JOHN WAIHEE
GOVERNOR

EDWARD Y. HIRATA
DIRECTOR

DEPUTY DIRECTORS
RONALD N. HIRANO
DAN T. KOCHI
JEANNE K. SCHULTZ
CALVIN M. TSUDA

IN REPLY REFER TO:

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813

April 12, 1990 HAR-EP 4866

To: Dr. Marvin T. Miura, Director
Office of Environmental Quality Control

From: Edward Y. Hirata, Director
Department of Transportation

Subject: NEGATIVE DECLARATION - PIPELINES AND TANK TRUCK LOADING RACK

In accordance with Chapter 343-5(c), Hawaii Revised Statutes, we are notifying you that we will not require an Environmental Impact Statement for the subject project. We have enclosed (4) copies of the Negative Declaration on the proposal and a completed OEQC Form for publication in the OEQC Bulletin.

Should you have any question on the action, please contact Howard Miura of our Harbors Division at 548-2559.

Enc. (5)

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DETERMINATION

Negative Declaration

REASONS SUPPORTING DETERMINATION

The anticipated effects of the proposed action based on the attached assessment are not significant enough under the criteria of Section 11-200-12 of the EIS Rules to warrant the preparation of an EIS.

This determination does not constitute approval of the applicant's request for a Development Plan amendment or subsequent development approvals.

If there are any questions, please contact Keith Kurahashi of my staff at 527-6051.

Sincerely,

BENJAMIN B. LEE
Chief Planning Officer

BBL:js

cc: Mr. Brian Minaai, Haseko (Hawaii), Inc.
Wilson Okamoto & Associates, Inc.

1990-04-23-0A-FRA

FILE COPY

NEGATIVE DECLARATION FOR
PIPELINES & TANK TRUCK LOADING RACK
PIER 30 TO NIMITZ HIGHWAY
APRIL 1990

I **APPLICANT:** Chevron U.S.A. Inc.
1001 Bishop Street, Suite 1000
Honolulu, HI 96813

II **APPROVING AGENCY:** State Department of Transportation

III **AGENCIES CONSULTED:** State Department of Transportation

IV **GENERAL DESCRIPTION OF THE ACTIONS CHARACTERISTICS**

A. Introduction

The proposed project involves construction of a new pipeline supply system, a new tank truck loading rack (TTLR), and the subsequent decommissioning of the existing TTLR and it's associated pipelines. Attachment 1 shows the location of the new pipeline supply system. The tax map key (TMK) identification on which the proposed action is to occur is 1-5-35, 36 and 37 all a portion of Oahu County, Hawaii. (See Attachment 2). Exhibit A shows the vicinity of the project along Nimitz Highway and Honolulu Harbor.

The objective of this project is to allow for the decommissioning of all seventeen (17) pipelines presently running approximately 1500 feet under Nimitz Highway between the existing TTLR and Chevrons Pier 30 fuel storage terminal.

Chevron owns the properties upon which their storage tanks and loading rack are located. The only portion of this project which involves public land is the approximately 2000 feet of pipeline routing connecting the two. This public land is under the control of the Hawaii Department of Transportation - Harbors Divison.

Construction time is estimated to be approximately eight months with the piping portion through the Harbor property accounting for two months of that.

B. Technical Characteristics

1. Existing Pipeline Facilities

The existing pipelines to be abandoned lie under the town bound lanes of Nimitz Highway and were installed in the early 1950's. There have been product releases from adjacent lines of similar age, in the past and given the potential magnitude of a present day release their replacement is necessary. The pipelines to be replaced are used for the delivery of gasoline, diesel fuel, and aviation gasoline from the Pier 30 terminal storage tanks to the existing truck loading rack located at 933 N. Nimitz Highway. The length of each line from the terminal to the loading rack is approximately 1500 feet. In addition these pipelines are used to return waste fuel back to the Terminal storage tanks. Trucks loaded at this facility distribute the various products to retail and wholesale customers throughout the island of Oahu.

2. **Existing Truck Loading Facilities**

The existing truck loading rack loads fuel into the transport truck through an overhead, top of truck dispenser system. There are no provisions for vapor recovery during filling operations.

3. **Replacement System**

The proposed replacement system will include new pipelines installed approximately as proposed on the preliminary drawings. There will be a total of eight pipelines for fuel transport (4-10", 1-8", 1-6", 1-4" and 1-10" spare) and 4 conduits used for communications systems. The pipelines will be used to deliver fuel to the new tank truck loading rack and also to return fuel back to the terminal storage tanks. These lines are planned to cross from Chevron over Shells facility, then underground into a new easement from the State of Hawaii, Harbors Division. The length of each new line is approximately 2000 feet. The location of this proposed easement has been approved by the Harbors Division. The new loading rack will be equipped with a vapor recovery system.

