

MINUTE ITEM

14

A 34

S17

09/19/00
PRC 1971.1 PRC 2000.2
PRC 2003.2 PRC 2004.2
PRC 2005.2 W 25670
W 25671
B. Dugal
D. Gorfain

QUESTAR SOUTHERN TRAILS PIPELINE (LESSEE):

PULLED PRIOR TO COMMISSION MEETING

Item attached

CALENDAR PAGE

MINUTE PAGE 008986

**CALENDAR ITEM
C14**

A 34

S17

09/19/00
PRC 1971.1 PRC 2000.2
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**ACCEPTANCE OF SEVEN LEASE QUITCLAIM DEEDS AND THE TERMINATION
OF SEVEN GENERAL LEASES – RIGHT OF WAY USE,
THE CERTIFICATION OF AN ENVIRONMENTAL IMPACT REPORT,
AND THE ISSUANCE OF TWO GENERAL LEASES - RIGHT OF WAY USE**

LESSEE/APPLICANT:

Questar Southern Trails Pipeline Company
PO Box 45360
Salt Lake City, Utah 84145-0433

AREA, LAND TYPE, AND LOCATION:

8.21 acres, more or less, of sovereign lands in the Colorado River, near the city of Needles, San Bernardino County and six parcels of State school land totaling 40 acres, more or less, located in San Bernardino County.

AUTHORIZED USE:

Use and maintenance of two existing cathodic protection systems and an existing 16 -inch pipeline that will be used to transfer natural gas.

LEASE TERM:

W 25670 – Colorado River Crossing
20 years, beginning September 19, 2000

W 25671 – School Lands
20 years, beginning September 19, 2000

CONSIDERATION:

W 25670 – Colorado River Crossing
\$256 annual rent; with the State reserving the right to fix a different rent periodically during the lease term, as provided in the lease.

CALENDAR ITEM NO. C14 (CONT'D)

W 25671 – School Lands

\$9,272 annual rent; with the State reserving the right to fix a different rent periodically during the lease term, as provided in the lease.

SPECIFIC LEASE PROVISIONS:

Insurance for each Lease:

Combined single limit liability coverage of not less than \$5,000,000 per lease.

Bond for each Lease:

\$10,000 per Lease.

OTHER PERTINENT INFORMATION:

1. Applicant has the right to use the lands adjoining the lease premises.
2. The California State Lands Commission (CSLC) authorized the construction of a 16-inch petroleum pipeline in 1957. The seven leases were originally issued to Four Corners Pipeline Company for a period of 49-years each and will expire in 2006. On January 1, 1995, Four Corners Pipeline Company changed its name to ARCO Pipeline Company. The pipeline was used until 1998 to transport crude oil.
3. On April 13, 1999, the CSLC approved the assignment of the seven leases from ARCO to the Applicant effective November 17, 1998. In addition to the request to assign the leases to the Applicant, the Applicant also applied to the CSLC to convert the existing crude petroleum pipeline system to a natural gas system. If approved, the new system would extend from a primary gas receipt point near Bloomfield in northwestern New Mexico, into southeastern Utah, and across northern Arizona and southern California to a terminus in Long Beach, California. In California, the existing pipeline crosses portions of Los Angeles, Orange, Riverside, and San Bernardino Counties. This pipeline system is owned and would be operated by the Applicant.
4. The staffs of the Federal Energy Regulatory Commission (FERC) and the CSLC, federal and state Lead Agencies, respectively, have completed work on a joint Final Environmental Impact Statement/Environmental Impact Report (FEIS/R). The FEIS/R was prepared as required by the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

CALENDAR ITEM NO. C14 (CONT'D)

5. If approved, the proposed project would transport up to 90 million cubic feet of natural gas per day (Mmcfd) to customers in Arizona, and 120 Mmcfd to customers in southern California. The proposed project requires the conversion of the existing 16-inch pipeline and associated facilities previously used for the delivery of crude oil to natural gas service. To achieve the project purpose, the Applicant must construct pipeline extensions to interconnect with natural gas supply sources, other interstate natural gas pipelines, and end-use customers. In addition, short sections of the existing pipeline must be replaced or realigned/rerouted to meet Federal safety standards for natural gas pipelines. No new construction will take place on the lease premises. Once the pipeline has been successfully converted and hydrostatically tested, the Applicant anticipates that the lifespan of the pipeline would be an additional 50 years with proper maintenance.
6. The transportation of natural gas by pipeline involves some risk to the public in the event of an accident and the subsequent release of gas. The Applicant is required to design, construct, convert, test, operate, and maintain the facilities in accordance with Department of Transportation (DOT) regulations in 49 CFR Part 192, "Transportation of Natural and Other Gas by Pipeline: Minimum Federal Safety Standards", and other applicable federal and state regulations.
7. Pursuant to CEQA and NEPA guidelines, public scoping meetings were held between May 4 and May 13, 1999, in eight communities in California, Arizona, and New Mexico. Issues raised during the scoping and public comment period on the Draft EIS/R included project need, alternatives, permits and regulations, conversion, cleaning, construction procedures, pipeline reliability and operational safety, etc. These and other concerns were addressed in the EIS/R.
8. Considerations of public safety were carefully addressed in the evaluation of alternatives associated with the Del Amo Extension. Input from residents of the Sleepy Hollow community in Long Beach concerning access for emergency response was considered in selecting the new proposed route along Del Amo as the preferred alternative for the pipeline in the Long Beach area, rather than following a route along an existing railroad embankment (and parallel to the Sleepy Hollow community).

CALENDAR ITEM NO. C14 (CONT'D)

In addition to three remotely controlled and continuously monitored shut-off valves at the Watson ARCO Refinery in Long Beach and at the three California compressor stations, the Applicant will install five automatic line break valves in the urban areas of Southern California to provide an additional level of shut down capability in the event of a major emergency, including an earthquake or a third-party-caused accident. These automatic line break valves are designed to shut down in response to pressure changes in the pipeline and do not require human intervention to close the valves. The FERC and CSLC have further required that three of these automatic line break valves be placed upstream of known historically active fault and fault zone crossings in southern California to address the areas of greatest fault movement risk.

9. To further ensure the internal integrity of the pipeline, the applicant is being required to conduct an internal inspection west of the Twenty-nine Palms Station no later than the third year of pipeline operation, using a smart pig.
10. In issuing its Certificate of Public Convenience and Necessity on July 28, 2000, the FERC stated: "We have reviewed the information and analysis contained in the EIS/R regarding the potential environmental effects of the project. Based on our consideration of this information, we find that the Southern Trails' proposed pipeline project, if constructed and operated in accordance with the environmental mitigation measures proposed by Southern Trails and recommended in the EIS/R, is environmentally acceptable."
11. Pursuant to the Commission's delegation of authority and the State CEQA Guidelines (Title 14, California Code of Regulations, section 15025), the staff has prepared an EIR identified as CSLC EIR No. 696, State Clearinghouse No. 99041103. Such EIR was prepared and circulated for public review pursuant to the provisions of the CEQA. A Mitigation Monitoring Program has been prepared in conformance with the provisions of the CEQA (Public Resources Code section 21081.6).
12. Findings made in conformance with the State CEQA Guidelines (Title 14, California Code of Regulations, section 15091) are contained in Exhibit D, attached hereto.

CALENDAR ITEM NO. C14 (CONT'D)

13. A Statement of Overriding Considerations regarding the pipeline's residual significant seismic hazard impact, made in conformance with the State CEQA Guidelines (Title 14, California Code of Regulations, section 15093), is contained in Exhibit F, attached hereto.

SIGNIFICANT LANDS:

This activity involves lands identified as possessing significant environmental values pursuant to Public Resources Code sections 6320, et seq.

APPROVALS OBTAINED:

Federal Energy Regulatory Commission

FURTHER APPROVALS REQUIRED:

United States Environmental Protection Agency
United States Army Corps of Engineers
United States Fish and Wildlife Service
National Marine Fisheries
United States Department of Transportation
Bureau of Land Management
Colorado River Basin Regional Water Quality Control Board
South Coast Air Quality Management District
Mojave Desert Air Quality Management District
California Department of Fish and Game
California Department of Transportation, District 7, District 8, District 9
Orange County Board of Supervisors
Los Angeles County Department of Regional Planning
Riverside County Board of Supervisors
San Bernardino County Board of Commissioners
Port of Los Angeles
Various Municipalities Including: Cities of Anaheim, Banning, Beaumont, Carson, Cerritos, Cypress, Lakewood, LaPalma, Long Beach, Moreno Valley, Orange, and Riverside

EXHIBITS:

- A. Site Map
- A-1. Location Map
- B. Lease Description W 25670 Colorado River Crossing
- C. Lease Description W 25671 School Lands
- D. CEQA Findings
- E. Mitigation Monitoring Program

CALENDAR ITEM NO. C14 (CONT'D)

F. Statement of Overriding Considerations

PERMIT STREAMLINING ACT DEADLINE:

December 18, 2000

RECOMMENDED ACTION:

IT IS RECOMMENDED THAT THE COMMISSION:

CEQA FINDINGS:

CERTIFY THAT A JOINT EIS/EIR NO. 696, STATE CLEARINGHOUSE NO. 99041103, WAS PREPARED FOR THIS PROJECT PURSUANT TO THE PROVISIONS OF THE CEQA AND THAT THE COMMISSION HAS REVIEWED AND CONSIDERED THE INFORMATION CONTAINED THEREIN.

ADOPT THE FINDINGS, MADE IN CONFORMANCE WITH TITLE 14, CALIFORNIA CODE OF REGULATIONS, SECTION 15091, AS CONTAINED IN EXHIBIT D, ATTACHED HERETO.

ADOPT THE MITIGATION MONITORING PROGRAM, AS CONTAINED IN EXHIBIT E, ATTACHED HERETO.

ADOPT THE STATEMENT OF OVERRIDING CONSIDERATIONS MADE IN CONFORMANCE WITH TITLE 14, CALIFORNIA CODE OF REGULATIONS, SECTION 15093, AS CONTAINED IN EXHIBIT F, ATTACHED HERETO.

SIGNIFICANT LANDS INVENTORY FINDING:

FIND THAT THIS ACTIVITY IS CONSISTENT WITH THE USE CLASSIFICATION DESIGNATED BY THE COMMISSION FOR THE LAND PURSUANT TO PUBLIC RESOURCES CODES SECTIONS 6370, ET SEQ.

AUTHORIZATION:

1. ACCEPT SEVEN LEASE QUITCLAIM DEEDS AND THE TERMINATION OF LEASE NOS. PRC 1971.1, PRC 2001.2, PRC 2000.2, PRC 2003.2, PRC 2004.2, AND PRC 2005.2; AND
2. AUTHORIZE ISSUANCE TO QUESTAR SOUTHERN TRAILS PIPELINE COMPANY OF A GENERAL LEASE - RIGHT OF WAY

CALENDAR ITEM NO. C14 (CONT'D)

USE, BEGINNING SEPTEMBER 19, 2000, FOR A TERM OF 20 YEARS FOR USE AND MAINTENANCE OF AN EXISTING 16-INCH DIAMETER PIPELINE THAT WILL BE USED TO TRANSPORT NATURAL GAS ON THE LAND DESCRIBED ON EXHIBIT B ATTACHED AND BY THIS REFERENCE MADE A PART HEREOF; ANNUAL RENT IN THE AMOUNT OF \$256, WITH THE STATE RESERVING THE RIGHT AT TO FIX A DIFFERENT RENT PERIODICALLY DURING THE LEASE TERM, AS PROVIDED IN THE LEASE; COMBINED SINGLE LIMIT COVERAGE OF NO LESS THAN \$5,000,000; SURETY IN THE AMOUNT OF \$10,000; AND

3. AUTHORIZE ISSUANCE TO QUESTAR SOUTHERN TRAILS PIPELINE COMPANY OF A GENERAL LEASE - RIGHT OF WAY USE, BEGINNING SEPTEMBER 19, 2000, FOR A TERM OF 20 YEARS, FOR USE AND MAINTENANCE OF TWO EXISTING CATHODIC PROTECTION SYSTEMS AND AN EXISTING 16-INCH DIAMETER PIPELINE THAT WILL BE USED TO TRANSPORT NATURAL GAS ON THE LAND DESCRIBED ON EXHIBIT C ATTACHED AND BY THIS REFERENCE MADE A PART HEREOF; ANNUAL RENT IN THE AMOUNT OF \$9,272, WITH THE STATE RESERVING THE RIGHT TO FIX A DIFFERENT RENT PERIODICALLY DURING THE LEASE TERM, AS PROVIDED IN THE LEASE; COMBINED SINGLE LIMIT COVERAGE OF NO LESS THAN \$5,000,000; SURETY IN THE AMOUNT OF \$10,000.

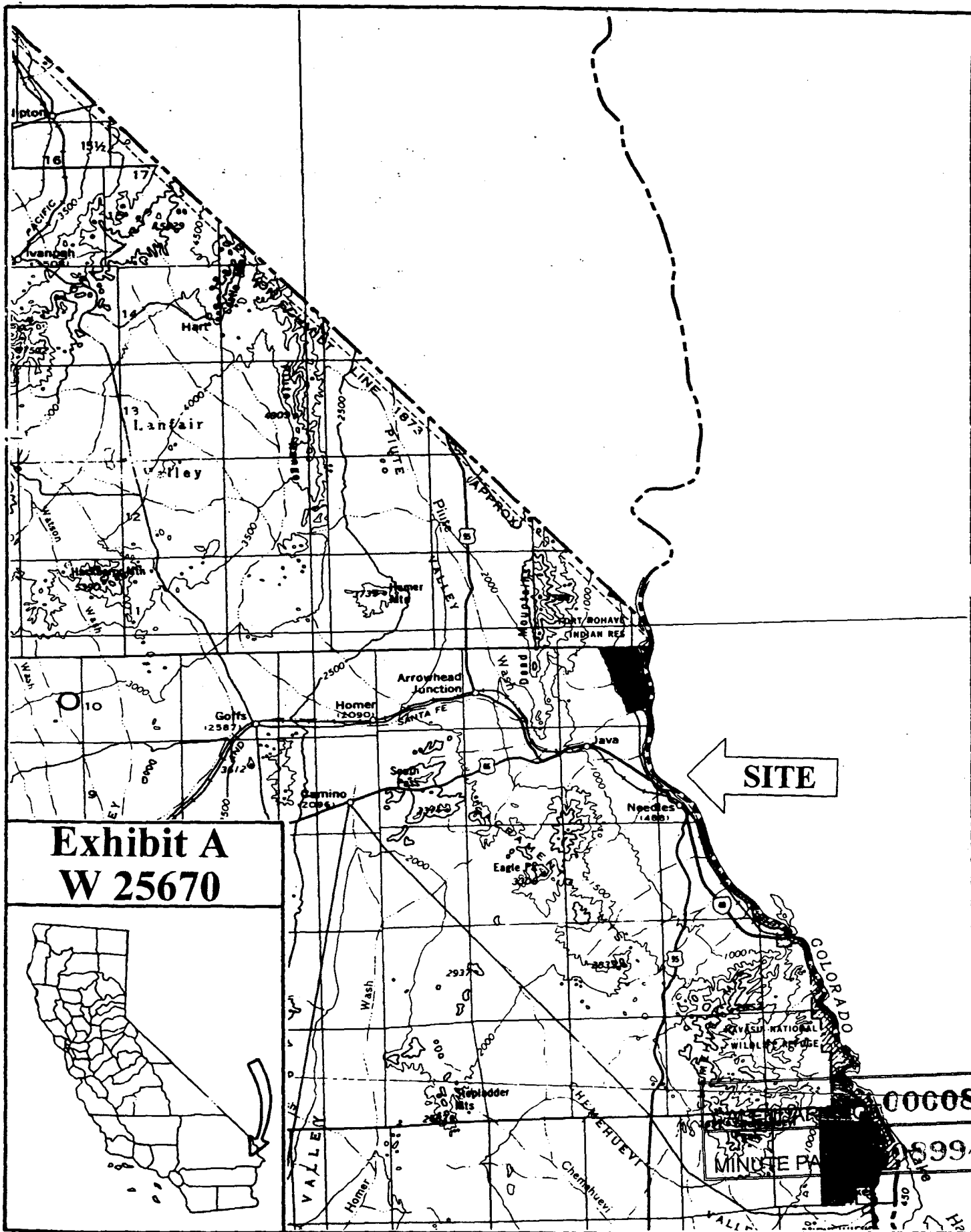


Exhibit A
W 25670



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MINUTE PA

LOCATION MAP

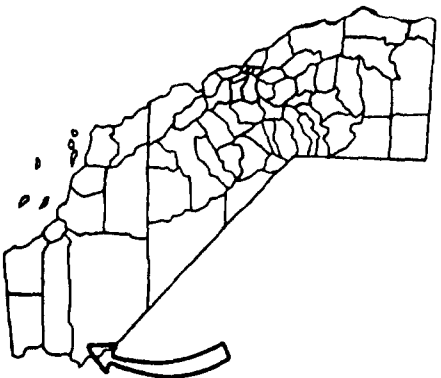


EXHIBIT A-1
W 25671
Pipe Line
San Bernardino
County

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EXHIBIT B

LAND DESCRIPTION

W 25670

A strip of submerged land 100 feet wide, under and across the California portion of the Bureau of Reclamation Channel of the Colorado River approximately 4 ¾ miles upstream from the City of Needles, San Bernardino County, California and lying 50 feet on each side of the following described center line:

BEGINNING at a point on the right bank low water line of the Colorado River at U.S. Bureau of Reclamation Engineers Station 914+00; thence N63°17'E across the California Portion of the said Bureau of Reclamation Channel of the Colorado River.

The sidelines of the above described right of way shall be prolonged or shorten so as to terminate in the said right bank of the Colorado River Channel and the boundary of the State of California.

END DESCRIPTION

Revised September 2000 by CSLC boundary staff.

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EXHIBIT C

LAND DESCRIPTION

W 25671

Six State owned Parcels of school land situated in San Bernardino County, California, said parcels more particularly described as follows:

PARCEL 1

A strip of land 60 feet wide, across State owned school land in the East ½ of Section 16, Township 9 North, Range 21 East, S.B.B.M., San Bernardino County, California and lying 30 feet on each side of the following described center line:

BEGINNING at a point on the east line of Section 16, distant southerly 2,323.74 feet from the northeast corner of said Section 16; thence S60°51'55"W, 102.43 feet to and angle point: thence S63°53'55"W, 2,820.28 feet, more or less, to a point on the east line of the southwest quarter of said section, distance northerly 1,880 feet, more or less, from the southerly line of said Section 16

The sidelines of the above described right of way shall be prolonged or shorten so as to commence on the easterly line of said section and terminate on the north and south mid section line of said Section 16.

PARCEL 2

A strip of land 60 feet wide, across State owned school land in Section 36, Township 9 North, Range 20 East, S.B.B.M., San Bernardino County, California and lying 30 feet on each side of the following described center line:

BEGINNING at the northeast corner of Section 36; thence S38°17'05"W, 1,130; thence S47°19'10"W, 3236 feet; thence S41°00'15"W, 1,516 feet; thence S30°49'40"W, 1,180 feet to a point on the south line of said section, which is 575 feet easterly of the southwest corner of said Section 36.

The sidelines of the above described right of way shall be prolonged or shorten so as to terminate on the boundary lines of the said Section 36.

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PARCEL 3

A strip of land 60 feet wide, across State owned school land in Section 16, Township 8 North, Range 20 East, S.B.B.M., San Bernardino County, California and lying 30 feet on each side of the following described center line:

BEGINNING at a point on the north line of Section 16, which is distant easterly 78 feet from the northwest corner of said Section 16; thence S58°27'W, 91.25 feet to a point on the west line of Section 16, which is 48.75 feet southerly of the northwest corner of said Section 16.

The sidelines of the above described right of way shall be prolonged or shorten so as to terminate on the boundary lines of the said Section 16.

PARCEL 4

A strip of land 60 feet wide, across State owned school land in Section 16, Township 7 North, Range 18 East, S.B.B.M., San Bernardino County, California and lying 30 feet on each side of the following described center line:

BEGINNING at a point on the east line of Section 16, distant southerly 1,575 feet from the northeast corner of said Section 16; thence S58°23'50"W, 6,158 feet, more or less, to a point on the west line of Section 16, which is 446 feet northerly of the southwest corner of said Section 16.

