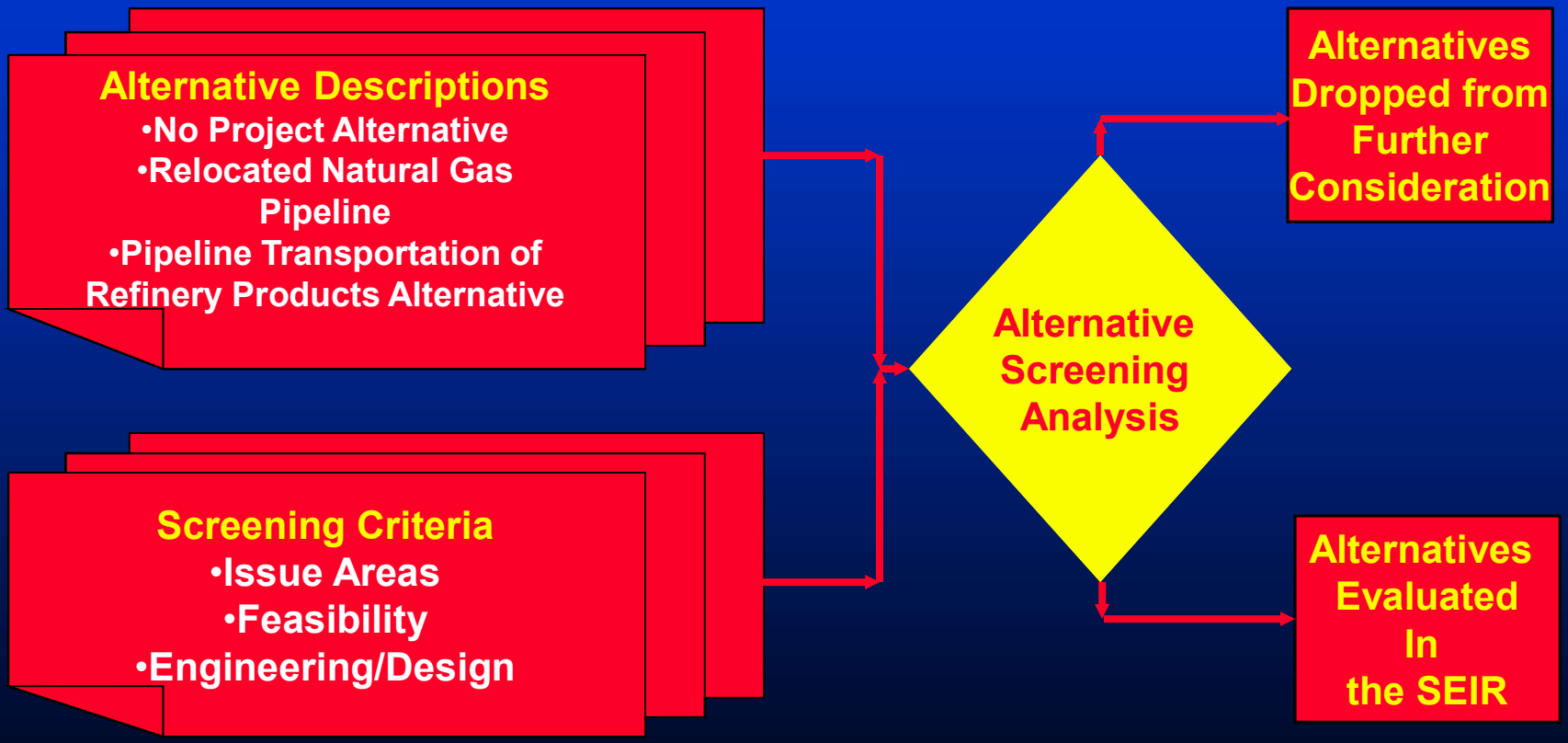
- Due to the significant and unavoidable Class I impacts in air quality, hazards, and noise, and the location of high-density minority and poverty areas near the refinery and along the pipeline route, the Project would disproportionately affect minority and low-income populations at levels exceeding the corresponding median for the area in which the Project is located.