4. **Replacement/Relocation of the Tank Truck Loading Rack**

Replacement/relocation of the tank truck loading rack will all be done within parcel TMK 1-5-35:8 owned by Chevron U.S.A. Inc. The new TTLR will be completely installed and made operational before the existing rack is decommissioned and removed. The new rack complies with all federal, state, and local requirements and has been issued building permits by the City and County of Oahu, Hawaii.

C. Economic and Social Characteristics

1. The economic characteristics of the project are positive in that construction jobs will be made available, construction supplies, services and equipment will be purchased in Hawaii and State and County revenues will be generated. Project cost is estimated to be $3,200,000.

2. The social characteristics of the project are positive in that it will help protect coastal resources from potential oil spills and pipeline leakages and provide safe and efficient means for transporting and delivering various petroleum fuels to Oahu's retail facilities. Access for emergency vehicles, primarily fire trucks, will be maintained at all times.

D. Environmental Characteristics

The environmental characteristics of the project are positive in that the project is intended to replace old pipelines of questionable structural integrity. The recent failure of a pipeline in an adjacent easement, which was installed around the same time as the subject lines, and examination of the lines support this statement. Construction activities will be performed in compliance with state and county environmental protection regulations and special precautions will be taken to insure that no fuel is released to the environment. Further, the action is in accord with the State's long term environmental policies and goals; positively affects the economic and social welfare of the state; involves no secondary impacts on

population or community facilities; improves the environmental quality of the project area by replacing old, and deteriorated fuel lines with new lines; is individually limited and does not cumulatively have an adverse effect on the environment or involve a commitment for larger actions; will not detrimentally affect water quality or ambient noise levels; does not affect environmentally sensitive areas; and will substantially improve air quality by reducing present loading rack emissions by 99%.

V SUMMARY DESCRIPTION OF THE AFFECTED ENVIRONMENT

The major potential adverse environmental impacts that could result from the proposed project are spillage of oil remaining in the lines following purging, the dust and noise generated during construction and the potential for fire during welding operations. The major beneficial environmental impact is negating the potential for a release of fuel from a existing pipeline into the subsurface, which would include associated fire hazards, stoppage of a main traffic artery, and a threat to human life.

VI IMPACTS AND ALTERNATIVES CONSIDERED

Impacts to the project area environment could be caused by the excavation work required; purging the lines of existing fuel oils; open welding of pipelines and equipment during fabrication; and the generation of construction dust, noise and wastes. Construction activities will utilize standard construction techniques and procedures. Excavation will be limited to onshore areas that are significantly removed from the shore line, such that excavated materials will not enter the harbor or surrounding offshore areas. Precautions will be taken to ensure that excavated materials are either disposed of properly or stored in locations sufficiently removed from the shoreline to prevent their introduction into the harbor waters. Fuel line purging will be performed prior to cutting existing lines to ensure that fuel spills do not occur. Pipeline welding will be accomplished by trained, certified welders in compliance with applicable safety and environmental protection regulations. Hazards such as fire and fuel spills will be controlled by the use of accepted prevention techniques and equipment; and also by following Harbors Division safety procedures. Construction area dust, noise and solid waste will be short term and controlled through the implementation of existing established procedures. The proposed project will not affect any species of rare, threatened or endangered plants or wildlife and the proposed action will not affect any known archaeological or historic sites.

VII MITIGATION MEASURES AND ALTERNATIVES CONSIDERED

To mitigate potential adverse environmental impacts, applicable environmental regulations have been included in the project specifications and contract terms and conditions. Solid waste generated during the construction period will be collected and disposed in accordance with state and county regulations. Special precautions including the following of standard American Petroleum Institute recommended practices for the abandonment of pipelines and the use of collection basins for purged fuel; procedures for fire control will be those established by the Harbors Division; dust and noise caused by construction will be short term and limited to the area immediately surrounding the project site; earthquakes, flooding, and tsunamis have been considered in the design to afford full protection to the public.

The alternatives considered were:

1. Replace the pipelines using the existing easement. This alternative was rejected because of the limited work area, the considerable disruption of traffic along Nimitz Highway, the difficulty in maintaining continuous operation of the fuel distribution system, and higher construction costs.

2. Use the existing pipelines to service the new TTLR. This alternative was rejected due to the risk and potential exposure resulting from a fuel release into Nimitz Highway and the need to replace these lines.

3. No action. This was rejected due to the need for upgrading the existing facilities and associated pipelines.

VIII DETERMINATION

Based on the above criteria, the scope of the proposed improvements, the environmental setting in which the action is proposed, and the magnitude of potential environmental impacts, it has been determine that the proposed action will not result in significant long-term adverse environmental impacts. Potential impacts, both long and short-term, beneficial and adverse, as well as appropriate mitigative measures have been disclosed. Therefore, an Environmental Impact Statement is not required.