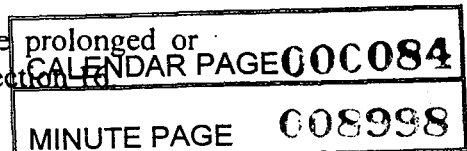
The sidelines of the above described right of way shall be prolonged or shorten so as to terminate on the boundary lines of the said Section 16.

PARCEL 5

A strip of land 60 feet wide, across State owned school land in Section 16, Township 5 North, Range 15 East, S.B.B.M., San Bernardino County, California and lying 30 feet on each side of the following described center line:

BEGINNING at a point on the easterly line of Section 16, distant southerly 300 feet more or less, from the northeast corner of said section; thence S43°23'43"W, 1,551 feet; thence S58°45'43"W 1,600 feet; thence S53°28'23"W, 3,400 feet to a point on the west line of Section 16, which is 1,200 feet, more or less, northerly of the southwest corner of said Section 16.

The sidelines of the above described right of way shall be prolonged or shorten so as to terminate on the boundary lines of the said Section 16.



PARCEL 6

A strip of land 60 feet wide, across State owned school land in Section 36, Township 3 North, Range 12 East, S.B.B.M., San Bernardino County, California and lying 30 feet on each side of the following described center line:

BEGINNING at a point on the north line of Section 36, distant westerly 1,960 feet from the northeast corner of said Section 36; thence $S31^{\circ}52'03''W$, 6,187.7 feet, more or less, to a point on the south line of said section, 80 feet easterly of the southwest corner of said Section 36.

The sidelines of the above described right of way shall be prolonged or shorten so as to terminate on the boundary lines of the said Section 36.

END DESCRIPTION

Merged September 2000 by CSLC boundary staff.

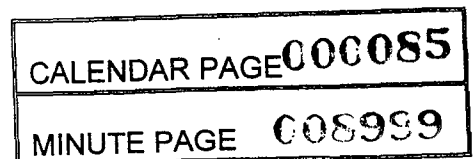


EXHIBIT D

REQUIRED CEQA FINDINGS QUESTAR SOUTHERN TRAILS PIPELINE COMPANY SOUTHERN TRAILS PIPELINE PROJECT

I. PROJECT DESCRIPTION

The project applicant is proposing to convert an existing crude oil pipeline to natural gas service, construct additional pipeline segments and compressor stations, and operate these facilities as a new natural gas transmission system. If approved, the new system would extend from a primary gas receipt point near Bloomfield in northwestern New Mexico, into southeastern Utah, and across northern Arizona and southern California to a terminus in Long Beach, California. This pipeline system is owned and would be operated by Questar Southern Trails Pipeline Company (QST).

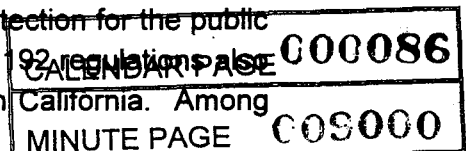
In order to convert the oil pipeline system into one for natural gas service, the Southern Trails Pipeline Project would involve construction of about 65 miles of new, realigned, rerouted, and replaced pipeline, and conversion for reuse of about 675 miles of existing pipeline. Within California, QST proposes to construct:

- one new pipeline extension to interconnect the existing system with gas receipt and delivery points and other regional gas transporters at ARCO's refinery at Long Beach,
- realign/reroute four existing pipeline segments,
- replace a number of short segments of existing pipeline, and
- construct three compressor stations (located at existing pump station sites).

Once completed, these facilities would enable the Southern Trails System to transport 80 to 90 million cubic feet of natural gas per day (MMcfd) to customers in Arizona and 120 MMcfd to customers in southern California.

A. PIPELINE COMPONENTS AND CHARACTERISTICS

The pipeline and associated facilities would be designed, constructed, converted, tested, operated, and maintained in accordance with the U.S. Department of Transportation (DOT) regulations in 49 CFR Part 192 "*Transportation of Natural and Other Gas by Pipeline: Minimum Federal Safety Standards*" and other applicable Federal and state regulations. These regulations are intended to ensure adequate protection for the public and to prevent natural gas pipeline accidents and failures. The Part 192 regulations also represent the primary minimum pipeline safety standards applied in California. Among



other design standards, Part 192 specifies pipeline material selection and qualification, minimum design requirements, and protection from internal, external, and atmospheric corrosion.

Conversion procedures for the existing pipeline would consist of pipeline integrity testing, initial pipeline cleaning, pipeline and associated appurtenances modification, hydrostatic testing, valve installation, and final cleaning. Pipeline integrity testing and initial cleaning have been completed. The pipeline will be hydrostatically tested prior to operation. Where new pipeline and facilities would be required, pipeline construction activities principally would consist of trenching, pipe stringing, hydrostatic testing, valve installation, and final cleaning procedures. Construction techniques would be modified to minimize impacts in urban street and residential areas. QST anticipates that access to all construction and conversion sites in California would be accomplished via existing roads, though these roads may require maintenance and/or upgrading as project planning proceeds.

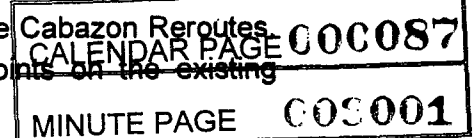
1. Pipeline Extension

The Del Amo Extension would be approximately 6.6 miles in length and would extend the existing pipeline from a point that previously served as an interconnect to the west Hines Refinery in Lakewood to the ARCO Watson refinery in Long Beach. The new 16" steel pipeline would be buried within city streets, industrial areas, and residential areas using urban construction techniques. The associated metering station would be built within the existing ARCO Watson Refinery.

The route of the extension would travel west along Del Amo Boulevard to the east embankment of the Los Angeles River floodway, where the pipeline would traverse the Los Angeles River along the existing railroad bridge. The pipeline would parallel the Union Pacific Railroad ROW until the intersection with the Long Beach Freeway. A thrust bore would be used to construct under the Long Beach Freeway and would continue westward along Dominguez Street, Santa Fe Avenue, Wardlow Street, and 223rd Street. Thrust bores would be required to pass underneath some major streets and railroad yards. A suspension bridge to suspend the pipeline would be built across the Dominguez Channel. Once across the channel the pipeline would connect to the existing ARCO Watson Refinery.

2. Reroutes and Realignment

Two reroutes are proposed in California, the City of Orange and the City of Long Beach. A reroute involves constructing a new segment between two points on the existing



pipeline within a new right-of-way (ROW) and abandoning the existing pipeline in place. In California, the proposed reroutes would range from a few hundred feet to several thousand feet away from the original pipeline ROW. The City of Orange Reroute would consist of a 1.1-mile segment, while the Cabazon Reroute would be 8.5 miles in length.

The City of Orange Reroute would be confined to Orange-Olive Road and Lincoln Avenue roadbeds.

The Cabazon Reroute would be constructed adjacent to an existing railroad bed using typical open-country construction methods. The reroute would be required since an agreement acceptable to the Morongo Band of Mission Indians (Morongo) has not been reached. The Morongo may require removal of the existing pipeline across their reservation if formal abandonment occurs.

Two 150-foot long realignments would be required near Corona, California to minimize residential encroachment. A realignment involves constructing a new segment of pipe 5 to 20 feet laterally from the existing pipeline's current position within the ROW to avoid residential encroachment. The existing pipeline would be abandoned in place. To minimize potential impacts in residential areas, the construction area and equipment used would be smaller than in typical open-country construction areas.

3. Replacement Segments

Fifteen replacement segments less than 0.5 miles in length each would occur in San Bernardino County, California. Replacements in this desert area include areas where the existing pipe would be removed and replaced in the same location, or left in place and replaced in an adjacent, parallel trench. Construction would use typical open-country construction techniques.

4. Excavation Sites

The proposed project includes 152 excavation sites in California along the existing pipeline ROW where construction activities would consist of one or more of the following activities:

- the removal of crude oil-related equipment (mainline block valves and taps);
- repairs to minor pipeline defects; and
- installation of temporary facilities to allow the pipeline to be hydrostatically tested.

Excavation sites are relatively small, averaging 50 feet by 100 feet. Construction equipment and methods would vary, depending on the site-specific activity.

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B. MAINTENANCE AND REPAIR

Once the pipeline system has been fully tested and service commences, operation and maintenance activities conducted by QST would be similar in many ways to the activities previously conducted by ARCO. Routine operation, maintenance, and repair activities would be conducted all along the pipeline system. Maintenance activities would range from those that result in no (or no new) surface disturbances (e.g., aerial inspections, replacing pipeline markers) to those requiring substantial surface disturbance and extending beyond the permanent ROW (replacement of pipeline segment due to washout, corrosion damage, pipe recoating, or other serious pipeline damage).

The pipeline would be maintained, operated, and inspected under state and Federal standards and regulations. QST's pipeline system would be routinely monitored and visually inspected to ensure public safety and to facilitate effective operation of the pipeline. Patrol frequency would vary between once and four times per year, depending on the size of the line, operating pressure, class location, terrain, weather, and other relevant factors. External corrosion control measures would include a protective coating on the exterior of the pipe as well as application of cathodic protection systems, unless a corrosive environment was proven not to exist. Pipeline operations would be continuously monitored by a supervisory control and data acquisition (SCADA) system, which would allow remote shutdown of all compressor stations and five automated line break valves between Long Beach and Yucca Valley.

C. ABANDONMENT

The anticipated lifespan of the converted pipeline is 50 years. QST has not identified any additional future plans for system expansion or interconnection with other pipelines. Abandonment of the Southern Trails System at the end of its useful life would likely involve evacuating the natural gas, filling the pipeline with an inert gas (nitrogen), capping the line where required, and abandoning the pipeline in place. Aboveground facilities (valves, compressor stations, meter stations) would be decommissioned and removed from the ROW or compressor station sites. Additionally, QST would be required to obtain additional authorization from the Federal Energy Regulatory Commission (FERC) and the California State Lands Commission (CSLC) to abandon any or all of its facilities.

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II. THE RECORD

The California Code of Regulations, Title 14, Section 15091 (b) requires that the Lead Agencies' findings be supported by substantial evidence in the record. Accordingly, the Lead Agencies' record consists of the following:

1. Documentary and oral evidence, testimony, and staff comments and responses received and reviewed by the Lead Agencies during information workshops, public review, and the public hearings on the project (see section 1.3.2 of the Final Environmental Impact Statement/Report [FEIS/R]).
2. Public scoping meetings were held in the communities of Norco (Corona), Banning, Anaheim, Orange, and Long Beach.
3. The Southern Trails Pipeline Project Final Environmental Impact Statement/Report, as certified by FERC on July 25, 2000.
4. Application and supporting materials for the proposed project submitted by QST.
5. Supporting materials submitted by QST on alternate project routes evaluated in the FEIS/R Alternatives section.
6. Matters of common knowledge to the Lead Agencies which they consider, such as:
 - The California Environmental Quality Act (CEQA) and the state CEQA guidelines implementing the act.
 - Relevant adopted policies and regulations of the U.S. Fish and Wildlife Service (FWS) and U.S. Corps of Engineers.
 - Relevant adopted policies and regulations of the California Department of Fish and Game (CDFG).
 - Relevant adopted policies and regulations of the CSLC.

III. CEQA FINDINGS FOR PROJECT IMPACTS

The following section contains the findings required by section 21081 of the California Public Resources Code. These findings are organized by resource issue area, with impacts that result from the project as a whole or a combination of all project components contained at the end of the section. The organization of this section is as follows, and reflects the organization of the July 2000 FEIS/R for the Southern Trails Pipeline Project:

ENVIRONMENTAL IMPACTS

- IV.A. Geologic and Seismic Hazards
- IV.B. Soils
- IV.C. Water Resources
- IV.D. Vegetation, Wildlife, and Fisheries
- IV.E. Threatened, Endangered, and Special Status Species

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- IV.F. Wetlands
- IV.G. Land Use
- IV.H. Cultural Resources
- IV.I. Noise
- IV.J. Transportation and Traffic
- IV.K. Safety System Reliability and Safety

Each impact of the project is set forth below, followed by the recommended mitigation measures, a specific finding for the impact, the supporting evidence, and a description of the residual impact after the mitigation has been implemented.

IV. CEQA FINDINGS

a. Geologic and Seismic Hazards

Impact: GEO 1 – Mineral Resources

Construction activities at excavation sites at MPs 30.75 and 31.11 in California could conflict with quarry operations.

Mitigation Measure

GEO/mm-1 - Prior to construction, QST would consult with the quarry operator to develop a cooperative agreement which specifically defines the construction area, expected construction duration, construction access, and restoration plans (see FEIS/R section 5.1.2, Mineral Resources).

Residual Impacts – Implementation of the above mitigation measure would reduce the impact to a less than significant level.

Alternative Discussion – Construction activities within the quarry are necessary to repair portions of the existing pipe. The pipe must be replaced in order to comply with regulatory standards. Rerouting of the existing pipe would be more disruptive to a larger area and for a longer duration.

Cumulative Discussion – The potential impact is location-specific and is not considered a cumulative impact.

Finding – Mitigation measures and features incorporated into the proposed project will reduce the significant environmental effect as identified in the FEIS/R to an insignificant level.

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Facts Supporting the Finding – A work agreement would be implemented to ensure compliance and avoid conflicts between QST and the quarry owner.

Impact: GEO 2 – Paleontological Resources

Construction activities could result in damage or disturbance to vertebrate and invertebrate fossils in California and New Mexico that are considered to have scientific importance by land management agencies.

Mitigation Measure

GEO/mm-2 - QST has developed a Paleontological Resources Mitigation Plan (PRMP), as described in FEIS/R Section 5.1.2, Paleontological Resources.

Residual Impacts – Implementation of the above mitigation measure would reduce the impact to a less than significant level.

Alternative Discussion – No alternative is suggested.

Cumulative Discussion – Although there would be the potential for disturbance of previously undiscovered paleontological resources, the majority of construction activities would occur in previously disturbed areas. Compliance with the PRMP would ensure that any potential impacts would not result in a significant cumulative impact.

Finding – Mitigation measures and features incorporated into the proposed project will reduce the significant environmental effect as identified in the FEIS/R to an insignificant level.

Facts Supporting the Finding – As discussed in the FEIS/R, consultations with resource agencies and state museums have been conducted and the PRMP has been approved by the Bureau of Land Management (BLM) and other appropriate agencies.

Impact: GEO 3 – Geologic Hazards

Earthquakes in California could potentially damage the pipeline, however, design standards minimize the risk.

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Mitigation Measure

GEO/mm-3 - QST is required and has certified that it would design, construct, test, operate, inspect, and maintain its facilities in accordance with the DOT safety standards (see regulations in 49 CFR Part 192, Transportation of Natural and Other Gas by Pipeline: Minimum Federal Safety Standards).

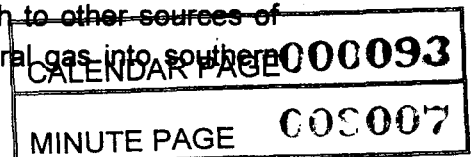
GEO/mm-4 - Prior to construction, QST would submit a Seismologic Hazards Mitigation Plan (SHEMP) which would include:

- a site-specific seismic hazard investigation of the Del Amo Extension's crossing of the Newport-Inglewood fault zone, and an appropriate design for the crossing design to mitigate seismic hazards at this location;*
- site-specific seismic hazard investigations at each of the 14 fault zones crossed or paralleled by the existing pipeline which either: 1) conclude that the pipeline can continue to operate in a reliable manner at these locations; or 2) recommend appropriate remedial measures to reduce seismic hazard on the pipeline in these areas;*
- identified QST's timetable for implementing these measures (before pipeline operation); and*
- seismic hazard investigations at all pipeline segments identified as being at risk from liquefaction hazards (including calculations of lateral spreading), and QST's timetable for implementing any recommendations to eliminate or reduce such hazards (before pipeline operation).*

GEO/mm-5 - QST would install automatically actuated line break valves at MPs 7.0, 17.0, 38.0, 53.4, and 127.7, to help reduce potential pipeline damage as a result of seismic activity at fault crossings. See FEIS/R section 5.1.2, Geologic Hazards. If these changes are determined to be infeasible or subsequent studies support the placement of either AAVs or remote-activated valves at new/additional locations to reduce potential seismic risk or service interruptions, QST would file any change(s) and all supporting justification for such change(s) with the FERC and the CSLC, and obtain written approval from the FERC prior to finalizing its design specifications for the proposed project.

Residual Impacts – Even if the pipeline is designed to the best available engineering standards at a major active fault crossing, the possibility of pipeline rupture as a result of fault displacement during an earthquake cannot be completely eliminated. In populated areas, the impact would remain significant after mitigation.

Alternative Discussion – Demand for natural gas in southern California and the southwest United States continues to increase and additional capacity would have to be constructed to serve these areas or end users may need to switch to other sources of energy. Regardless of the specific project, transportation of natural gas into southern



California necessitates traversing many active faults and all pipelines crossing active faults are subject to potential earthquake damage.

Cumulative Discussion – Potential geological and seismic hazards are location-specific to the extent that they may result in significant impacts on the environment, and they are not “cumulative” in the sense normally applied in CEQA documents. Should a rupture of the pipeline occur due to an earthquake, cumulative impacts may occur in that such a rupture is likely to co-occur with other existing pipelines in the area.

Finding – The specific mitigation measures required would be determined following QST’s site-specific seismic hazard investigations. While the mitigation measures would reduce the impact, residual significant impacts would remain since complete elimination of all hazards is not feasible.

Facts Supporting the Finding – The FEIS/R requires the QST collect additional supportive evidence (e.g., geological investigations, ground motion calculations) to ensure that potential impacts are reduced to the maximum extent as practical. The proposed Del Amo Extension would cross one active fault (Newport-Inglewood Fault), while the existing pipeline crosses 14 currently active fault zones in southern California. The faults include the following major faults:

- Elisnore;
- Chino-Central Avenue;
- San Jacinto;
- San Andreas and associated faults;
- Banning;
- Pinto Mountain, Burnt Peak/Eureka Peak;
- South Emerson - Cooper Mountain; and
- Pisgah-Buillion Mountain - Mesquite Lake.

The significance of the potential impact of a fault on the pipeline would depend on the fault activity, the expected magnitude of displacement, and the geometry of the fault crossing. Based on Alquist-Priolo fault zone mapping and preliminary calculations of earthquake magnitude, the hazard posed by these identified faults which are either crossed or immediately adjacent to the existing pipeline warrant further investigation.

While many of these fault crossings occur in relatively undeveloped areas, some of these fault crossings occur in densely populated areas. In response to public comments regarding public safety, five automatic valves were added, three of which were specifically located just upstream of known fault locations, to enable to immediate shutdown of the pipeline in the event of an emergency.

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Impact: GEO 4 – Geologic Hazard

The 1999 Hector Mine Earthquake could have damaged the existing pipeline.

Mitigation Measure

GEO/mm-6 - QST would hydrostatically test the entire pipeline (as required by the DOT regulations) to ensure its integrity prior to introducing natural gas and file a report to the Director of the OEP and CSLC. If hydrotesting reveals any damage to the pipeline in this area, QST would prepare a remediation plan to repair the pipeline and to minimize potential damage from future seismic activities near this fault (See FEIS/R section 5.1.2, Geologic Hazards). Specifically, if a failure occurs, QST would file with the Secretary a site-specific repair and remediation plan for each failure, including:

- a plot plan identifying all areas of disturbance associated with the failure and the proposed repairs;*
- a description of the repair activities, and a statement demonstrating how QST has complied with each requirement of the Commission's regulations at 18 CFR 157.206(b); and*
- all Federal, state, or Tribal environmental clearances necessary to conduct the proposed repair and remediation activity.*

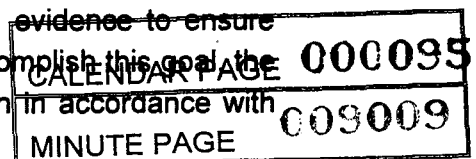
Residual Impacts – Implementation of the above mitigation measure would reduce the impact to a less than significant level.