Category	Paramount	Bellflower	Combined	Los Angeles County
Population	56,000	77,682	133,682	10,283,279
Minority %	93.4%	81.3%	86.4%	70.8%
Total Minority	52,304	63,155	115,459	7,280,562
Below Poverty Level	16.7%	10.7%	13.2%	13.4%
Total Poverty	9,352	8,312	17,664	1,377,959

Beneficial Impacts

- The renewable products to be produced by the Project provide a cleaner source of energy by reducing greenhouse gas emissions by over 60 percent relative to fossil fuels.
- The existing project produces up to 50 million gallons per year of renewable fuels, equating to a reduction of approximately 365,000 metric tons carbon dioxide.
- The Project reduces greenhouse gas emissions by reducing the carbon intensity of transportation fuels used in California.
- The overall cancer risk in the community will decline as a result of the Project.

The SEIR used an alternatives analysis to evaluate a range of alternatives to the project.



Alternatives

- Alternative Carried Forward
  - ✓No Project Alternative
  - ✓Relocated Natural Gas Pipeline Route Alternative
  - ✓Pipeline Transportation of Refinery Products Alternative
- Alternatives considered but eliminated:
  - ✓Reduced Refinery Throughput
  - ✓Reduced Hydrogen Plant
  - ✓Relocated Refinery
  - ✓Relocated Hydrogen Plant
  - ✓Different Hydrogen Generation Methods

Alternatives Impact Comparison – SEIR page ES-13

Table ES.3 Alternatives Comparison

Issue Area	Proposed Project	No Project	Relocated Natural Gas Pipeline Route	Pipeline Transportation of Refinery Products
Aesthetics	Class II	Class III	Class II	Class II
Air Quality	**Class I**	**Class I** or III	**Class I**	**Class I** ↓
Climate Change and GHG	Class III and IV	Class III	Class III and IV	Class III and IV
Hazardous Materials	**Class I**	**Class I**	**Class I** ↓	**Class I**
Hydrology and Water Quality	Class III	Class III	Class III	Class III
Land Use	Class III	Class III	Class III	Class III
Noise and Vibration	**Class I**	Class III	**Class I**	**Class I**
Transportation	Class II	Class III	Class II	Class II ↓
Tribal Cultural Resources	Class II	Class III	Class II	Class II
Utilities and Service Systems	Class III	Class III	Class III	Class III
Other	Class III	Class III	Class III	Class III

Environmentally Superior Alternative

- The Pipeline Transportation of Refinery Products alternative is the ESA
- Would reduce the significant and unavoidable impact associated with air quality during operations due to the reduction in truck use. It would reduce the amount of truck traffic coming into and out of the refinery,
- Because increased transportation by pipeline could provide a reduction in the severity of a significant and unavoidable impact as well as reduce the severity of some Class II impacts, it has been selected as the environmentally preferred alternative.

The SEIR process allows for a number of opportunities for public input and participation.

- *Public Draft SEIR Workshop (December 13, 2021)* – Public meeting to review and discuss the contents of the Draft SEIR.
- *Public Comment Meeting (January 5, 2022)* – Public meeting to receive comment on the contents of the Draft SEIR.
- *Public Comment Period (ends January 19, 2022)* – Public can submit written comments.
- *Planning Commission and City Council Public Hearings (2022)* – Public hearings to consider the SEIR and the Project.

EIR Process

- The public and other agencies will provide comments at the end of the Public comment period (January 19, 2022)
- The City will respond to comments and provide a Final SEIR
- The City decision makers will consider the Project and the SEIR and make a decision on the Project

Question and Answer Session

Contact Information:

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The DSEIR is available at: http://www.paramountcity.com/government/planning-department/planning-division/environmental-documents

Appendices

- Appendix A – Project Description Design Data
- Appendix B – Air Quality Report and Data
- Appendix C – Hazards and Report Modelling
- Appendix D – Notice of Preparation, Initial Study, Comments, and Responses
- Appendix E – Noise Impact Analysis
- Appendix F – Traffic Assessment
- Appendix G – Water Demand Assessment