IX Findings And Reasons Supporting the Above Determination

1. The proposed action does not involve an irrevocable commitment to loss or destruction of any natural or cultural resource.

2. The proposed action increases the range of beneficial uses of the environment.

3. The proposed action is in concert with the State's long-term environmental policies, goals, and guidelines.

4. The proposed action postively affects the economic or social welfare of the community or state.

5. The proposed action does not involve substantial secondary impacts, such as population changes or effects on public facilities.

6. The proposed action does not substantially affect public health.

7. The proposed action does not involve a substantial degradation of environmental quality.

8. The proposed action is individually limited and cumulatively, does not have considerable effect upon the environment or involve a commitment of larger actions.

9. The proposed action does not substantially affect rare, threatened or endangered species or habitats.

10. The proposed action does not detrimentally affect air and water quality or ambient noise levels.

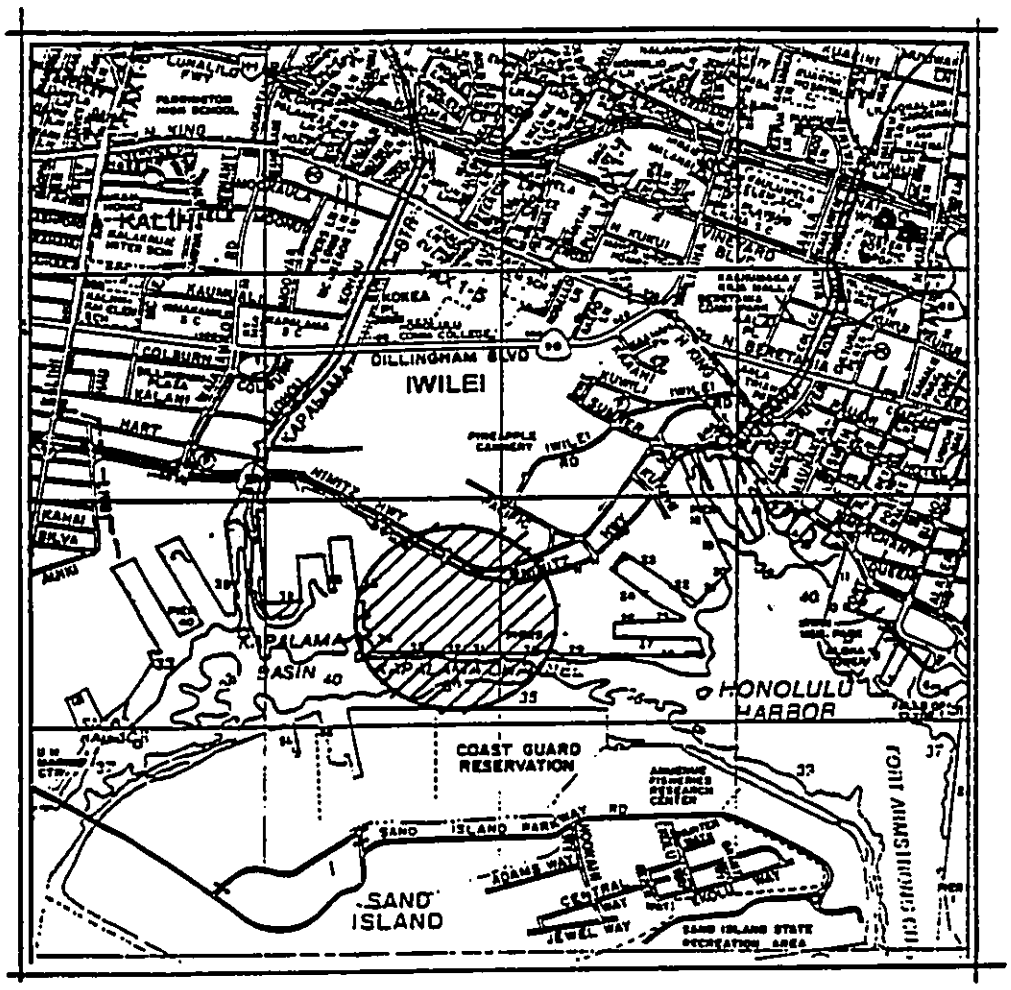
11. The proposed action does not affect an environmentally sensitive area such as a flood plain, tsunami zone, erosion prone area, geologically hazardous land, estuary or coastal waters.

12. The proposed action is necessary because of the physical condition of the existing system it replaces and the resulting environmental consequences associated with its continued use.