Alternative Discussion – Alternative methods, such as an internal "Pipetronix-type" inspection, could be used to evaluate potential damage. However, pipeline integrity is most reliably determined by conducting a hydrostatic test of the pipe. DOT requirements are not met until pipeline integrity is demonstrated by hydrostatic testing. Pipeline integrity would be demonstrated upon completion of construction and prior to operation.

Cumulative Discussion – This impact is location-specific and is not considered to contribute to any cumulative impact.

Finding – Mitigation measures and features incorporated into the proposed project will reduce the significant environmental effect as identified in the FEIS/R to an insignificant level.

Facts Supporting the Finding – The FEIS/R requires additional evidence to ensure that impacts will be reduced to a less than significant level. To accomplish this goal, the entire pipeline will be hydrostatically tested prior to initial operation in accordance with



Federal safety standards to ensure pipeline integrity. In accordance with DOT regulations, hydrostatic test pressure will range from 1.25 to 1.5 times the pipeline's maximum operating pressure in each test section. Any pipeline segments that fail hydrostatic testing will be replaced following procedures for pipeline replacement.

b. Soils

Impact: SOILS 1

Construction activities would disturb soils, which could result in temporary increased erosion and reduced soil productivity along portions of the Danby-Ward Valley Replacements and Cabazon Reroute.

Mitigation Measure

SOILS/mm-1 - Prior to construction, QST would submit a list by MP of all areas having steep slopes (greater than 33 percent) and identify the seed mix and the recommended planting time, as described in FEIS/R Section 5.2.2, Erosion. In the absence of seeding recommendations from the land management agencies or Natural Resources Conservation Service (NRCS), QST would seed all disturbed areas within 6 days.

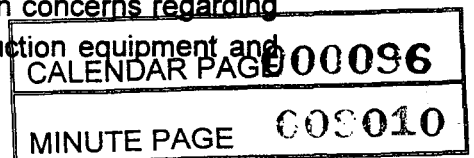
SOILS/mm-2 - QST has adopted the FERC's Upland Erosion Control, Revegetation, and Maintenance Plan (FERC's Plan), which requires post-construction monitoring to assure revegetation success.

SOILS/mm-3 - For construction and access through steeply (in excess of 30 percent) sloped areas and within sand dunes, QST would prepare site-specific plans as described in FEIS/R Section 5.2.2, Erosion, prior to construction.

SOILS/mm-4 - QST would implement both short- and long-term erosion control measures, as outlined in their Storm Water Pollution Prevention Plan, Blanco TransColorado, and FERC's Plan.

Residual Impacts – Implementation of the above mitigation measures would reduce the impact to a less than significant level.

Alternative Discussion – As discussed in FEIS/R Section 5.2.2, *Construction Impacts and Mitigation*, QST requested waivers regarding the timing of seeding following final grading. Their request to delay the seeding was primarily based on concerns regarding recommended seeding dates, as well as the placement of construction equipment and seeding machinery.



Cumulative Discussion – This potential impact is location-specific and is not considered to contribute to any cumulative impact, provided that reseedling is successful.

Finding – Mitigation measures and features incorporated into the proposed project will reduce the significant environmental effect as identified in the FEIS/R to an insignificant level.

Facts Supporting the Finding – Overall, erosion impacts from project construction would be minor, except in those locations where soil is particularly susceptible to erosion. Soils susceptible to erosion occur along portions of the Danby-Ward Valley Replacements and Cabazon Reroute. Erosion-control techniques would follow best management practices and be coordinated with the appropriate Federal, state, and local agencies. The following techniques would be used for erosion control: water bars, terracing, diversion ditches, berms, trench breakers, and ditch plugs. Outfall from the temporary slope breakers would be directed toward a stable, well vegetated area. Temporary sediment barriers, such as silt fences, straw bales, or sand bags, would be used at the base of slopes adjacent to road crossings. Mulch also would be applied as a temporary erosion control. Permanent erosion control (i.e., slope breakers) would be constructed as specified in FERC's Plan (FEIS/R appendix B-1, section VI.B.2).

Although QST requested a deviation from FERC's Plan for reseedling, it is most practical to seed disturbed areas while the construction equipment is still nearby in the event that problems are encountered during seeding that might require the use of heavy equipment. Also, QST has committed to using native plants for revegetation. Seed of many native species is not always readily available and for many species the viability of the seed drops quickly after maturing.

Impact: SOILS 2

Construction activities along the existing pipeline could encounter oil-contaminated soil.

Mitigation Measure

SOILS/mm-5 - Although ARCO retains the responsibility for reclaiming or mitigating sites where oil contamination has occurred during operation of the pipelines in crude oil service. QST would be responsible for any oil or hazardous materials spilled during the conversion of the system. Contaminated soil would be excavated and transported to an approved disposal facility.

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SOILS/mm-6 - QST has prepared a Hazardous Materials Management and Spill Prevention and Countermeasure Plan (HMMSPC Plan) to avoid or minimize the potential impact of a hazardous material spill and other aspects of handling, transporting, storage, and disposal of hazardous materials. In particular, QST's HMMSPC Plan describes procedures that QST would implement if unexpected or unknown contaminated sites were encountered during construction.

Residual Impacts – Implementation of the above mitigation measure would reduce the impact to a less than significant level.

Alternative Discussion – No alternative is suggested.

Cumulative Discussion – Soil contamination is location-specific and would not be expected to contribute to cumulative impact.

Finding – Mitigation measures and features incorporated into the proposed project will reduce the significant environmental effect as identified in the FEIS/R to an insignificant level.

Facts Supporting the Finding – Data supplied from QST indicates that a legal agreement that addresses the issue of reclaiming or mitigating oil-contaminated sites currently exists between ARCO and QST. QST would be responsible for any oil or hazardous material spilled during the conversion of the system. The pipeline was cleaned once by ARCO and filled with inert gas prior to sale to QST. QST would clean the pipeline again prior to replacing pipe sections and installing new valves. The pipeline would be cleaned with a cleaning train. This train would consist of a series of mechanical, brush, and sealing pigs (pigs are devices that travel inside the pipeline that would be propelled by pressurized inert gas). In addition to the pigs, cleaning solvents and corrosion inhibitors would be included in the cleaning train to remove remaining oil and other debris inside the pipeline. Because the cleaning process would precede the pipeline replacement and valve installation activities, and because cleaning materials and wastes would be discharged into storage tanks at Red Mesa, Utah, it is not expected that crude oil or other cleaning materials requiring special disposal management would remain in the pipeline. It is possible that there may be accidental spills of oil and hydraulic fluids during pipeline conversion activities. Soils contaminated by such accidental spills would be excavated and sent to an approved disposal location in accordance with this mitigation measure.

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Impact : SOILS 3

Significant soil erosion could occur in construction areas where mulching rates are insufficient.

Mitigation Measure

SOILS/mm-7 - QST would use a minimum of 2 tons of mulch per acre, unless written recommendations to do otherwise are received from the NRCS, BLM, NNDNR/AD, or the land managing agency (see the FERC's Plan in the FEIS/R). See FEIS/R section 5.2.2 and appendix B-1.

Residual Impacts – Implementation of the above mitigation measure would reduce the impact to a less than significant level.

Alternative Discussion – QST requested a reduction from the FERC-recommended mulching rate (≥ 2 tons per acre) to 1 ton of mulch per acre. Based on consultations with NRCS district conservationists in southwestern San Bernardino County, we believe that QST has not demonstrated sufficient justification to deviate from the FERC Plan requirements.

Cumulative Discussion – This impact was not identified as significant and would not contribute to any cumulative impact.

Finding – Mitigation measures and features incorporated into the proposed project will reduce the significant environmental effect as identified in the FEIS/R to an insignificant level.

Facts Supporting the Finding – The FERC Plan requires a mulch rate of 2 tons per acre on all dry, sandy sites and on slopes greater than 8 percent (see FEIS/R appendix B, page B-1-7). In a letter to QST dated November 16, 1999, the NRCS district conservationist at the Apple Valley Field Office stated that a minimum of 2 tons of mulch per acre should be used. The NRCS district conservationist at the Redlands Field Office also recommended that 2 tons per acre of mulch be used. The Redlands office went on to say that in California, the NRCS recommends 2 tons of mulch per acre as the minimum mulching rate. After consulting with these two NRCS offices in southwestern San Bernardino County, California, insufficient justification has been presented by QST to warrant deviation from the requirements of the FERC Plan.

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Impact: SOILS 4

Construction activities at 5 excavation sites (MPs 198.48, 200.17, 217.30, 219.40, 220.20) in San Bernardino County, California could result in hazards to construction workers, since they are located within unexploded ordnance areas.

Mitigation Measure

SOILS/mm-8 - Prior to construction, QST would prepare an Unexploded Ordnance Work Plan (UOWP) that addresses worker safety in areas identified as having unexploded ordnance. This plan would include an evaluation potential risk and, if warranted, procedures QST would use to minimize risk including, but not limited to, having the areas swept by an Army National Guard Explosive Ordnance Disposal Unit. Plot plans showing all areas of potential risk evaluated would be included in this plan. See FEIS/R section 5.2.2, Erosion.

Residual Impacts – Implementation of the above mitigation measure would reduce the impact to a less than significant level.

Alternative Discussion – No alternative is suggested.

Cumulative Discussion – Unexploded ordnance is location-specific and would not be expected to contribute to cumulative impact.

Finding – Mitigation measures and features incorporated into the proposed project will reduce the significant environmental effect as identified in the FEIS/R to an insignificant level.

Facts Supporting the Finding –The general locations of areas potentially containing unexploded ordnance were identified from USGS land status maps. The FEIS/R requires that QST prepare an Unexploded Ordnance Work Plan (UOWP) that addresses worker safety in these areas. In order to prepare such a plan, QST will have to determine the potential risks in each area. If the risk is high that unexploded ordnance could be encountered during construction in any given area, QST will have that area swept by an Army National Guard Explosive Ordnance Disposal Unit prior to construction. This will assure worker safety with regard to unexploded ordnance in those areas where unexploded ordnance could exist. The UOWP also should include documentation of all steps that QST takes to determine risk at each location, as well as the results of any ordnance sweeps that may prove necessary.

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c. Water Resources

Impact: WATER 1 – Groundwater

Potential impact from the pipeline cleaning process on groundwater resources.

Mitigation Measure - The mitigation measures recommended in the July 2000 FEIS/R are given as follows:

WATER/mm-1 - Prior to construction, QST would submit an Environmental Operating Procedures (EOP) Manual that would detail all waste management procedures for spill containment, cleanup, emergency operations, preparedness, and prevention. The EOP also would identify:

- the amounts and types of cleaning chemicals that would be used during the pipeline cleaning operation;*
- how all chemical components of the cleaning train would be stored before use and handled after use; and*
- how all wastes collected from the pipeline during the cleaning operation would be sampled, separated, stored, transported, and recycled or disposed of. See FEIS/R section 5.3.1.2.*

QST would file this information and its final EOP manual with the FERC and the CSLC for review and written approval by the Director of OEP prior to construction.

Residual Impacts – Implementation of the above mitigation measure would reduce the impact to a less than significant level.

Alternative Discussion – No alternative is suggested.

Cumulative Discussion – The impact is location-specific and would not be expected to contribute to cumulative impact.

Finding – Mitigation measures and features incorporated into the proposed project will reduce the significant environmental effect as identified in the FEIS/R to an insignificant level.

Facts Supporting the Finding – The FEIS/R requires additional information be provided to the FERC and the CSLC to allow the evaluation of cleaning chemicals selected for use, their storage, use, and disposal; and the collection and disposal of all other wastes accumulated during the cleaning of the pipe.

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Impact: WATER 2 – Groundwater

Vehicle refueling and storage of fuel, oil, and other fluids could potentially contaminate groundwater by exceeding Federal, state, and Tribal water quality standards or water quality objectives.

Mitigation Measure

WATER/mm-2 - QST prepared its Hazardous Material Management and Spill Prevention and Countermeasure Plan (HMMSPC Plan) to assemble preventative and mitigative measures that would be used to avoid or minimize the potential impact of a hazardous material spill on groundwater quality. QST's HMMSPC Plan includes:

- *fueling restrictions;*
- *designation of storage, refueling, staging, and lubrication locations prior to construction;*
- *notification procedures;*
- *cleanup and disposal actions;*
- *typical fuel, lubricants, and other hazardous materials that may be used or stored in designated areas; and*
- *the types of containers that would be used for storage.*

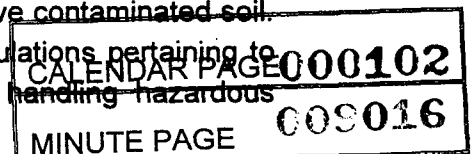
Residual Impacts – Implementation of the above mitigation measure would reduce the impact to a less than significant level.

Alternative Discussion – No alternatives suggested.

Cumulative Discussion – The impact is not expected to contribute to cumulative impact.

Finding – Mitigation measures and features incorporated into the proposed project will reduce the significant environmental effect as identified in the FEIS/R to an insignificant level.

Facts Supporting the Finding – QST has already prepared a HMMSPC Plan (FEIS/R appendix C-2) to minimize the potential impact of a hazardous material spill that could adversely affect groundwater quality. Additionally, QST has agreed to prohibit refueling activities and storage of hazardous materials within at least a 200-foot radius of all private wells and within a 400-foot radius of all municipal or community supply wells. Specifically, QST's HMMSPC Plan identifies procedures to minimize the chances of a spill and, if a spill occurs, identifies techniques to contain and remove contaminated soil. This plan is intended to comply with and complement existing regulations pertaining to the safe use of hazardous materials. Persons responsible for handling hazardous



materials for this project will be trained in the proper use and management of the materials and will be familiar with applicable laws, procedures, and best management practices related to them.

Impact: WATER 3 – Groundwater

Water supply wells in proximity to pipeline construction activities could potentially be damaged by construction or contaminated by fuels or other hazardous materials used during construction.

Mitigation Measure

WATER/mm-3 - Prior to construction, QST would submit the location by MP of all wells and springs within 150 feet of all construction work areas. For each, QST would

- *conduct pre- and post-construction water quality and yield testing of wells used for drinking water within 150 feet of the construction work areas;*
- *communicate with the nearby well owners to determine changes in yield and discoloration during construction;*
- *provide a temporary potable water supply to well owners whose supply was adversely affected by construction; and*
- *repair or, if necessary, replace any municipal or domestic wells located within 150 feet of construction areas that are damaged by construction. See FEIS/R section 5.3.1.2.*

WATER/mm-4 - QST would prepare a HMMSPC Plan to assemble preventative and mitigative measures that would be used to avoid or minimize the potential impact of a hazardous material spill on groundwater quality.. In particular, the plan would prohibit refueling activities and storage of hazardous materials within at least a 200-foot radius of all private wells and within a 400-foot radius of all municipal or community supply wells. If a spill occurs, the HMMSPC identifies techniques to contain and remove contaminated soil.

Residual Impacts – Implementation of the above mitigation measure would reduce the impact to a less than significant level.

Alternative Discussion – No alternative is suggested.

Cumulative Discussion – The impact would be location-specific and not expected to contribute to cumulative impact.

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Finding – Mitigation measures and features incorporated into the proposed project will reduce the significant environmental effect as identified in the FEIS/R to an insignificant level.

Facts Supporting the Finding – QST has preliminarily identified 24 water supply wells that may be within 150 feet of the construction work areas; additional field surveys would be needed to determine exactly how many wells are located within this distance and the wells' uses. QST will conduct pre- and post-construction water quality and yield testing of wells used for drinking water within 150 feet of the construction work areas. QST will communicate with the nearby well owners to determine changes in yield and discoloration during construction. Additionally, QST will provide a temporary potable water supply to well owners whose supply was adversely affected by construction. QST will repair or, if necessary, replace any municipal or domestic wells located within 150 feet of construction areas that are damaged by construction.

QST has already prepared a HMMSPC Plan. Implementation of QST-prepared plans (with recommended additions) for containing and cleaning waste liquids from the pipeline conversion process, for preventing hazardous material spills near sensitive groundwater sources, and for identifying and protecting domestic and municipal wells in the vicinity of construction areas would ensure that any degradation of the volume and quality of groundwater would be less than significant.

Specifically, QST's HMMSPC Plan identifies procedures to minimize the chances of a spill and, if a spill occurs, identifies techniques to contain and remove contaminated soil. This plan is intended to comply with and complement existing regulations pertaining to the safe use of hazardous materials. Persons responsible for handling hazardous materials for this project will be trained in the proper use and management of the materials and will be familiar with applicable laws, procedures, and best management practices related to them.

Impact: WATER 4 – Surface Water

Vehicle refueling and storage of fuel, oil, and other hazardous materials or fluids could potentially contaminate surface water by exceeding Federally, state, or Tribal water quality standards or water quality objectives.

Mitigation Measure

WATER/mm-5 - QST would prepare a HMMSPC Plan to assemble preventative and mitigative measures that would be used to avoid or minimize the potential

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impact of a hazardous material spill on groundwater quality. The HMMSPC Plan would include:

- *fueling restrictions;*
 - *designation of storage, refueling, staging, and lubrication locations prior to construction;*
 - *notification procedures;*
 - *cleanup and disposal actions;*
 - *typical fuel, lubricants, and other hazardous materials that may be used or stored in designated areas; and*
- the types of containers that would be used for storage.*

WATER/mm-6 - QST would prepare a HMMSPC Plan which identifies procedures to minimize the chances of a hazardous material spill. In particular, the HMMSPC Plan would prohibit refueling activities and storage of hazardous materials within 100 feet of any stream or wetland.

Residual Impacts – Implementation of the above mitigation measure would reduce the impact to a less than significant level.

Alternative Discussion – No alternatives are suggested.

Cumulative Discussion – The impact would be location-specific and not expected to contribute to cumulative impact.

Finding – Mitigation measures and features incorporated into the proposed project will reduce the significant environmental effect as identified in the FEIS/R to an insignificant level.

Facts Supporting the Finding – The locations of streams and wetlands have been identified in the FEIS/R. QST has already prepared a HMMSPC Plan. Implementation of QST-prepared plans (with recommended additions) for containing and cleaning waste liquids from the pipeline conversion process and for preventing hazardous material spills near sensitive water sources would ensure that any degradation of the quality of surface water would be less than significant.

Specifically, QST's HMMSPC Plan identifies procedures to minimize the chances of a spill and, if a spill occurs, identifies techniques to contain and remove contaminated soil. This plan is intended to comply with and complement existing regulations pertaining to the safe use of hazardous materials. Persons responsible for handling hazardous materials for this project will be trained in the proper use and management of the materials and will be familiar with applicable laws, procedures, and best management practices related to them.

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Impact: WATER 5 – Surface Water

Construction would cause localized disturbances of the streambanks and to any existing riparian vegetation.

Mitigation Measure

WATER/mm-7 - Prior to ROW revegetation, erosion would be controlled as described in the FERC Plan and the FERC's Wetland and Waterbody Construction and Mitigation Procedures (FERC Procedures). See FEIS/R appendix B in the FEIS/R.

WATER/mm-8 - Prior to construction, QST would develop, in consultation with appropriate Federal, state (including CDFG), and Tribal land managing agencies, a site-specific plan for revegetating any woody riparian areas disturbed by construction and file this plan with the Secretary for review. Plan implementation would only proceed with the written approval of the Director of OEP. This plan would:

- include measures to avoid the removal of any trees located within areas of disturbance;*
- include measures to avoid or minimize the construction ROW width in woody riparian areas to the maximum extent practicable;*
- include site-specific measures to revegetate any riparian area disturbed during construction to preconstruction condition, including species of similar type, diversity, and density; and*
- prohibit construction staging from disturbing woody riparian areas.*

Prior to construction, QST would consult with Federal, Tribal, and state land management agencies (and the NRCS on private lands) to develop:

- site-specific agreements to eliminate or minimize the extent and frequency of woody vegetation management efforts on the permanent ROW, and*
- a weed management program that identifies the control measures to be used, the frequency of inspections, and the criteria for measuring weed control success.*

In addition, QST would file and obtain approval of the plans from the Director of OEP, the CSLC, and other land management agencies consulted before plan implementation.

Residual Impacts – Implementation of the above mitigation measure would reduce the impact to a less than significant level.

Alternative Discussion – No alternatives are suggested.

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Cumulative Discussion – Any impacts would be location-specific and not expected to contribute to cumulative impact.

Finding – Mitigation measures and features incorporated into the proposed project will reduce the significant environmental effect as identified in the FEIS/R to an insignificant level.

Facts Supporting the Finding – Approximately 41.5 acres of vegetation within or adjacent to 89 waterbodies or dry washes in California would be disturbed as a result of the Cabazon Reroute, pipeline replacements, and excavation sites. Construction in California washes would result in temporary disturbance to 3.5 acres (bank-to-bank width). These disturbances represent very small discrete areas (generally less than 0.1 acre or less). After considering these disturbances in the context of the available habitat, and the implementation of measures to protect, as well as recover riparian and desert wash habitat over the shortest possible time, it was concluded that long-term effects (greater than 5 years) on riparian vegetation would be less than significant.

d. Vegetation, Wildlife, and Fisheries

Impact: VEG 1 – Vegetation

Ground-disturbing construction activities would result in impacts on vegetative communities.

Mitigation Measure

VEG/mm-1 - In general, impacts to vegetation would be considered temporary (less than 3 to 5 years) because post-construction recovery is expected to occur as a result of implementing erosion control, revegetation and maintenance, and weed control procedures as discussed in QST's Soils Resource Management Plan and the FERC Plan and Procedures, which QST has adopted. QST would use native seed mixtures to revegetate all disturbed areas and would consult with the BLM and the NRCS and other county and state regulatory agencies, as appropriate, to determine seed mixtures, application rates, and optimal seeding periods. The removal of woody shrubs in unique communities such as riparian, wetlands, and California washes would be considered long-term impacts (greater than 5 years). The same mitigation measures would be applicable to these areas.

Residual Impacts – Implementation of the above mitigation measure would reduce the impact to a less than significant level.

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Alternative Discussion – No alternatives are suggested.

Cumulative Discussion – Impacts would be location-specific and not expected to contribute to cumulative impact.

Finding – Mitigation measures and features incorporated into the proposed project will reduce the significant environmental effect as identified in the FEIS/R to an insignificant level.

Facts Supporting the Finding – The success of reestablishing vegetation on the areas disturbed by construction depends upon factors such as soil fertility, drought conditions, fine textures, wetness, salinity or alkalinity, depth, pH, and permeability of subsoils. In general, most of the construction areas contain soils that would allow vegetation to be reestablished. Implementation of the QST-prepared soil management plans would ensure that reductions in soil productivity for agricultural and wildlife habitat uses from disturbed areas of the construction ROW would be less than significant.

Impact: VEG 2 – Woody Riparian Vegetation

The removal of trees or other woody vegetation in riparian communities and along dry washes would represent potential long-term direct impacts.

Mitigation Measure

VEG/mm-2 - Prior to construction, QST would develop, in consultation with appropriate Federal, state (including CDFG), and Tribal land managing agencies, a site-specific plan for revegetating any woody riparian areas disturbed by construction and file this plan with the Secretary for review. Plan implementation would only proceed with the written approval of the Director of OEP. This plan would:

- include measures to avoid the removal of any trees located within areas of disturbance;*
- include measures to avoid or minimize the construction ROW width in woody riparian areas to the maximum extent practicable;*
- include site-specific measures to revegetate any riparian area disturbed during construction to preconstruction condition, including species of similar type, diversity, and density; and*
- prohibit construction staging from disturbing woody riparian areas.*

Residual Impacts – Implementation of the above mitigation measures would reduce the impact to a less than significant level.

re would reduce the CALENDAR PAGE	000108
MINUTE PAGE	009022

Alternative Discussion – No alternatives were suggested.

Cumulative Discussion – Impacts would be location-specific and not expected to contribute to cumulative impact.

Finding – Mitigation measures and features incorporated into the proposed project will reduce the significant environmental effect as identified in the FEIS/R to an insignificant level.

Facts Supporting the Finding – Approximately 41.5 acres of vegetation within or adjacent to 89 waterbodies or dry washes in California would be disturbed as a result of the Cabazon Reroute, pipeline replacements, and excavation sites. Construction in California washes would result in temporary disturbance to 3.5 acres (bank-to-bank width). These disturbances represent very small discrete areas (generally less than 0.1 acre or less). After considering these disturbances in the context of the available habitat, and the implementation of measures to protect, as well as recover riparian and desert wash habitat over the shortest possible time, it was concluded that long-term effects (greater than 5 years) on riparian vegetation would be less than significant.

Impact: VEG 3 – Woody Vegetation Maintenance

Pipeline operations and maintenance activities, including the removal of woody vegetation and control of noxious weeds within the ROW, would result in vegetation community disturbance.

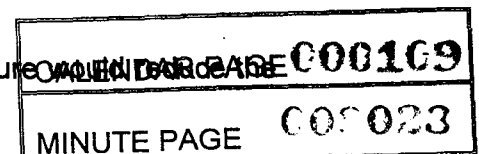
Mitigation Measure

VEG/mm-3 - Prior to construction, QST would consult with Federal, Tribal, and state land management agencies (and the NRCS on private lands) to develop:

- *site-specific agreements to eliminate or minimize the extent and frequency of woody vegetation management efforts on the permanent ROW, and*
- *a weed management program that identifies the control measures to be used, the frequency of inspections, and the criteria for measuring weed control success.*

In addition, QST would file and obtain approval of the plans from the Director of OEP, the CSLC, and other land management agencies consulted before plan implementation.

Residual Impacts – Implementation of the above mitigation measures would result in a less than significant impact to a less than significant level.



Alternative Discussion – No alternative were suggested.

Cumulative Discussion – Impacts would be location-specific and not expected to contribute to cumulative impact.

Finding – Mitigation measures and features incorporated into the proposed project will reduce the significant environmental effect as identified in the FEIS/R to an insignificant level.

Facts Supporting the Finding – Pipeline operation and maintenance activities would result in minor and local vegetation community disturbance (crushing during equipment movement, removal during excavation). To aid aerial inspection, QST proposes as a general measure to remove woody vegetation within a 50-foot width of the ROW. QST also proposes to implement a weed control and maintenance plan to control and prevent the establishment and spread of noxious weeds along the ROW. The methods to control woody vegetation, the maintenance of existing wildlife habitat values, and the methods for controlling noxious weeds will vary depending upon landowner and managing agency preferences. Implementation of construction ROW rehabilitation and weed control measures contained in the QST Soils Resource Management Plan, the FERC Procedures (and additional recommendations) for upland and riparian vegetation would yield vegetation composition and productivity changes that would be less than significant.

Impact: VEG 4 – Wetland and Riparian Vegetation

The loss of vegetation in wetlands and riparian areas could indirectly affect wildlife species by reducing cover, food sources, nest sites, and other biological requirements.

Mitigation Measure

VEG/mm-4 - Additionally, mitigation for impacts to streambeds in California would be provided by implementation of FERC's Plan and Procedures and a Lake and Streambed Alteration Agreement with CDFG.

Residual Impacts – Implementation of the above mitigation measure would reduce the impact to a less than significant level.

Alternative Discussion – No alternatives were suggested.

CALENDAR PAGE	006110
MINUTE PAGE	009024

Cumulative Discussion – Impacts would be location-specific and not expected to contribute to cumulative impact.

Finding – Mitigation measures and features incorporated into the proposed project will reduce the significant environmental effect as identified in the FEIS/R to an insignificant level.

Facts Supporting the Finding – Approximately 41.5 acres of vegetation within or adjacent to 89 waterbodies or dry washes in California would be disturbed as a result of the Cabazon Reroute, pipeline replacements, and excavation sites. Construction in California washes would result in temporary disturbance to 3.5 acres (bank-to-bank width). These disturbances represent very small discrete areas (generally less than 0.1 acre or less). After considering these disturbances in the context of the available habitat, and the implementation of measures to protect, as well as recover riparian and desert wash habitat over the shortest possible time, it was concluded that long-term effects (greater than 5 years) on riparian vegetation would be less than significant.

Impact: VEG 5 – Vegetation Management

Long-term vegetation management on the ROW could result in impact on soils and wildlife.

Mitigation Measure

VEG/mm-5 - Prior to construction, QST would consult with Federal, Tribal, and state land management agencies (and the NRCS on private lands) to develop:

- *site-specific agreements to eliminate or minimize the extent and frequency of woody vegetation management efforts on the permanent ROW, and*
- *a weed management program that identifies the control measures to be used, the frequency of inspections, and the criteria for measuring weed control success.*

In addition, QST would file and obtain approval of the plans from the Director of OEP, the CSLC, and other land management agencies consulted before plan implementation.

Residual Impacts – Implementation of the above mitigation measure would reduce the impact to a less than significant level.

Alternative Discussion – No alternatives were suggested.

CALENDAR PAGE	00C111
MINUTE PAGE	009025

Cumulative Discussion – Impacts would be location-specific and not expected to contribute to cumulative impact.

Finding – Mitigation measures and features incorporated into the proposed project will reduce the significant environmental effect as identified in the FEIS/R to an insignificant level.

Facts Supporting the Finding – Approximately 41.5 acres of vegetation within or adjacent to 89 waterbodies or dry washes in California would be disturbed as a result of the Cabazon Reroute, pipeline replacements, and excavation sites. Construction in California washes would result in temporary disturbance to 3.5 acres (bank-to-bank width). These disturbances represent very small discrete areas (generally less than 0.1 acre or less). After considering these disturbances in the context of the available habitat, and the implementation of measures to protect, as well as recover riparian and desert wash habitat over the shortest possible time, it was concluded that long-term effects (greater than 5 years) on riparian vegetation would be less than significant.

e. Threatened, Endangered, and Special Status Species

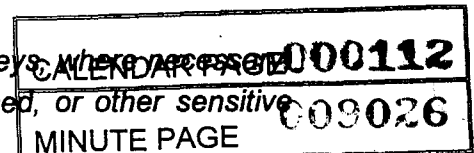
Impact: T & E 1 – Threatened or Endangered Species

Construction activities could result in temporary disturbance to habitat, displacement of individuals, or other impact on special status species. A total of 39 special status species may potentially exist within California construction areas, including 17 federally listed species, 1 species proposed for Federal listing, 2 Federal candidate species, as well as state-listed species and those listed as species of concern by other agencies (see FEIS/R sections 4.5, 5.5 and appendix E). Types of impacts would be similar to those expected on plants, fish, or the appropriate wildlife group.

Mitigation Measure

T & E/mm-1 - Project-committed mitigation measures are provided by QST (see FEIS/R section 5.5.2 and appendix E-1). In addition, mitigation measures are currently being considered by the FWS as a part of the ongoing Section 7 consultation initiated by the FERC with the submittal of a Biological Assessment for species that could be affected by the proposed project.

T & E/mm-2 - QST would conduct additional and new surveys, where necessary, for the federally listed or proposed endangered, threatened, or other sensitive



species in the appropriate habitat along the facilities during the appropriate survey period(s). Surveys shall include access routes, especially where route disuse has allowed the growth off vegetative cover that could support the presence of listed species. Before initiating surveys, QST shall consult with the FWS and state agencies for appropriate survey methods and periods for each species. If facilities are not constructed within 1 year from the date of issuance of the FERC Certificate, QST shall consult with the appropriate offices of the FWS to update the species list and to determine if additional surveys are required. The survey reports and any FWS and state agency comments on the surveys and their conclusions would be filed with the Secretary. The survey reports would include the following information:

- a. name(s) and qualifications of the person(s) conducting the survey;*
- b. method(s) used to conduct the survey;*
- c. date(s) of the survey;*
- d. area surveyed (include the MPs surveyed);*
- e. an analysis of potential impacts, both beneficial and negative, that could result from the construction of the proposed project; and*
- f. proposed mitigation that would substantially minimize or avoid the potential impacts.*

In addition, QST shall not begin construction activities until:

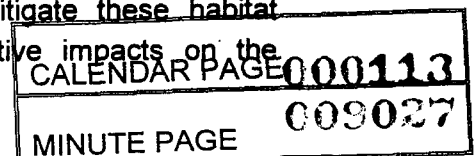
- g. the FERC staff receives survey comments from the FWS or state agencies regarding the proposed action;*
- h. the FERC staff completes formal consultation with the FWS, if necessary; and*
- i. QST has received written notification from the Director of OEP that construction or use of mitigation may begin.*

QST must receive written approval from the Director of OEP before implementing any mitigation measures.

Residual Impacts – Implementation of the above mitigation measure would reduce the impact to a less than significant level.

Alternative Discussion – No alternatives are suggested.

Cumulative Discussion – The cumulative effects of disturbance, displacement of individual animals, and habitat fragmentation could exert additional pressure on sensitive wildlife species. Even though all individual projects would mitigate these habitat disturbances with revegetation measures, the residual cumulative impacts on the



habitats of special-status species may become significant in the future as additional electrical generation and utility projects are constructed.

Finding – Mitigation measures and features incorporated into the proposed project will reduce the significant environmental effect as identified in the FEIS/R to an insignificant level.

Facts Supporting the Finding – Compared to relatively abundant species, the magnitude and duration of construction impacts could be greater for threatened and endangered species since their distribution and relative abundance is usually more limited. Habitat availability is considered to be an important limiting factor for many of the threatened and endangered species. Therefore, the loss or alteration of suitable habitat is considered in the impact analysis for the federally listed species or the species proposed of Federal listing. Potential impacts to the federally listed species, many of which are also recognized as such by California, are described in FEIS/R section 5.5.4.1 and in a separate Biological Assessment (BA) that has been prepared by the FERC and submitted to the FWS for Section 7 consultation. QST has developed and submitted a group of general mitigation measures that would be used to minimize impacts to federally listed or other sensitive species (FEIS/R appendix E-1).

Impact: T & E 2 – Threatened or Endangered Species

The project is likely to adversely affect the desert tortoise and triple-ribbed milk-vetch.

Mitigation Measure

T & E/mm-3 - QST has committed to the general mitigation measures provided in appendix E-1 of this FEIS/R. Additionally, mitigation measures and compensation for desert tortoise habitat will be outlined in the Biological Opinion (BO), which will describe reasonable and prudent measures for protecting the desert tortoise and its habitat. The FWS will also include in its BO the results of formal consultation on the triple-ribbed milk-vetch.

T & E/mm-4 - Prior to construction, QST would resurvey the excavation site at MP 109, including the access route, for the occurrence of the triple-ribbed milk-vetch according to FWS and CDFG guidelines, and obtain a Consistency Determination under Section 2080.1 of the California Fish and Game Code.

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T & E/mm-5 - QST would obtain a Consistency Determination under Section 2080.1 of the California Fish and Game Code for the desert tortoise (Mojave population) prior to construction.

Residual Impacts – Implementation of the above mitigation measure would reduce the impact to a less than significant level.

Alternative Discussion – No alternative is suggested.

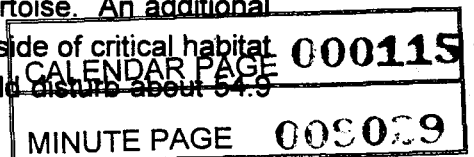
Cumulative Discussion – The cumulative effects of disturbance, displacement of individual animals, and habitat fragmentation could exert additional pressure on sensitive wildlife species. Even though all individual projects would mitigate these habitat disturbances with revegetation measures, the residual cumulative impacts on the habitats of special-status species may become significant in the future as additional electrical generation and utility projects are constructed.

Finding – Mitigation measures and features incorporated into the proposed project will reduce the significant environmental effect as identified in the FEIS/R to an insignificant level.

Facts Supporting the Finding – Potential impacts to milk-vetch species would involve disturbance to potential habitat from construction activities. Previous surveys of proposed construction areas in California except the excavation sites revealed no individual plants or populations. However, records exist for triple-ribbed milk-vetch within several miles of the Cabazon Reroute and some excavation sites (e.g., within Morongo Canyon).

QST conducted surveys for milk-vetch species in March 2000 for five excavation sites within possible habitat (MPs 98.32, 98.89, 103.81, 105.82, and 109.72). Three triple-ribbed milk-vetch were observed within 10 feet of the access road to the central part of the Big Morongo Canyon. However, this species was not observed at any of the pipeline locations slated for project work. On April 12, 2000, the FERC amended its Biological Assessment (BA), previously submitted to the FWS, to include the triple-ribbed milk-vetch for formal Section 7 consultation.

Potential construction-related impacts to the desert tortoise could include direct mortalities or injuries as a result of being crushed by vehicles, movement of soil, or entrapment in burrows or in open trenches. In California, a minimum of 12 pipeline segments in the Danby-Ward Valley area and 35 excavation sites are located within the designated critical habitat for the Mojave population of the desert tortoise. An additional 30 excavation sites are located within the geographic range, but outside of critical habitat in California. Construction of project components in California would disturb about 54.9



acres of tortoise habitat, of which about 27.8 acres would be within designated critical habitat. Recent surveys and historical accounts have indicated desert tortoise in or near proposed construction areas in California (see FEIS/R appendix E, section E.2.1.3).

Key elements of mitigation for impacts on the desert tortoise would consist of monitoring and relocation of any individuals that were present within the construction areas. Numerous general mitigation measures (FEIS/R appendix E) would reduce potential adverse impacts, such as monitoring with a qualified biologist prior to and during construction activities, and identifying and protecting tortoise burrows that are present within the construction ROW. Excavation of burrow sites within construction areas would begin up to 14 days prior to initiation of surface-disturbing activities. When tortoises are active, however, a final check for the presence of tortoises would be completed at a minimum of 24 hours prior to the onset of work. Handling tortoises for relocation would be completed by a qualified biologist, as required by the FWS. With the submittal of the BA, the FERC has entered formal Section 7 consultation with the FWS on the desert tortoise (Mojave population).

Impact: T & E 3 – Threatened or Endangered Species

Construction in or near southwestern willow flycatcher habitat during the breeding season could impact nesting birds.

Mitigation Measure

T & E/mm-6 - QST would avoid construction at the Beaumont Compressor Station, and all other locations with potential habitat where birds are present during surveys, during the breeding season (May 1 through August 15).

T & E/mm-7 - If construction must occur during the breeding season, QST would conduct surveys according to FWS protocol, prior to construction. If no southwestern willow flycatchers are present at a site, construction could proceed. If the species is present, QST would suspend construction at the site(s) until after the breeding season or until the FERC staff reinitiates and completes consultation with the FWS.

T & E/mm-8 - Project-committed mitigation measures are provided by QST (see FEIS/R section 5.5.2 and appendix E-1). In addition, mitigation measures are currently being considered by the FWS as a part of the ongoing Section 7 consultation initiated by the FERC with the submittal of a Biological Assessment for species that could be affected by the proposed project.

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T & E/mm-9 - Additional surveys may be required, as discussed in T & E 1/mm2.

Residual Impacts – Implementation of the above mitigation measure would reduce the impact to a less than significant level.

Alternative Discussion – No alternative is suggested.

Cumulative Discussion – The cumulative effects of disturbance, displacement of individual animals, and habitat fragmentation could exert additional pressure on sensitive wildlife species. Even though all individual projects would mitigate these habitat disturbances with revegetation measures, the residual cumulative impacts on the habitats of special-status species may become significant in the future as additional electrical generation and utility projects are constructed.

Finding – Mitigation measures and features incorporated into the proposed project will reduce the significant environmental effect as identified in the FEIS/R to an insignificant level.

Facts Supporting the Finding – In California, potential habitat for the southwestern willow flycatcher is present in riparian areas near the Beaumont Compressor Station and excavation sites at MPs 109.7 and 124.8. Surveys at the sites in California did not reveal the presence of this species.

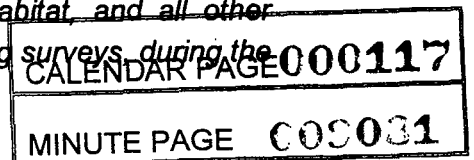
Potential impacts to the southwestern willow flycatcher would include loss of potential habitat and noise disturbance. If breeding birds were present at the sites in California during construction, birds could be displaced due to noise and human activities. These impacts could include the disruption of breeding activities for one season, which would affect the annual production for the disrupted breeding pair(s). This impact would occur only if construction occurred at these locations during May through August.