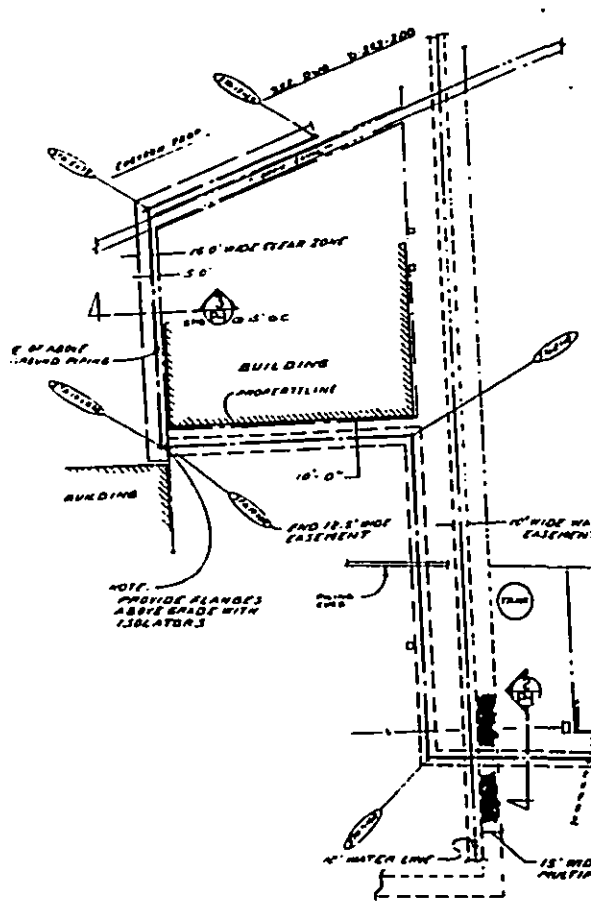
Edward Y. Hirata
Director of Transportation

4/12/90
Date

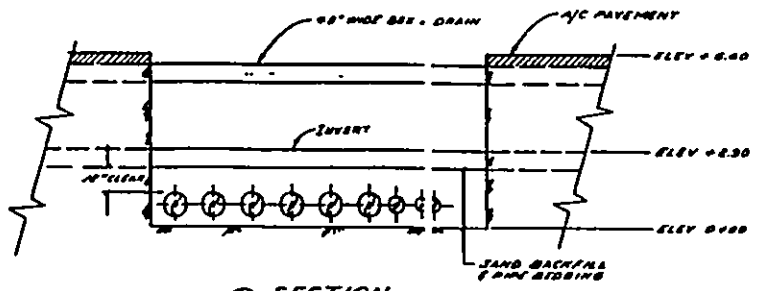
EXHIBIT A



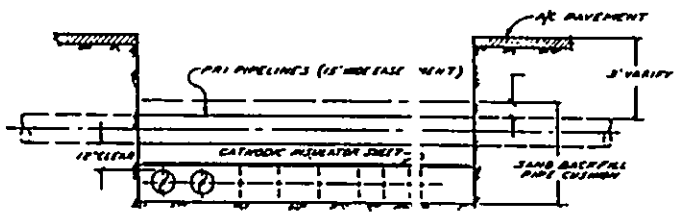
LOCATION PLAN



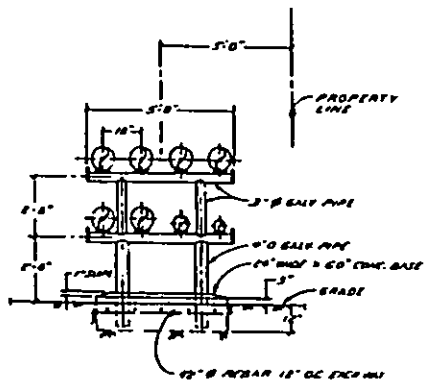
PIPELINE PLAN
SCALE 1"= 60'-0"



1/H SECTION
SCALE 1/2"=1'-0"



2/H1 SECTION
SCALE 1/2"=1'-0"



3/H1 SECTION
SCALE 1/2"=1'-0"

NOTES:

1) SEE TOPOGRAPHIC SURVEY DRAWING ATTACHED
2) DEPTHS OF PIPELINES, CONDUITS, DRAINS ETC ARE NOT KNOWN CONTRACTOR WILL EXCAVATE AND LOCATE.
3) PIPELINES SHALL BE INSTALLED BELOW PIPING, CONDUITS, DRAINS ETC. TO MAINTAIN MIN. 6" COVER. CONCRETE SLABS ARE NOT SUBSTITUTES FOR DEPTH OF PIPELINES

ATTACHMENT 1

PRELIMINARY
NOT FOR CONST
CITY USE

Chevron U.S.A. Inc.
PROJECT: PIPELINE
TRUCK LOADING RA
1000 NORTH 2 AVENUE
SCALE: NOTED
PIPELINE PLAN
P

RK REVD