Impact: T & E 4 – Threatened or Endangered Species

Construction in or near coastal California gnatcatcher habitat during the breeding season could impact nesting birds.

Mitigation Measure

T & E/mm-10 - QST would avoid construction at the Beaumont Compressor Station and excavation sites within coastal sage scrub habitat, and all other locations with potential habitat where birds are present during surveys during the breeding season (February 15 through August 15).



T & E/mm-11 - QST would survey excavation sites within coastal sage scrub habitat prior to the onset of construction activity according to FWS and CDFG guidelines. In addition, QST would consult with the CDFG to determine whether mitigation is required under the CESA or other applicable regulations for disturbance to the coastal sage scrub habitat at the excavation sites.

T & E/mm-12 - If surveys indicate no coastal California gnatcatchers are present, and appropriate habitat mitigation requirements are fulfilled, construction could proceed. If this species is found in any project area, QST would suspend construction activity at the site until the FERC staff reinitiates and completes consultation with the FWS.

T & E/mm-13 - Project-committed mitigation measures are provided by QST (see section 5.5.2 and appendix E-1 of the FEIS/R). In addition, mitigation measures are currently being considered by the FWS as a part of the ongoing Section 7 consultation initiated by the FERC with the submittal of a Biological Assessment for species that could be affected by the proposed project.

T & E/mm-14 - Additional surveys may be required, as discussed in T & E 1/mm2.

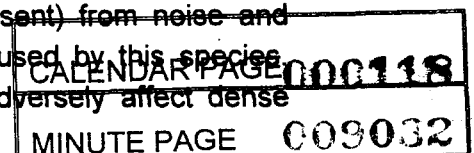
Residual Impacts – Implementation of the above mitigation measure would reduce the impact to a less than significant level.

Alternative Discussion – No alternative is suggested.

Cumulative Discussion – The cumulative effects of disturbance, displacement of individual animals, and habitat fragmentation could exert additional pressure on sensitive wildlife species. Even though all individual projects would mitigate these habitat disturbances with revegetation measures, the residual cumulative impacts on the habitats of special-status species may become significant in the future as additional electrical generation and utility projects are constructed.

Finding – Mitigation measures and features incorporated into the proposed project will reduce the significant environmental effect as identified in the FEIS/R to an insignificant level.

Facts Supporting the Finding –Potential construction-related impacts to the coastal California gnatcatcher would include disturbance to birds (if present) from noise and human presence and possible reduction in coastal sage scrub used by this species. Construction at the Beaumont Compressor Station would not adversely affect dense



scrub-type riparian habitat used by this species, because the station is located approximately 500 feet away from this habitat type. However, potential habitat is present at 16 unsurveyed excavation sites in California coastal scrub habitat between MPs 29 and 78 (see appendix A of the FEIS/R). The implementation of mitigation measures T&E/mm-10 through T&E/mm-14 would assure that impacts to the coastal California gnatcatcher are less than significant because, if coastal California gnatcatchers were found during surveys in the vicinity of any project work areas, work would not be authorized in those areas between February 15 and August 15.

Impact: T & E 5 – Threatened or Endangered Species

Construction in or near least Bell's vireo habitat during the breeding season could impact nesting and foraging birds.

Mitigation Measure

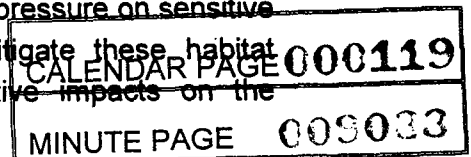
T & E/mm-15 - QST would avoid construction at the Beaumont Compressor Station and the excavation site at MP 109.72 during the breeding season (March 1 through August 15) for the least Bell's Vireo. If construction must be conducted at these sites during the breeding season, QST would survey these areas according to FWS protocol. If no least Bell's vireos are present at the site, construction could proceed, depending on the results of other required surveys. If the species is present, QST would suspend construction at the site(s) until the end of breeding season or until the FERC staff reinitiates and completes consultation with the FWS.

T & E/mm-16 - Project-committed mitigation measures are provided by QST (see section 5.5.2 and appendix E-1 of the FEIS/R). In addition, mitigation measures are currently being considered by the FWS as a part of the ongoing Section 7 consultation initiated by the FERC with the submittal of a Biological Assessment for species that could be affected by the proposed project.

Residual Impacts – Implementation of the above mitigation measure would reduce the impact to a less than significant level.

Alternative Discussion – No alternative is suggested.

Cumulative Discussion – The cumulative effects of disturbance, displacement of individual animals, and habitat fragmentation could exert additional pressure on sensitive wildlife species. Even though all individual projects would mitigate these habitat disturbances with revegetation measures, the residual cumulative impacts on the



habitats of special-status species may become significant in the future as additional electrical generation and utility projects are constructed.

Finding – Mitigation measures and features incorporated into the proposed project will reduce the significant environmental effect as identified in the FEIS/R to an insignificant level.

Facts Supporting the Finding – Potential construction impacts on the least Bell's vireo could include displacement or disturbance to birds during nesting and foraging. The Beaumont Compressor Station and the excavation site at MP 109.7 are located within an area that contains suitable habitat for this species. Construction activities at the existing compressor station would occur along a paved road, which would not affect habitat for this species. Additional riparian areas representing suitable habitat are located in Whitewater Canyon, about 4 miles east of the Cabazon Reroute. The implementation of mitigation measures T&E/mm-15 and T&E/mm-16 would assure that impacts to the least Bell's vireo are less than significant because, if least Bell's vireos were found during surveys in the vicinity of any project work areas, work would not be authorized in those areas between March 1 and August 15.

Impact: T & E 6 –Threatened or Endangered Species

The project could affect a total of 32 threatened, endangered, or sensitive species that could occur in California wash habitats (see FEIS/R section 4.5 and appendix D). Construction activities could result in disturbance of habitat, displacement of individuals, or other impact on these species.

Mitigation Measure

T & E/mm-17 - Project-committed mitigation measures are provided by QST (see section 5.5.2 and appendix E-1 of the FEIS/R). QST would obtain a California Endangered Species Act (CESA) permit if the project has the potential to result in a "take" off CESA-listed species during construction. QST would also consult with the CDFG to implement the necessary monitoring and mitigation measures to protect these species, including plants listed as rare under the Native Plant Protection Act. Additional surveys may be required, as discussed in T & E 1/mm2.

T & E/mm-18 - See conditions 28 through 36 in chapter 7.0 of the FEIS/R.

Residual Impacts – Implementation of the above mitigation measure would reduce the impact to a less than significant level.

Alternative Discussion – No alternative is suggested.

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Cumulative Discussion – The cumulative effects of disturbance, displacement of individual animals, and habitat fragmentation could exert additional pressure on sensitive wildlife species. Even though all individual projects would mitigate these habitat disturbances with revegetation measures, the residual cumulative impacts on the habitats of special-status species may become significant in the future as additional electrical generation and utility projects are constructed.

Finding – Mitigation measures and features incorporated into the proposed project will reduce the significant environmental effect as identified in the FEIS/R to an insignificant level.

Facts Supporting the Finding – Construction in California wash habitats could potentially affect seven federally listed species (Coachella Valley milk-vetch, triple-ribbed milk-vetch, coast California gnatcatcher, southwestern willow flycatcher, least Bell's vireo, desert tortoise, burrowing owl, and Coachella Valley fringe-toed lizard) and an additional 25 California-listed or sensitive species. Potential impacts to the federally listed species are described in section 5.5.2.1 of the FEIS/R and in the BA that has been prepared by the FERC and submitted to the FWS for Section 7 consultation. See tables 5-2 and D-7 of the FEIS/R.

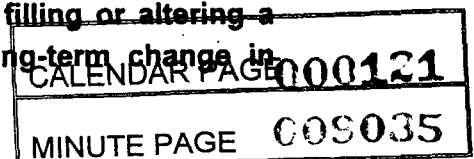
In general, construction-related impacts for a particular species would be similar to those discussed for plants, fish, or their appropriate wildlife category (i.e., birds, mammals, amphibians, or reptiles). While more detailed surveys usually are needed to confirm if amphibian, reptile, or small mammal sensitive species are present, in this instance the short-duration of construction and the relatively small area of disturbance does not warrant additional surveys for most species in these wildlife groups.

The general mitigation measures listed in FEIS/R appendix E-1 also would apply to all sensitive species. The implementation of the general mitigation measures identified in FEIS/R appendix E-1, and ongoing consultation with responsible agencies to avoid or reduce effects to individuals or habitats of these species would result in less than significant effects.

f. Wetlands

Impact: WET 1 - Wetlands

Conversion and construction of project components where wetland delineations have not been conducted could result in filling or altering a not-yet-identified wetland, which could result in a long-term change in hydrology, soils, or the composition of vegetation.



Mitigation Measure

WET/mm-1 - Prior to construction, QST would complete wetland delineations for all project components that have not yet been surveyed, including:

- a. all extra work areas, staging areas, and access roads;*
- b. all excavation sites; and*
- c. any additional areas not previously surveyed at the Mohave Valley or Morongo Valley Compressor Stations.*

QST would conduct the delineations using the current Federal methodology.

Residual Impacts – Implementation of the above mitigation measure would reduce the impact to a less than significant level.

Alternative Discussion – No alternative is suggested.

Cumulative Discussion – Impacts would be location-specific and not expected to contribute to cumulative impact.

Finding – Mitigation measures and features incorporated into the proposed project will reduce the significant environmental effect as identified in the FEIS/R to an insignificant level.

Facts Supporting the Finding – Although QST has identified and delineated the boundaries of wetlands along the majority of the proposed pipeline and compressor station work sites, it has not completed all of its surveys. Currently, conversion and construction of the proposed project components would not impact any previously identified wetlands in California.

Impact: WET 2 - Wetlands

Limiting width of ROW disturbance in wetlands during construction.

Mitigation Measure

WET/mm-2 - QST would reduce its construction ROW within wetlands to a maximum of 75 feet. If a construction ROW in excess of the 75 feet is needed, QST would submit a site-specific request, with appropriate supporting justification, for review and approval by the Director of OEP.

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Residual Impacts – Implementation of the above mitigation measure would reduce the impact to a less than significant level.

Alternative Discussion – Although adopting the FERC Procedures, several of QST's filings appear to envision a 100-foot-wide ROW in wetland areas. To date, QST has not provided sufficient justification for deviating from the requirement to reduce ROW widths in wetlands to no more than 75 feet. Nevertheless, to the extent that QST wishes to use a site-specific alternative to a particular measure in the FERC's Procedures, and the alternative provides equivalent or better protection to wetland or waterbody resources, the FERC staff would consider QST's proposal. Alternative measures which meet the equivalent-or-better-protection goal of the Procedures are acted on wither during the environmental analysis (by way of the FERC Certificate), or later by review and written approval of FERC's Director of OEP.

Cumulative Discussion – To date, no wetlands associated with construction locations have been identified in California. If any wetlands were identified, impacts would be location-specific and not expected to contribute to cumulative impact.

Finding – Implementation of the FERC Procedures and mitigation measures would reduce the construction disturbance effects on wetlands to a less than significant level by preventing permanent fills, and alterations in functions that would change wetlands hydrology, soils, and vegetation composition over the long-term.

Facts Supporting the Finding – Construction through any wetlands would comply, at a minimum, with nationwide Section 404 permit conditions. QST expects to use Nationwide Permit 12 under Section 404 of the CWA. In addition, QST would apply for any appropriate state-issued wetland-crossing permits and obtain Section 401 water quality certifications or waivers.

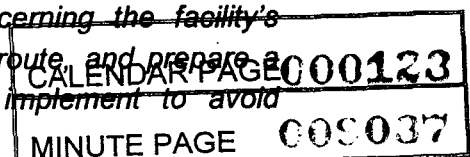
g. Land Use

Impact: LAND 1 – Land Use Conflict

A new railroad spur proposed by a truss manufacturing company may conflict with the proposed Cabazon Reroute.

Mitigation Measure

LAND/mm-1 - QST would continue consultations with the owners of the planned truss manufacturing facility in Cabazon, California, concerning the facility's proposed railroad spur and alignment of the Cabazon Reroute, and prepare a plan outlining measures which both parties agree to implement to avoid



construction conflicts between the railroad spur and the pipeline, and to limit overall construction impact.

QST shall file this plan with the Secretary and provide copies of any pertinent correspondence with the truss manufacturing facility regarding additional consultations/plan preparation.

Residual Impacts – Implementation of the above mitigation measure would reduce the impact to a less than significant level.

Alternative Discussion – No alternative is suggested.

Cumulative Discussion – Impacts would be location-specific and not expected to contribute to cumulative impact.

Finding – Mitigation measures and features incorporated into the proposed project will reduce the significant environmental effect as identified in the FEIS/R to an insignificant level.

Facts Supporting the Finding – As the result with consultations with local governments and public scoping for the FEIS/R, a potential conflict with a new railroad spur proposed by a truss manufacturing company was identified in the area of the proposed Cabazon Reroute. This concern was brought to QST's attention during scoping. QST has included consideration of this railroad spur in its pipeline design plans. To date, QST has met with representatives of the manufacturing facility and intends to coordinate pipeline design and location in the vicinity of the manufacturing facility with the facility's owner.

Impact: LAND 2 – Residential Construction

Approximately 210 residences in California would be within 50 feet of construction work areas, which could result in property damage, construction-related hazards, and other inconveniences to residents.

Mitigation Measure - The mitigation measures recommended in the July 2000 FEIS/R are given as follows:

LAND/mm-2 - Prior to construction, QST would prepare a Residential Construction Plan (RCP) for residences that are within 50 feet of the construction area. ~~In addition to site~~

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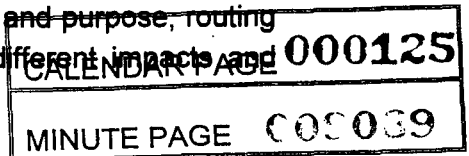
specific measures designed to reduce impact and inconvenience to affected residents, the RCP would include the following minimum features. QST would:

1. not remove mature trees and landscaping within the edge of the construction work area, unless necessary for safe operation of construction equipment;
2. immediately after backfilling the trench, restore all lawn areas and landscaping within the construction work area consistent with the requirements of the FERC's Plan;
3. fence the edge of the construction area adjacent to the residence for a distance of 100 feet on either side of the residence to ensure that construction equipment and materials, including the spoil pile, remain within the construction work area;
4. try to maintain a minimum distance of 25 feet between the residence and the edge of the construction work area; and
5. submit a site-specific plan with the FERC for review and written approval of the Director of OEP for any residence (or group of residences within reasonable proximity to one another) closer than 25 feet to the construction work area. The plan would include:
 - a. a description of construction techniques to be used (such as pipeline separation, centerline adjustment, use of a stove-pipe or drag-section techniques, working over existing pipelines, pipeline crossover, bore, etc.) and a dimensioned site plan that shows:
 1. the location of the residence in relation to the new pipeline and, where appropriate, the existing pipelines;
 2. the edge of the construction work area;
 3. the edge of the new permanent ROW; and
 4. other nearby residences, structures, roads, or waterbodies.
 - b. a description of how QST would ensure the trench is not excavated until the pipe is ready for installation and the trench is backfilled immediately after pipe installation;
 - c. evidence of landowner concurrence if the construction work area and fencing would be located within 10 feet of the residence; and
 - d. a description of landowner/occupant notification procedures.

The RCP should be filed with the FERC for review and written approval of the Director of OEP before construction begins.

Residual Impacts – Implementation of the above mitigation measure would reduce the impact to a less than significant level.

Alternative Discussion – Route variations were evaluated to reduce impacts on site-specific resources (e.g., residences) and to resolve localized issues (e.g., landowner requests). Most of the replacements proposed by QST are extremely short segments of pipe, on the order of 100 feet long. Because of their limited scope and purpose, routing variations for the replacements would not result in significantly different impacts and were therefore not developed.



Each of the proposed Corona Realignments, which occur in residential areas, are approximately 105 feet long. These realignments are proposed to facilitate QST's inspection and maintenance of the pipeline with minimal disruption to the residents. It would not be practical to relocate such short segments any farther from the existing ROW than absolutely necessary to avoid the encroaching structures. Thus, these segments would be constructed only 5 to 10 feet away from the existing pipeline alignment. No variations to the proposed routing of these realignments were examined.

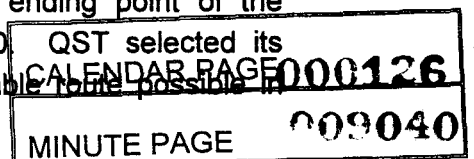
QST proposes two reroutes: about 0.8 mile at the City of Orange and about 8.5 miles at Cabazon. In the City of Orange, residential structures have severely encroached on QST's existing ROW, and alternatives to the proposed reroute are limited by the density of development. Inspections revealed no better alternative to, or variation of, QST's proposed reroute within Orange-Olive Road and Lincoln Avenue. As a result, no variation to the City of Orange Reroute was developed.

Route variations were considered for the Del Amo Extension. On the extreme western end of the system, three main routes were initially examined between the existing Line 90 and the ARCO Watson Refinery. These routes involved various combinations of existing streets, utility corridors, and railroad corridors. Routes that included segments of Alameda Street were eliminated because the Alameda corridor is considered full of utilities and closed to further construction. A preliminary route was selected using Wilmington Street, which QST later learned was unable to accommodate another pipeline. Other routes considered would have involved a directional drill of the Los Angeles River, and resulted in substantial excavation disturbances associated with bore pits and soil storage. For these reasons, the route variations which QST considered during development of its proposed Del Amo Extension were eliminated from further consideration in our analysis. The preliminary route was subsequently modified to include Santa Fe Avenue and the Wardlow-223rd Street corridor, and became QST's initially proposed Del Amo Extension (hereinafter referred to as the Railroad Variation).

Cumulative Discussion – Impacts would be location-specific and not expected to contribute to cumulative impact.

Finding – Mitigation measures and features incorporated into the proposed project will reduce the significant environmental effect as identified in the FEIS/R to an insignificant level.

Facts Supporting the Finding – It is not possible to avoid a level of impact on residential and commercial areas, because the beginning and ending point of the pipeline extension are fixed by the ARCO refinery and Line 90. QST selected its proposed alignment to be the shortest, most direct, and practicable route possible in



order to reduce impacts to residential and commercial areas, but would simply shift impact elsewhere. Additionally, other routes would likely be longer, increasing the number of residences and businesses affected.

During public scoping, citizen and agency commentors expressed public safety concerns about QST's proposal to install a pipeline on the Long Beach Boulevard railroad trestle and along the railroad ROW between the trestle and the Los Angeles River crossing, as well as construction impacts on residential areas and residential access (primarily the Sleepy Hollow neighborhood, immediately east of the river and south of the railroad ROW). As a consequence, QST revised its proposal to avoid the Long Beach trestle and railroad ROW by continuing westward along Del Amo Boulevard to the Los Angeles River, then southwards along the east side of the river (within the Los Angeles River Floodplain Corridor) to rejoin its initially proposed route.

Impact LAND 3 – Business access during construction

Construction of the Del Amo Extension could create access problems to the Mitsui-Soko (U.S.A.) Inc. warehouse and distribution business (as well as other businesses and residences on the cul-de-sac portion of Dominguez Street) in Carson, California.

Mitigation Measure

LAND/mm-3 - Prior to construction, QST would consult with Mitsui-Soko to develop a plan that specifically defines the construction areas, expected construction duration, and how construction access along Dominguez Street to the Mitsui-Soko facility (and other businesses and residences) would be maintained during construction.

Residual Impacts – Implementation of the above mitigation measure would reduce the impact to a less than significant level.

Alternative Discussion – Because the beginning and ending point of the pipeline extension are fixed by the ARCO refinery and Line 90, it is not possible to avoid a level of impact on residential and commercial areas. However, because 1) Dominguez Street is a cul-de-sac and is the only way the this business can be accessed; 2) even a minor length of time could affect the viability of this business; and 3) QST has not specifically responded to this letter or proposed specific measures to avoid or minimize access problems at this location, we believe that there remains cause for concern.

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Cumulative Discussion – Impacts would be location-specific and not expected to contribute to cumulative impact.

Finding – Mitigation measures and features incorporated into the proposed project will reduce the significant environmental effect as identified in the FEIS/R to an insignificant level.

Facts Supporting the Finding – Some commercial/industrial land would be affected by construction of the pipeline and aboveground facilities. These activities could cause disruption, inconvenience, loss of potential revenues, and permanent or long-term impact as a result of the limitation of some future uses of the operational ROW. Temporary impacts would be minimized either by providing access across the construction ROW during construction or by timing construction activities to avoid normal peak business periods.

Impact: LAND 4 – Historic Land Use Concerns

The proximity of Del Amo Extension construction (between approximate MPs DA 5.0 and DA 5.5) and excavation site 2 construction (MP 5.85) to closed landfills in Carson, California, results in concern that there could be methane gas in the trench, which may be explosive or flammable and construction activities could result in an explosion or fire.

Mitigation Measure

LAND/mm-4 - During construction in these areas, QST would employ the use of appropriate equipment to detect explosive/flammable conditions in the trench during construction between MPs DA 5.0 and 5.5 of the Del Amo Extension and during all activities at excavation site 2 (MP 5.85). If explosive or flammable levels of methane (>10% of the lower explosive limit [LEL]) or any other gas/vapor are detected, work would cease immediately, and appropriate measures implemented to assure safe working conditions. These measures could include a passive technique, such as waiting until the gas concentrations drop below 10% of the LEL, or an active technique, such as introducing large fans into the trench to dissipate the gas/vapor to acceptable levels.

Residual Impacts – Implementation of the above mitigation measure would reduce the impact to a less than significant level.

Alternative Discussion – No alternative is suggested.

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Cumulative Discussion – Impact would be location-specific and not expected to contribute to cumulative impact.

Finding – Mitigation measures and features incorporated into the proposed project will reduce the significant environmental effect as identified in the FEIS/R to an insignificant level.

Facts Supporting the Finding – Comments were received from the County of Los Angeles regarding the possibility of encountering methane gas in the soil during construction of the Del Amo Extension and at excavation site 2. Because this could create a danger of explosion or fire during construction, mitigation measures described above were recommended.

h. Cultural Resources

Impact: CUL 1 – Cultural Resources

During construction, significant cultural resources could be destroyed or damaged, have their character or settings changed, or their integrity diminished as described in FEIS/R section 5.9.1.

Mitigation Measure

CUL/mm-1 - FERC would ensure that QST defer construction, conversion, replacement, removal, modification, and use of facilities; staging, storage, and temporary work areas; and new or to-be-improved access roads in any given area until:

- 1.QST files with the FERC Secretary all remaining cultural resources survey and evaluation reports, any other appropriate studies (such as Traditional Cultural Properties [TCP] studies), and any required avoidance or treatment plans;*
- 2.QST submits the comments of the State Historic Preservation Office(s) (SHPOs), affected Federal and/or state land managing agencies, as appropriate, and other interested parties, as applicable, on all reports, studies, and plans; and*
- 3.FERC's Director of OEP reviews and approves all cultural resources reports, studies, and plans, and notifies QST in writing that construction may proceed.*

All material filed with the FERC containing location, character, and ownership information about cultural resources must have the cover and any relevant pages therein clearly labeled in bold lettering: "CONTAINS PRIVILEGED INFORMATION - DO NOT RELEASE."

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Residual Impacts – Implementation of the above mitigation measure would reduce the impact to a less than significant level.

Alternative Discussion – No alternative is suggested.

Cumulative Discussion – Impact(s) would be location-specific and not expected to contribute to cumulative impact.

Finding – Mitigation measures and features incorporated into the proposed project will reduce the significant environmental effect as identified in the FEIS/R to an insignificant level.

Facts Supporting the Finding – Section 106 of the National Historic Preservation Act (NHPA), as amended, requires the FERC to take into account the effects of its undertakings on properties on, or eligible for listing in, the National Register of Historic Places and to afford the Advisory Committee on Historic Preservation (ACHP) an opportunity to comment. The FERC has requested that QST, as a non-Federal party, assist in meeting the FERC's obligations under Section 106 by preparing the necessary information and analyses as required by ACHP procedures at 36 CFR 800.

To date, QST has identified a total of 69 prehistoric and historic resources within the surveyed area of the entire proposed route, including 22 sites (two of which contain a TCP component) and 47 isolates. QST has recommended 13 additional prehistoric and historic sites (including two TCPs) as "potentially eligible." To date, California SHPOs and the California Desert District BLM office have both reviewed and commented on the surveys. The California Desert District BLM requested minor revisions and indicated that, in their opinion, Site 1-1 did not merit recordation and evaluation as an archaeological site. The Fort Mojave Indian Tribe had questions and requested additional information and studies. The California SHPO indicated that it would defer comment until receiving a finding from the FERC. QST had recently submitted an addendum report for California to the FERC, the California SHPO, and the BLM. This report is currently under review.

The FERC will ensure that QST complete the inventory and evaluation of all appropriate portions of the project, including ancillary areas in compliance with Section 106. If the proposed project would adversely affect historic properties, the FERC would require QST to prepare and implement treatment plan(s) which provide for the mitigation of adverse effects. The treatment plan(s) would require review and approval by the FERC, the affected SHPO(s), and Federal and/or state land managing agencies, prior to implementation. Implementation of the treatment plan(s) would occur only after the FERC certification of the proposed project, and would be completed before construction of that portion of the project were to begin.

before construction CALENDAR PAGE	000130
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Compliance with Section 106 of the NHPA (National Historic Preservation Act) is not complete for the project. The FERC will ensure that the appropriate consultations under Section 106 of the NHPA are completed prior to issuing construction authorization in any given area.

Impact: CUL 2 – Cultural Resources

Cultural resources, including human remains, could be discovered that were not identified during pre-construction surveys.

Mitigation Measure

CUL/mm-2 - Prior to construction, QST would submit with the Secretary any additional comments by the SHPOs, affected Native Americans, affected Federal and state land managing agencies, and cooperating agencies on the unanticipated discoveries plan.

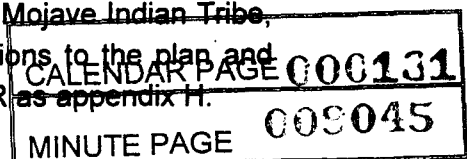
Residual Impacts – Implementation of the above mitigation measure would reduce the impact to a less than significant level.

Alternative Discussion – No alternative is suggested.

Cumulative Discussion – Impact(s) would be location-specific and not expected to contribute to cumulative impact.

Finding – Mitigation measures and features incorporated into the proposed project will reduce the significant environmental effect as identified in the FEIS/R to an insignificant level.

Facts Supporting the Finding – It is possible that cultural resources, including human remains, could be discovered during construction that were not identified during the surveys. To address this issue, QST prepared an unanticipated discovery plan as part of its FERC application. This plan outlined the processes of notification, evaluation, and mitigation should unanticipated cultural resources be found during construction. The FERC has requested revisions to the plan and requested that QST provide the plan to the SHPOs, affected Native Americans, affected federal and state land managing agencies, and cooperating agencies. QST provided the revised plan to the FERC, the SHPOs, the BLM, The Hopi Tribe, the Navajo Nation, and the Fort Mojave Indian Tribe, all of whom commented on the plan. QST made additional revisions to the plan and resubmitted it to these parties. This plan was included in the FEIS/R as appendix H.



Impact: CUL 3 – Cultural Resources

There are a number of Native American groups who may have an interest in the project area.

Mitigation Measure

CUL/mm-3 - Prior to construction, QST would submit to the Secretary any additional comments on the project by any of the 23 Native American groups contacted, or any newly identified groups. All material filed with the FERC containing location, character, and ownership information about cultural resources must have the cover and any relevant pages therein clearly labeled in bold lettering: "CONTAINS PRIVILEGED INFORMATION - DO NOT RELEASE."

Residual Impacts – Implementation of the above mitigation measure would reduce the impact to a less than significant level.

Alternative Discussion – No alternative is suggested.

Cumulative Discussion – Impact(s) would be location-specific and not expected to contribute to cumulative impact.

Finding – Mitigation measures and features incorporated into the proposed project will reduce the significant environmental effect as identified in the FEIS/R to an insignificant level.

Facts Supporting the Finding – To assist the FERC in complying with Section 106 of the NHPA and the American Indian Religious Freedom Act, QST has contacted 23 Native American groups. Because Federal and tribal lands are involved in the proposed project, the Native American Graves Protection and Repatriation Act (NAGPRA) also would apply for those lands. The NAGPRA establishes a process for the respectful treatment and disposition of Native American human remains and associated funerary objects, sacred items, and objects of cultural patrimony, intentionally excavated or inadvertently discovered on Federal or tribal lands. This process involves consultation with Native Americans to determine the appropriate tribes' ownership or control of the burial/object, and repatriation of human remains and objects processed or controlled by Federal agencies or museums. The Federal land managing agency would be responsible for compliance with the NAGPRA on Federal land. The NAGPRA implementing regulations can be found at 43 CFR 10. The Federal land managing agency also would be responsible for Executive Order 10037 (Protection and

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Accommodation of Access to "Indian Sacred Sites"), which applies to Federal land. The Presidential memorandum on government-to-government relations outlines principles that executive departments and agencies are to follow in their interactions with Native American tribal governments. To date, written comments have been received from the Navajo Nation, the Hopi Tribe, the Fort Mojave Indian Tribe, the Gabrieleno-Tongva Tribal Council, and the Gabrieleno-Tongva Indians of California. Concerns included interest in cultural resources, including TCPs, general cultural concerns and concerns about damage to archeological inventory and ethnographic surveys and copies of any archaeological survey reports.

i. Noise

Impact: NOISE 1 – Compressor Station Noise

Noise attributable to construction activities and the operation of the proposed compressor stations could exceed an L_{dn} of 55 dBA, or other local noise ordinance standards, at nearby noise sensitive areas (NSAs).

Mitigation Measure

NOISE/mm-1 - QST would conduct noise level surveys at the Beaumont, Morongo Valley, Mohave Valley, Cameron, Red Mesa, and Shiprock Compressor Stations to verify that the noise from each compressor station operated at full load does not exceed an L_{dn} of 55 dBA at the nearby NSAs, and file the results of the noise survey with the FERC Secretary no later than 60 days after placing the compressor station in service.. If the noise attributable to the operation of each station at full load exceeds an L_{dn} of 55 dBA at any nearby NSAs, QST would install additional noise controls to meet that level within 1 year of the in-service date. QST would confirm compliance with the L_{dn} of 55 dBA requirement by submitting a second noise survey with the FERC Secretary no later than 60 days after it installs the additional noise controls. See FEIS/R section 5.10.2.3.

Residual Impacts – Implementation of the above mitigation measure would reduce the impact to a less than significant level.

Alternative Discussion – No alternative is suggested.

Cumulative Discussion – Impact would be location-specific and not expected to contribute to cumulative impact.

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Finding – Mitigation measures and features incorporated into the proposed project will reduce the significant environmental effect as identified in the FEIS/R to an insignificant level.

Facts Supporting the Finding – During the operation of the pipeline, increases in noise levels would be primarily limited to areas in the vicinity of the compressor stations. Six of the seven compressor stations would be located at sites previously occupied by ARCO pumping stations. Principal noise sources at the compressor stations would include the air inlet, exhaust, and casing of the engine or turbine. Secondary noise sources would include cooling fans, yard piping, and valves. These sources are not expected to bear significance compared to the compressor noise. Noise for the relief valves, blowdown stacks, and emergency electrical generators would be infrequent. the amount of silencing required for the equipment and piping is dependent on the station's location, size, and proximity to NSAs. Noise impact from the compressor units can be reduced, if necessary, by using more building insulation, installing acoustic louvers, improving the inlet and exhaust silencers, or using special oil coolers. The amount of noise reduction depends on the extent of noise mitigation measures installed.

The EPA has determined that, in order to protect the public from activity interference and annoyance, noise levels should not exceed an L_{dn} of 55 dBA in residential areas. This criterion has been adopted by the FERC and is used in the FEIS/R's evaluation.

QST estimated noise impacts for the proposed equipment, based on the manufacturer's power output levels for the equipment and subsequent calculation of noise attenuation between the compressors and respective NSAs. Noise impact analyses were preformed by QWST at Beaumont, Morongo Valley, and Red Mesa compressor stations. Based on this information, no compressor stations would exceed an L_{dn} of 55 dBA at their respective NSAs. As a result, there would be no significant impact on the existing noise environment.

QST has committed to meet San Bernardino County's noise standards at the Morongo Valley Compressor Station (even if these standards are more stringent than 55 dBA).

QST has committed to conducting noise level surveys at each of the compressor stations to ensure compliance with an L_{dn} of 55 dBA. In addition, QST would incorporate appropriate noise control measures (i.e., silencers, acoustically rated doors, additional building insulation, silenced ventilation system) at any station that is found to exceed this level, based on acoustical engineering studies during full-load operations.

QST has not indicated a time schedule as to when it would file the noise surveys.

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j. Transportation and Traffic

Impact: TRANS 1 – Traffic

Construction in city streets could significantly disrupt traffic.

Mitigation Measure

TRANS/mm-1 - Traffic Management Plans (TMPs) are required by local municipalities where construction is to occur in city streets. TMPs would be reviewed and approved by each municipality. See section 5.11.2.

Residual Impacts – Implementation of the above mitigation measure would reduce the impact to a less than significant level.

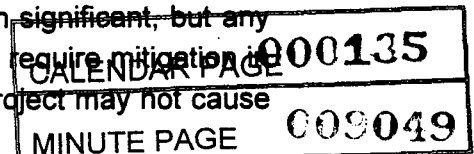
Alternative Discussion – Route variations were evaluated to reduce impacts on site-specific resources and to resolve localized issues. At the proposed excavation and replacement sites in rural locations, the small number of construction vehicles would not adversely affect existing traffic. QST would provide traffic control personnel to insure that public access is maintained along roads parallel to the proposed ROW.

In highly urbanized areas of southern California, the potential for significant impacts on major traffic networks is more likely. As a result, the FEIS/R analyzed the proposed Del Amo Extension, the City of Orange Reroute, and the general issue of excavation sites in urban streets.

Cumulative Discussion – Impact would be location-specific and of relatively short duration and, therefore, are not expected to contribute to cumulative impact.

Finding – Mitigation measures and features incorporated into the proposed project will reduce the significant environmental effect as identified in the FEIS/R to an insignificant level.

Facts Supporting the Finding – A comparison of current traffic volumes and the number of lanes available indicates that all but one roadway (i.e., Dominguez Street) have at least four lanes available and two roadways have six travel lanes available. The FEIS/R evaluation indicated that there are five roadways (Wardlow Street, 223rd Street, Santa Fe Avenue, Orange-Olive Road, and Lincoln Avenue) that would exceed loss-of-service (LOS "E") over the short-term (less than 30 days). Since the period of construction may be less than 30 days, these impacts are less than significant, but any one or all of the local agencies with permitting authority would likely require mitigation in order to issue a construction permit. Therefore, even though this project may not cause



an impact technically defined as significant, the project nevertheless faces potential mitigation in the form of conditions imposed by the various local agencies.

Each city in southern California would require TMPs for each roadway segment. These plans detail precisely how traffic would be accommodated during construction to ensure over-capacity situations are avoided. This would be accomplished through such measures as limiting work to only non-peak periods, requiring that the pipeline trench be backfilled or covered with steel plating at the end of the day's (or night's) work and the work area opened up for traffic during peak periods. It is possible that only one lane and the existing median (or an available shoulder or curb parking lane) would be lost resulting in more than two lanes being available for work particularly if work is restricted during peak periods and the work area reopened for traffic. For example, on Del Amo Boulevard, much of the pipeline would be placed in the number three westbound lane located 32 to 37 feet north of the centerline. This construction location would not affect eastbound traffic and would enable two westbound lanes to be maintained at all times. Similarly, the pipeline would be constructed within the number one westbound lane of Wardlow Street, 9 feet away from the median. Such construction would not affect eastbound traffic, but would limit the westbound flow to a single lane. Therefore, since construction on this street could be prohibited during peak periods, no short-term impact is anticipated. A preliminary TMP submittal to the City of Orange by QST includes these types of work restrictions. Similar restrictions can be anticipated from the cities of Long Beach, Lakewood, and Carson.

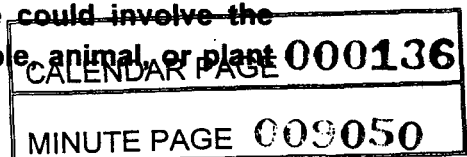
Whether it is considered mitigation for a significant construction impact or merely acknowledging and accepting local authority to impose conditions on a construction permit, QST would need to prepare TMPs which show how traffic would be managed on the roadways during construction. There are various means to accomplish this, but limiting actual construction to non-peak periods and re-opening all or a portion of the work area to traffic at the end of the day's work would almost certainly be elements of these TMPs.

k. System Reliability and Safety

Impact: SAFE 1 – (Pipeline Safety)

The transportation of natural gas by pipeline involves some risk to the public in the event of an accident and subsequent release of gas.

Conversion, construction, operation, and maintenance could involve the use or disposal of materials that pose a hazard to people, animal, or plant populations in the exposed areas.



Mitigation Measure

SAFE/mm-1 - The proposed pipeline and associated facilities would be designed, constructed, tested, operated, inspected, and maintained in accordance with DOT Minimum Federal Safety Standards (49 CFR Part 192) and other applicable Federal and state regulations; the same standards that apply to all natural gas facilities in the U.S. These regulations are intended to ensure adequate protection for the public and to prevent natural gas pipeline accidents and failures.

Residual Impacts – Implementation of the above mitigation measure would reduce the impact to a less than significant level.

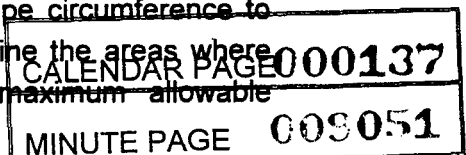
Alternative Discussion – No alternatives are suggested.

Cumulative Discussion – Impacts are not expected to contribute to cumulative impact.

Finding – Mitigation measures and features incorporated into the proposed project will reduce the significant environmental effect as identified in the FEIS/R to an insignificant level.

Facts Supporting the Finding – The Part 192 regulations represent the primary minimum pipeline safety standards applied in California. Among other design standards, Part 192 specifies pipeline material selection and qualification, minimum design requirements, and protection from internal, external, and atmospheric corrosion. Part 192 also defines area classifications (class locations), based on population density in the vicinity of the pipeline, which determine more rigorous safety requirements for populated areas. Class locations also specify the maximum distance to sectionalizing block valves, pipe wall thickness and pipeline design pressures, hydrostatic test pressures, maximum allowable operating pressure, inspection and testing of welds, and frequency of pipeline patrols and leak surveys.

Tests of pipeline integrity have been completed in California, and additional tests will be completed prior, and after the converted pipeline has been placed in service. Prior to sale of the pipeline by ARCO to QST, ARCO conducted an internal inspection of pipeline integrity, described in the FEIS/R (pages 2-34 and 2-35) as the "Pipetronix" survey. This survey consisted of inserting an inspection pig into the pipeline. The pig was pushed through the pipeline by the flow of crude oil. The inspection pig measured the distance between the inside and outside wall of the pipeline around the pipe circumference to measure corrosion. The data from this survey were used to define the areas where pipeline sections needed replacement, and to establish the maximum allowable



operating pressure in California. In addition the Pipetronix survey was used to: 1) locate other pipe defects (dents and wrinkles, laminations) that failed to meet the Part 192 standards; and 2) identify other crude oil pipeline attachments and appurtenances such as valves, drains, and tie-ins that needed to be removed because they were incompatible with natural gas service. These repair locations are identified in Table A-1 Excavation Sites, and these locations are also shown in the FEIS/R map volume.

Prior to operating the pipeline in natural gas service, the pipeline must be pressure tested with water (hydrostatic testing) throughout the entire system. This testing must be conducted in accordance with DOT requirements.

After the pipeline is in service, the entire pipeline in California will be inspected using a "smart pig" within 3 years after the pipeline is placed in service. This "smart pig" will inspect for corrosion, dents, wrinkles, and out-of-round pipe conditions. This within-3-year inspection requirement has been included as a CSLC lease condition.

Considerations of public safety were carefully addressed in the evaluation of alternatives associated with the Del Amo Extension. Input from residents of the Sleepy Hollow community in Long Beach concerning access for emergency response was considered in selecting the new proposed route along Del Amo as the preferred alternative for the pipeline in the Long Beach area, rather than following a route along an existing railroad embankment (and parallel to the Sleepy Hollow community)

In addition to the four remotely controlled and continuously monitored shut off valves at the ARCO refinery and at the three compressor stations in California, QST will install five automatic line break valves in the urban areas of Southern California to provide an additional level of shut down capability in the event of a major emergency, including an earthquake. These automatic block valves are designed to shut down in response to pressure changes in the pipeline, and do not require human intervention to close these valves. The FERC and the CSLC have further recommended that three of these automatic shut off valves be placed upstream of known historically active fault and fault zone crossings in Southern California to address the areas of greatest fault movement risk.

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**Table ES-1
Impact Summary Table and Mitigation Monitoring Plan
for the Proposed Southern Trails Pipeline Project**

CEQA Mitigation Number	Impact Reference ¹	Significance Before Mitigation ²	Mitigation	Significance After Mitigation	Documentation Required	Responsible Agency
GEOLOGY						
GEO 1	(Mineral Resources) Construction activities at excavation sites at MPs 30.75 and 31.11 in California could conflict with quarry operations.	Significant (CEQA Class 2)	Prior to construction, QST would consult with the quarry operator to develop a cooperative agreement which specifically defines the construction area, expected construction duration, construction access, and restoration plans (see section 5.1.2, Mineral Resources).	Less than significant (CEQA Class 3)	Written cooperative agreement with quarry operator filed with the FERC and CSLC prior to construction.	FERC, CSLC
GEO 2	(Paleontological Resources) Construction activities could result in damage or disturbance to vertebrate and invertebrate fossils in California and New Mexico that are considered to have scientific importance by land management agencies.	Significant (CEQA Class 2)	QST has developed a <i>Paleontological Resources Mitigation Plan (PRMP)</i> , as described in Section 5.1.2, Paleontological Resources.	Less than significant (CEQA Class 3)	Documentation of permits for surveys and removals filed with the FERC and CSLC within 60 days of project in-service date. Field survey reports filed with the FERC and CSLC within 60 days of project in-service date. Notification of significant findings filed with the FERC and CSLC within 60 days of project in-service date. Documentation of recovery activities and mitigation measures implemented filed with the FERC and CSLC within 60 days of project in-service date. Final paleontologic report filed with the FERC and CSLC within 60 days of project in-service date.	FERC, BLM, CSLC

EXHIBIT E

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Table ES-1 (Continued)

CEQA Mitigation Number	Impact Reference ¹	Significance Before Mitigation ²	Mitigation	Significance After Mitigation	Documentation Required	Responsible Agency
GEO 3	(Geologic Hazards) Earthquakes in California could potentially damage the pipeline, however, design standards minimize the risk.	Significant (CEQA Class 1)	<p>QST is required and has certified that it would design, construct, test, operate, inspect, and maintain its facilities in accordance with the DOT safety standards (see regulations in 49 CFR Part 192, <i>Transportation of Natural and Other Gas by Pipeline: Minimum Federal Safety Standards</i>).</p> <p>Prior to construction, QST would submit an Seismologic Hazards Mitigation Plan (SHEMP) which would include:</p> <ul style="list-style-type: none"> • a site-specific seismic hazard investigation of the Del Amo Extension's crossing of the Newport-Inglewood fault zone, and an appropriate design for the crossing design to mitigate seismic hazards at this location; • site-specific seismic hazard investigations at each of the 14 fault zones crossed or paralleled by the existing pipeline; and • seismic hazard investigations at all pipeline segments identified as being at risk from liquefaction hazards. <p>QST would install automatically actuated line break valves at MPs DA 0.0 (1.1), 17.0, 38.0, 53.4, and 127.7, to help reduce potential pipeline damage as a result of seismic activity at fault crossings.</p>	Significant (CEQA Class 1)	<p>QST's certification of compliance with the DOT regulations in 49 CFR Part 192 is included in its FERC application.</p> <p>Prior to construction, QST would file its SHEMP with the FERC and CSLC.</p>	FERC, CSLC

Table ES-1 (Continued)

CEQA Mitigation Number	Impact Reference¹	Significance Before Mitigation²	Mitigation	Significance After Mitigation	Documentation Required	Responsible Agency
			See section 5.1.2, Geologic Hazards.			
GEO 4	(Geologic Hazard) The 1999 Hector Mine Earthquake could have damaged the existing pipeline.	Significant (CEQA Class 2)	QST would hydrostatically test the entire pipeline (as required by the DOT regulations) to ensure its integrity prior to introducing natural gas. If hydrotesting reveals any damage to the pipeline in this area, QST would prepare a remediation plan to repair the pipeline and to minimize potential damage from future seismic activities near this fault. See section 5.1.2, Geologic Hazards.	Less than significant (CEQA Class 3)	Any hydrostatic test failure would be reported immediately to the FERC (and CSLC, if appropriate). Before receiving authorization to make pipeline repairs in the vicinity of the Hector Mine Fault, QST would prepare and file with the FERC and CSLC a site-specific repair and remediation plan prior to implementation.	FERC, CSLC

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Table ES-1 (Continued)

CEQA Mitigation Number	Impact Reference ¹	Significance Before Mitigation ²	Mitigation	Significance After Mitigation	Documentation Required	Responsible Agency
(not in CA)	The 1996 internal inspection didn't evaluate the pipeline for corrosion or other damage on the 394 miles proposed for conversion between Kingman Station, Arizona and the Bisti Junction area of New Mexico.	Significant	<p>QST is required and has certified that it would design, construct, test, operate, inspect, and maintain its facilities in accordance with the DOT safety standards (see regulations in 49 CFR Part 192, <i>Transportation of Natural and Other Gas by Pipeline: Minimum Federal Safety Standards</i>).</p> <p>QST would hydrostatically test the entire pipeline to ensure its integrity (as required by the DOT regulations) prior to introducing natural gas, and would implement a remediation plan at any site which failed the hydrotest. See section 5.1.2, Geologic Hazards.</p>	Less than significant	<p>Any hydrostatic test failure would be reported immediately to the FERC (and CSLC, if appropriate).</p> <p>Before receiving authorization to make pipeline repairs, QST would prepare and file with the FERC a site-specific repair and remediation plan for each failure, including:</p> <ul style="list-style-type: none"> a plot plan identifying all areas of disturbance associated with the failure and the proposed repairs; a description of the repair activities, and a statement demonstrating compliance with 18 CFR 157.206(b); and all Federal, state, and other appropriate environmental clearances necessary to conduct the repair activities. 	FERC

SOILS

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Table ES-1 (Continued)

CEQA Mitigation Number	Impact Reference ¹	Significance Before Mitigation ²	Mitigation	Significance After Mitigation	Documentation Required	Responsible Agency
SOILS 1	<p>Construction activities would disturb soils, which could result in temporary increased erosion and reduced soil productivity along portions of the Danby-Ward Replacements, Cabazon Reroute, Hackberry Extension, TransColorado Extension, and Chaco Extension.</p> <p><i>Upland Erosion Control, Revegetation, and Maintenance Plan</i></p>	Significant (CEQA Class 2)	<p>Prior to construction, QST would submit a list by MP of all areas having steep slopes (greater than 33 percent) and identify the seed mix and the recommended planting time, as described in Section 5.2.2, Erosion. In the absence of seeding recommendations from the land management agencies or NRCS, QST would seed all disturbed areas within 6 days.</p> <p>QST has adopted the FERC's <i>Upland Erosion Control, Revegetation, and Maintenance Plan</i> (FERC's Plan), which requires post-construction monitoring to assure revegetation success.</p> <p>For construction and access through steeply (in excess of 30 percent) sloped areas and within sand dunes, QST would prepare site-specific plans as described in section 5.2.2, Erosion, prior to construction.</p> <p>QST's <i>Storm Water Pollution Prevention Plan, Blanco TransColorado</i>.</p>	Less than significant (CEQA Class 3)	<p>QST would file with the FERC and CSLC this information prior to construction.</p> <p>CSLC- and BLM-approved site-specific erosion control plans, if necessary, filed with the FERC prior to construction.</p> <p>NNEPA-approved aspects of QST's <i>Storm Water Pollution Prevention Plan Blanco TransColorado</i> applicable to reservation lands filed with the FERC.</p>	FERC, CSLC, BLM, NNEPA

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Table ES-1 (Continued)

CEQA Mitigation Number	Impact Reference ¹	Significance Before Mitigation ²	Mitigation	Significance After Mitigation	Documentation Required	Responsible Agency
SOILS 2	Construction activities along the existing pipeline could encounter oil-contaminated soil.	Significant (CEQA Class 2)	<p>Although ARCO retains the responsibility for reclaiming or mitigating sites where oil contamination has occurred during operation of the pipelines in crude oil service. QST would be responsible for any oil or hazardous materials spilled during the conversion of the system. Contaminated soil would be excavated and transported to an approved disposal facility.</p> <p>QST has prepared a <i>Hazardous Materials Management and Spill Prevention and Countermeasure Plan</i> (HMMSPC Plan) to avoid or minimize the potential impact of a hazardous material spill and other aspects of handling, transporting, storage, and disposal of hazardous materials. In particular, QST's HMMSPC Plan describes procedures that QST would implement if unexpected or unknown contaminated sites were encountered during construction.</p> <p>QST and ARCO would consult with the NNEPA regarding construction within and remediation of any contaminated sites encountered during pipeline conversion and construction activities on Navajo Nation lands. See section 5.2.2, Erosion.</p>	Less than significant (CEQA Class 3)	<p>Documentation would be collected during construction and post-construction inspections, and QST's post-construction reporting requirements.</p> <p>QST's HMMSPC Plan (EIS/R, appendix C-2).</p> <p>NNEPA provided with information regarding construction within and remediation of any contaminated sites encountered during pipeline conversion on Navajo Nation lands.</p>	FERC, CSLC, NNEPA
SOILS 3	Significant soil erosion could occur in construction areas where mulching rates are insufficient.	Significant (CEQA Class 2)	QST would use a minimum of 2 tons of mulch per acre, unless written recommendations to do otherwise are received from the NRCS, BLM, NNDNR/AD, or the land managing agency (see the FERC's Plan). See section 5.2.2 and appendix B-1.	Less than significant (CEQA Class 3)	Documentation would be collected during construction and post-construction inspections, and QST's post-construction reporting requirements.	FERC, CSLC

Table ES-1 (Continued)

CEQA Mitigation Number	Impact Reference ¹	Significance Before Mitigation ²	Mitigation	Significance After Mitigation	Documentation Required	Responsible Agency
SOILS 4	Construction activities at 5 excavation sites (MPs 198.48, 200.17, 217.30, 219.40, 220.20) in San Bernardino County, California could result in hazards to construction workers, since they are located within unexploded ordnance areas.	Significant (CEQA Class 2)	Prior to construction, QST would prepare an <i>Unexploded Ordnance Work Plan</i> (UOWP) that addresses worker safety in areas identified as having unexploded ordnance. This plan would include an evaluation potential risk and, if warranted, procedures QST would use to minimize risk including, but not limited to, having the areas swept by an Army National Guard Explosive Ordnance Disposal Unit. See section 5.2.2, Erosion.	Less than significant (CEQA Class 3)	QST would file its UOWP with the FERC prior to construction.	FERC
(not in CA)	Portions of both the TransColorado and Chaco Extensions traverse soils prone to compaction, with low bedrock, and gravel/rock fragments within trench depth.	Significant	Mitigation measures for soils prone to compaction are described in QST's <i>Soil Resources Management Plan</i> . Specific construction procedures would be used for blasting in low depth-to-bedrock areas. Excess rock would not be windrowed along the ROW unless written approval was obtained from the landowners or land managing agency.	Less than significant	Documentation would be collected during construction and post-construction inspections, and QST's post-construction reporting requirements.	FERC, NNDNR/AD
(not in CA)	One excavation site would be located within a center-pivot irrigation agricultural field. Agricultural activities at this site may be temporarily affected.	Significant	Topsoil would be segregated in accordance with the FERC's Plan. No prime farmland would be converted to non-agricultural use at this site. See appendix B-1.	Less than significant	Documentation would be collected during construction and post-construction inspections, and QST's post-construction reporting requirements.	FERC, NNDNR/AD
WATER RESOURCES						

Table ES-1 (Continued)

CEQA Mitigation Number	Impact Reference¹	Significance Before Mitigation²	Mitigation	Significance After Mitigation	Documentation Required	Responsible Agency
WATER 1	(Groundwater) Potential impact from the pipeline cleaning process on groundwater resources.	Significant (CEQA Class 2)	<p>Prior to construction, QST would submit an Environmental Operating Procedures (EOP) Manual that would detail all waste management procedures for spill containment, cleanup, emergency operations, preparedness, and prevention. The EOP also would identify:</p> <ul style="list-style-type: none"> • the amounts and types of cleaning chemicals that would be used during the pipeline cleaning operation; • how all chemical components of the cleaning train would be stored before use and handled after use; and • how all wastes collected from the pipeline during the cleaning operation would be sampled, separated, stored, transported, and recycled or disposed of. See section 5.3.1.2. <p>QST and its cleaning contractor would consult with the NNEPA regarding development of its EOP manual.</p>	Less than significant (CEQA Class 3)	QST would file this information and its final EOP Manual with the FERC, CSLC, and NNEPA prior to construction.	FERC, CSLC, NNEPA

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Table ES-1 (Continued)

CEQA Mitigation Number	Impact Reference¹	Significance Before Mitigation²	Mitigation	Significance After Mitigation	Documentation Required	Responsible Agency
WATER 2	(Groundwater) Vehicle refueling and storage of fuel, oil, and other fluids could potentially contaminate groundwater by exceeding Federal, state, and Tribal water quality standards or water quality objectives.	Significant (CEQA Class 2)	QST prepared its HMMSPC Plan to assemble preventative and mitigative measures that would be used to avoid or minimize the potential impact of a hazardous material spill on groundwater quality. QST's HMMSPC Plan includes: <ul style="list-style-type: none"> • fueling restrictions; • designation of storage, refueling, staging, and lubrication locations prior to construction; • notification procedures; • cleanup and disposal actions; • typical fuel, lubricants, and other hazardous materials that may be used or stored in designated areas; and • the types of containers that would be used for storage. See appendix C-2.	Less than significant (CEQA Class 3)	QST's HMMSPC Plan (EIS/R, appendix C-2). Documentation would be collected during construction and post-construction inspections, and QST's post-construction reporting requirements. Hazardous material spills would be reported immediately to the appropriate Federal, state, Tribal, and local authorities.	FERC Appropriate Federal, state, Tribal, and local authorities.

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Table ES-1 (Continued)

CEQA Mitigation Number	Impact Reference ¹	Significance Before Mitigation ²	Mitigation	Significance After Mitigation	Documentation Required	Responsible Agency
WATER 3	(Groundwater) Water supply wells in proximity to pipeline construction activities could potentially be damaged by construction or contaminated by fuels or other hazardous materials used during construction.	Significant (CEQA Class 2)	<p>Prior to construction, QST would submit the location by MP of all wells and springs within 150 feet of all construction work areas. For each, QST would</p> <ul style="list-style-type: none"> • conduct pre- and post-construction water quality and yield testing of wells used for drinking water within 150 feet of the construction work areas; • communicate with the nearby well owners to determine changes in yield and discoloration during construction; • provide a temporary potable water supply to well owners whose supply was adversely affected by construction; and • repair or, if necessary, replace any municipal or domestic wells located within 150 feet of construction areas that are damaged by construction. See section 5.3.1.2. <p>QST's HMMSPC Plan. In particular, the plan prohibits refueling activities and storage of hazardous materials within at least a 200-foot radius of all private wells and within a 400-foot radius of all municipal or community supply wells. If a spill occurs, the HMMSPC identifies techniques to contain and remove contaminated soil.</p>	Less than significant (CEQA Class 3)	<p>QST's HMMSPC Plan (EIS/R, appendix C-2).</p> <p>Documentation would be collected during construction and post-construction inspections, and QST's post-construction reporting requirements.</p>	FERC, CSLC

Table ES-1 (Continued)

CEQA Mitigation Number	Impact Reference ¹	Significance Before Mitigation ²	Mitigation	Significance After Mitigation	Documentation Required	Responsible Agency
WATER 4	(Surface Water) Vehicle refueling and storage of fuel, oil, and other hazardous materials or fluids could potentially contaminate surface water by exceeding Federally, state, or Tribal water quality standards or water quality objectives.	Significant (CEQA Class 2)	See mitigation for WATER 2 (Groundwater) above. QST's HMMSPC Plan identifies procedures to minimize the chances of a hazardous material spill. In particular, the HMMSPC Plan prohibits refueling activities and storage of hazardous materials within 100 feet of any stream or wetland.	Less than significant (CEQA Class 3)	See documentation for WATER 2 (Groundwater) above.	FERC, CSLC, NNEPA
WATER 5	(Surface Water) Construction would cause localized disturbances of the streambanks and to any existing riparian vegetation.	Significant (CEQA Class 2)	Prior to ROW revegetation, erosion would be controlled as described in the FERC Plan and the FERC's <i>Wetland and Waterbody Construction and Mitigation Procedures</i> (FERC Procedures). See appendix B. See Mitigation for VEG 2 and VEG 3 below.	Less than significant (CEQA Class 3)	FERC's Plan and Procedures. Prior to construction, QST would file with the FERC, CSLC, and CDFG a site-specific plan for revegetating any woody riparian vegetation disturbed by construction (see VEG 2). QST would develop agreements with land management agencies for the extent and frequency of woody vegetation management on the ROW (see VEG 3).	CSLC, FERC Appropriate Federal, Tribal, and state land management agencies.

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Table ES-1 (Continued)

CEQA Mitigation Number	Impact Reference ¹	Significance Before Mitigation ²	Mitigation	Significance After Mitigation	Documentation Required	Responsible Agency
(not in CA)	(Surface Water) Release of drilling fluids to the water column during the directional drill at the San Juan River crossing could be toxic to fish.	Significant	Before attempting a directional drill of the San Juan River, QST would conduct a geotechnical investigation at the crossing location to establish the feasibility of a drilled crossing. QST would evaluate the toxicity of any additives to the bentonite-based drilling mud on sensitive fish species (especially threatened or endangered species in the San Juan River). See section 5.3.2.2.	Less than significant	Prior to directionally drilling the San Juan River, QST would file with the FERC documentation that any additives to its drilling mud would be non-toxic to sensitive fish species (especially endangered species).	FERC, COE, FWS
(not in CA)	(Surface Water) The directional drill at the San Juan River could fail, which would result in the need to construct an open-cut crossing.	Significant	If the directional drilling is unsuccessful, QST would file a site-specific construction plan for an open-cut crossing of the San Juan River. This plan would include: <ul style="list-style-type: none"> scaled drawings identified all areas that would be disturbed by construction, and mitigation approved by the FWS for the protection of the streambanks, riparian vegetation, and endangered fish species along the San Juan River. <p>QST would submit this plan for review and approval by the FERC concurrent with its application to the COE for Section 404 permit authority to construct using this plan. See section 5.3.2.2.</p>	Less than significant	Prior to open-cutting the San Juan River, QST's site-specific construction plan for an open-cut crossing of the San Juan River would be filed with the FERC. FERC's reinitiation of formal consultation with the FWS; a new or revised Biological Opinion, indicating FWS' approval of the construction plan; and QST's adoption of any FWS-recommended mitigation. COE approval of QST's construction plan.	FERC, FWS, COE

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Table ES-1 (Continued)

CEQA Mitigation Number	Impact Reference ¹	Significance Before Mitigation ²	Mitigation	Significance After Mitigation	Documentation Required	Responsible Agency
(not in CA)	(Surface Water) Water used for hydrostatic testing the existing pipeline may acquire some contaminants and may not meet ambient water quality standards at the proposed discharge location (Red Mesa Compressor Station).	Significant	QST would consult with the NNEPA regarding its spent hydrotest water sampling and testing procedures, test all water to ensure compliance with Navajo Nation permit requirements, and treat any waters found to exceed permit requirements prior to discharge.	Less than significant	Copies of the test data on spent test water would be submitted to NNEPA prior to its discharge or disposal.	NNEPA
VEGETATION, WILDLIFE, AND FISHERIES						
VEG 1	(Vegetation) Ground-disturbing construction activities would result in impacts on vegetative communities.	Significant (CEQA Class 2)	In general, impacts to vegetation would be considered temporary (less than 3 to 5 years) because post-construction recovery is expected to occur as a result of implementing erosion control, revegetation and maintenance, and weed control procedures as discussed in QST's <i>Soils Resource Management Plan</i> and the FERC Plan and Procedures, which QST has adopted. QST would use native seed mixtures to revegetate all disturbed areas and would consult with the BLM, Navajo Nation's Division of Natural Resources/Agricultural Department, and the NRCS and other county and state regulatory agencies, as appropriate, to determine seed mixtures, application rates, and optimal seeding periods. The removal of woody shrubs in unique communities such as riparian, wetlands, and California washes would be considered long-term impacts (greater than 5 years). The same mitigation measures would be applicable to these areas.	Less than significant (CEQA Class 3)	QST would maintain records that identify by milepost the method of application, application rate, and type of fertilizer, pH modifying agent, seed, mulch used, acreage treated, seeding date, and follow-up actions. QST also would submit quarterly activity reports to the FERC documenting problems for at least 2 years following construction.	FERC, BLM, NNDNR/AD, CDFG

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Table ES-1 (Continued)

CEQA Mitigation Number	Impact Reference¹	Significance Before Mitigation²	Mitigation	Significance After Mitigation	Documentation Required	Responsible Agency
VEG 2	(Woody Riparian Vegetation) The removal of trees or other woody vegetation in riparian communities and along dry washes would represent potential long-term direct impacts.	Significant (CEQA Class 2)	Prior to construction, QST would develop, in consultation with appropriate Federal, state (including CDFG), and Tribal land managing agencies, a site-specific plan for revegetating any woody riparian areas disturbed by construction. This plan would: <ul style="list-style-type: none"> include measures to avoid the removal of any trees located within areas of disturbance; include measures to avoid or minimize the construction ROW width in woody riparian areas to the maximum extent practicable; include site-specific measures to revegetate any riparian area disturbed during construction to preconstruction condition, including species of similar type, diversity, and density; and prohibit construction staging from disturbing woody riparian areas. 	Less than significant (CEQA Class 3)	Prior to construction, QST's site-specific revegetation plan for any woody riparian areas disturbed by construction would be filed with the FERC, CSLC, and CDFG. Documentation would be collected during construction and post-construction inspections, and QST's post-construction reporting requirements.	FERC, CSLC, CDFG Appropriate Federal, state, and Tribal land managing agencies.

Table ES-1 (Continued)

CEQA Mitigation Number	Impact Reference ¹	Significance Before Mitigation ²	Mitigation	Significance After Mitigation	Documentation Required	Responsible Agency
VEG 3	(Woody Vegetation Maintenance) Pipeline operations and maintenance activities, including the removal of woody vegetation and control of noxious weeds within the ROW, would result in vegetation community disturbance.	Significant (CEQA Class 2)	Prior to construction, QST would consult with Federal, Tribal, and state land management agencies (and the NRCS on private lands) to develop: <ul style="list-style-type: none"> • site-specific agreements to eliminate or minimize the extent and frequency of woody vegetation management efforts on the permanent ROW, and • a weed management program that identifies the control measures to be used, the frequency of inspections, and the criteria for measuring weed control success. 	Less than significant (CEQA Class 3)	Approval of the plan from the FERC, the CSLC, and land management agencies before plan implementation. Documentation would be collected during construction and post-construction inspections, and QST's post-construction reporting requirements.	FERC, CSLC, BLM, CDFG
VEG 4	(Wetland and Riparian Vegetation) The loss of vegetation in wetlands and riparian areas could indirectly affect wildlife species by reducing cover, food sources, nest sites, and other biological requirements.	Significant (CEQA Class 2)	<i>See Mitigation for VEG 2.</i> Additionally, mitigation for impacts to streambeds in California would be provided by implementation of FERC's Plan and Procedures and a Lake and Streambed Alteration Agreement with CDFG.	Less than significant (CEQA Class 3)	QST's site-specific revegetation plan for any woody riparian areas disturbed by construction Documentation would be collected during construction and post-construction inspections, and QST's post-construction reporting requirements.	FERC, CSLC, CDFG, and other appropriate Federal, state, and Tribal land managing agencies.

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Table ES-1 (Continued)

CEQA Mitigation Number	Impact Reference ¹	Significance Before Mitigation ²	Mitigation	Significance After Mitigation	Documentation Required	Responsible Agency
VEG 5	(Vegetation Management) Long-term vegetation management on the ROW could result in impact on soils and wildlife.	Significant (CEQA Class 2)	Prior to construction, QST would consult with Federal, Tribal, and state land management agencies (and the NRCS on private lands) to develop: a. Site-specific agreements for the extent of woody vegetation management and the frequency that control measures will be applied, and b. A weed management program that identifies the control measures to be used, the frequency of inspections, and the criteria for measuring weed control success.	Less than significant (CEQA Class 3)	Plan approval from the FERC, CSLC, other land administering agencies, prior to implementation.	FERC, CSLC, CDFG, and other land administering agencies.
THREATENED, ENDANGERED, AND SPECIAL STATUS SPECIES						
T&E 1	(Threatened or Endangered Species) Construction activities could result in temporary disturbance to habitat, displacement of individuals, or other impact on special status species. Included are 27 federally listed species, 1 species proposed for Federal listing, 2 Federal candidate species, as well as state-listed species and those listed as species of concern by other agencies (see sections 4.5, 5.5, and appendix E). Types of impacts would be similar to those expected on plants, fish, or the appropriate wildlife group.	Significant (CEQA Class 2)	Project-committed mitigation measures are provided by QST (see section 5.5.2 and appendix E-1). In addition, mitigation measures are currently being considered by the FWS as a part of the ongoing section 7 consultation initiated by the FERC with the submittal of a Biological Assessment for species that could be affected by the proposed project. Additional surveys may be required, as discussed at the end of section 5.5.2.1, Federally Listed Species.	Less than significant (CEQA Class 3)	Documentation from required onsite monitoring and reporting by the Environmental Inspector, demonstrating adherence to mitigation measures detailed in appendix E-1 and, where applicable, in the FWS Biological Opinion (BO).	FERC, FWS, CDFG

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Table ES-1 (Continued)

CEQA Mitigation Number	Impact Reference¹	Significance Before Mitigation²	Mitigation	Significance After Mitigation	Documentation Required	Responsible Agency
T&E 2	(Threatened or Endangered Species) The project is likely to adversely affect the desert tortoise and triple-ribbed milk-vetch.	Significant (CEQA Class 2)	<p>QST has committed to the general mitigation measures provided in appendix E-1 of this EIS/R. Additionally, mitigation measures and compensation for desert tortoise habitat will be outlined in the BO, which will describe reasonable and prudent measures for protecting the desert tortoise and its habitat. The FWS will also include in its BO the results of formal consultation on the triple-ribbed milk-vetch.</p> <p>Prior to construction, QST would resurvey the excavation site at MP 109, including the access route, for the occurrence of the triple-ribbed milkvetch according to FWS and CDFG guidelines, and obtain a Consistency Determination under Section 2080.1 of the California Fish and Game Code.</p> <p>QST would obtain a Consistency Determination under Section 2080.1 of the California Fish and Game Code for the desert tortoise (Mojave population) prior to construction.</p>	Less than significant (CEQA Class 3)	Documentation from required onsite monitoring and reporting by the Environmental Inspector, demonstrating adherence to mitigation measures detailed in appendix E-1 and in the FWS BO.	FERC, FWS, CDFG

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Table ES-1 (Continued)

CEQA Mitigation Number	Impact Reference ¹	Significance Before Mitigation ²	Mitigation	Significance After Mitigation	Documentation Required	Responsible Agency
T&E 3	(Threatened or Endangered Species) Construction in or near southwestern willow flycatcher habitat during the breeding season could impact nesting birds.	Significant (CEQA Class 2)	<p>QST would avoid construction at the Beaumont Compressor Station, and all other locations with potential habitat where birds are present during surveys, during the breeding season (May 1 through August 15).</p> <p>If construction must occur during the breeding season, QST would conduct surveys according to FWS protocol, prior to construction. If no southwestern willow flycatchers are present at a site, construction could proceed. If the species is present, QST would suspend construction at the site(s) until after the breeding season or until the FERC staff reinitiates and completes consultation with the FWS.</p> <p>Project-committed mitigation measures are provided by QST (see section 5.5.2 and appendix E-1). In addition, mitigation measures are currently being considered by the FWS as a part of the ongoing section 7 consultation initiated by the FERC with the submittal of a Biological Assessment for species that could be affected by the proposed project.</p> <p>Additional surveys may be required, as discussed at the end of section 5.5.2.1, Federally Listed Species</p>	Less than significant (CEQA Class 3)	Documentation from required onsite monitoring and reporting by the Environmental Inspector, demonstrating adherence to mitigation measures detailed in appendix E-1 and, where applicable, in the FWS Biological Opinion (BO).	FERC, FWS, CDFG

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Table ES-1 (Continued)

CEQA Mitigation Number	Impact Reference ¹	Significance Before Mitigation ²	Mitigation	Significance After Mitigation	Documentation Required	Responsible Agency
T&E 4	(Threatened or Endangered Species) Construction in or near coastal California gnatcatcher habitat during the breeding season could impact nesting birds.	Significant (CEQA Class 2)	<p>QST would avoid construction at the Beaumont Compressor Station and excavation sites within coastal sage scrub habitat, and all other locations with potential habitat where birds are present during surveys, during the breeding season (February 15 through August 15).</p> <p>QST would survey excavation sites within coastal sage scrub habitat prior to the onset of construction activity according to FWS and CDFG guidelines. In addition, QST would consult with the CDFG to determine whether mitigation is required under the CESA or other applicable regulations for disturbance to the coastal sage scrub habitat at the excavation sites.</p> <p>If surveys indicate no coastal California gnatcatchers are present, and appropriate habitat mitigation requirements are fulfilled, construction could proceed. If this species is found in any project area, QST would suspend construction activity at the site until the FERC staff reinitiates and completes consultation with the FWS.</p> <p>Project-committed mitigation measures are provided by QST (see section 5.5.2 and appendix E-1). In addition, mitigation measures are currently being considered by the FWS as a part of the ongoing section 7 consultation initiated by the FERC with the submittal of a Biological Assessment for species that</p>	Less than significant (CEQA Class 3)	Documentation from required onsite monitoring and reporting by the Environmental Inspector, demonstrating adherence to mitigation measures detailed in appendix E-1 and, where applicable, in the FWS Biological Opinion (BO).	FERC, FWS, CDFG

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Table ES-1 (Continued)

CEQA Mitigation Number	Impact Reference ¹	Significance Before Mitigation ²	Mitigation	Significance After Mitigation	Documentation Required	Responsible Agency
T&E 5	(Threatened or Endangered Species) Construction in or near least Bell's vireo habitat during the breeding season could impact nesting and foraging birds.	Significant (CEQA Class 2)	<p>QST would avoid construction at the Beaumont Compressor Station and the excavation site at MP 109.72 during the breeding season (March 1 through August 15) for the least Bell's Vireo. If construction must be conducted at these sites during the breeding season, QST would survey these areas according to FWS protocol. If no least Bell's vireos are present at the site, construction could proceed, depending on the results of other required surveys. If the species is present, QST would suspend construction at the site(s) until the end of breeding season or until the FERC staff reinitiates and completes consultation with the FWS.</p> <p>Project-committed mitigation measures are provided by QST (see section 5.5.2 and appendix E-1). In addition, mitigation measures are currently being considered by the FWS as a part of the ongoing section 7 consultation initiated by the FERC with the submittal of a Biological Assessment for species that could be affected by the proposed project.</p>	Less than significant (CEQA Class 3)	Documentation from required onsite monitoring and reporting by the Environmental Inspector, demonstrating adherence to mitigation measures detailed in appendix E-1 and, where applicable, in the FWS Biological Opinion (BO).	FERC, FWS, CDFG

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Table ES-1 (Continued)

CEQA Mitigation Number	Impact Reference ¹	Significance Before Mitigation ²	Mitigation	Significance After Mitigation	Documentation Required	Responsible Agency
T&E 6	(Threatened or Endangered Species) The project could affect a total of 33 threatened, endangered, or sensitive species that could occur in California wash habitats (see section 4.5 and appendix D). Construction activities could result in disturbance of habitat, displacement of individuals, or other impact on these species.	Significant (CEQA Class 2)	Project-committed mitigation measures are provided by QST (see section 5.5.2 and appendix E-1). Additional surveys may be required, as discussed at the end of section 5.5.2.1, Federally Listed Species. See conditions 28 through 36 in chapter 7.0.	Less than significant (CEQA Class 3)	Documentation from required onsite monitoring and reporting by the Environmental Inspector, demonstrating adherence to mitigation measures detailed in appendix E-1 and, where applicable, in the FWS BO.	FERC, FWS, CDFG
WETLANDS						
WET 1	(Wetlands) Conversion and construction of project components where wetland delineations have not been conducted could result in filling or altering a not-yet-identified wetland, which could result in a long-term change in hydrology, soils, or the composition of vegetation.	Significant (CEQA Class 2)	Prior to construction, QST would complete wetland delineations for all project components that have not yet been surveyed, including: a. all extra work areas, staging areas, and access roads; b. all excavation sites; and c. any additional areas not previously surveyed at the Mohave Valley or Morongo Valley Compressor Stations. QST would conduct the delineations using the current Federal methodology.	Less than significant (CEQA Class 3)	Wetland delineations completed and filed with the FERC prior to construction.	FERC, COE, CDFG
WET 2	(Wetlands) Limiting width of ROW disturbance in wetlands during construction.	Significant (CEQA Class 2)	QST would reduce its construction ROW within wetlands to a maximum of 75 feet. If a construction ROW in excess of the 75 feet is needed, QST would submit a site-specific request, with appropriate supporting justification, for review and approval by the Director of OEP.	Less than significant (CEQA Class 3)	Documentation would be collected during construction and post-construction inspections, and QST's post-construction reporting requirements.	FERC, CDFG

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Table ES-1 (Continued)

CEQA Mitigation Number	Impact Reference ¹	Significance Before Mitigation ²	Mitigation	Significance After Mitigation	Documentation Required	Responsible Agency
(not in CA)	(Wetlands) Construction of the TransColorado Extension would temporarily disturb 2.8 acres of identified wetlands. Construction activities could fill or alter a wetland, which could result in a long-term change in hydrology, soils, or the composition of vegetation.	Significant	QST would adhere to the FERC Procedures during construction (section 5.6.2) and comply with its Nationwide Section 404 Permit and/or Individual Permit requirements.	Less than significant	Written notification from the COE. State-issued wetland crossing permits; Section 401 water quality certifications or site-specific waivers. Documentation would be collected during construction and post-construction inspections, and QST's post-construction reporting requirements.	FERC, COE
LAND USE						
LAND 1	(Land Use Conflict) A new railroad spur proposed by a truss manufacturing company may conflict with the proposed Cabazon Reroute.	Significant (CEQA Class 2)	QST would continue consultations with the owners of the planned truss manufacturing facility in Cabazon, California, concerning the facility's proposed railroad spur and alignment of the Cabazon Reroute, and prepare a plan outlining measures which both parties agree to implement to avoid construction conflicts between the railroad spur and the pipeline, and to limit overall construction impact.	Less than significant (CEQA Class 3)	FERC provided with copies of any pertinent correspondence with the truss manufacturing facility and plan to minimize conflicts prior to construction.	FERC

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Table ES-1 (Continued)

CEQA Mitigation Number	Impact Reference ¹	Significance Before Mitigation ²	Mitigation	Significance After Mitigation	Documentation Required	Responsible Agency
LAND 2	(Residential Construction) Approximately 214 residences would be within 50 feet of construction work areas, which could result in property damage, construction-related hazards, and other inconveniences to residents.	Significant (CEQA Class 2)	<p>Prior to construction, QST would prepare a Residential Construction Plan (RCP) for residences that are within 50 feet of the construction area. In addition to site-specific measures designed to reduce impact and inconvenience to affected residents, the RCP would include the following minimum features. QST would:</p> <ol style="list-style-type: none"> 4. not remove mature trees and landscaping within the edge of the construction work area, unless necessary for safe operation of construction equipment; 5. immediately after backfilling the trench, restore all lawn areas and landscaping within the construction work area consistent with the requirements of the FERC's Plan; 6. fence the edge of the construction area adjacent to the residence for a distance of 100 feet on either side of the residence to ensure that construction equipment and materials, including the spoil pile, remain within the construction work area; 7. try to maintain a minimum distance of 25 feet between the residence and the edge of the construction area, and 8. submit a <i>site-specific</i> plan for any residence (or group of residences within reasonable proximity to one another) closer than 25 feet to the construction work area. The plan would 			

Table ES-1 (Continued)

CEQA Mitigation Number	Impact Reference ¹	Significance Before Mitigation ²	Mitigation	Significance After Mitigation	Documentation Required	Responsible Agency
				Less than significant (CEQA Class 3)	<p>QST's RCP filed with the FERC prior to construction.</p> <p>QST's site-specific plans for residences closer than 25 feet to construction work areas filed with the FERC prior to construction.</p> <p>Documentation would be collected during construction and post-construction inspections, and QST's post-construction reporting requirements.</p>	FERC
LAND 3	(Business Access during construction) Construction of the Del Amo Extension could create access problems to the Mitsui-Soko (U.S.A.) Inc. warehouse and distribution business (as well as other businesses and residences on the cul-de-sac portion of Dominguez Street) in Carson, California.	Significant (CEQA Class 2)	Prior to construction, QST would consult with Mitsui-Soko to develop a plan that specifically defines the construction areas, expected construction duration, and how construction access along Dominguez Street to the Mitsui-Soko facility (and other businesses and residences) would be maintained during construction.	Less than significant (CEQA Class 3)	Written cooperative agreement with Mitsui-Soko filed with FERC and CSLC prior to construction.	FERC, CSLC

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Table ES-1 (Continued)

CEQA Mitigation Number	Impact Reference¹	Significance Before Mitigation²	Mitigation	Significance After Mitigation	Documentation Required	Responsible Agency
LAND 4	(Historic Land Use concerns) The proximity of Del Amo Extension construction (between approximate MPs DA 5.0 and DA 5.5) and excavation site 2 construction (MP 5.85) to closed landfills in Carson, California, results in concern that there could be methane gas in the trench, which may be explosive or flammable and construction activities could result in an explosion or fire.	Significant (CEQA Class 2)	During construction in these areas, QST would employ the use of appropriate equipment to detect explosive/flammable conditions in the trench during construction between MPs DA 5.0 and 5.5 of the Del Amo Extension and during all activities at excavation site 2 (MP 5.85). If explosive or flammable levels of methane (> 10% of the LEL) or any other gas/vapor are detected, work should cease immediately, and appropriate measures implemented to assure safe working conditions. These measures could include a passive technique, such as waiting until the gas concentrations drop below 10% of the lower explosive limit (LEL), or an active technique, such as introducing large fans into the trench to dissipate the gas/vapor to acceptable levels.	Less than significant (CEQA Class 3)	Documentation from required onsite monitoring and reporting by the Environmental Inspector demonstrating adherence to the required condition of the Certificate. Documentation would be collected during construction inspections.	FERC, CSLC
LAND 5	(Visual Resources) Additional mitigation for visual effects of other aboveground facilities on BLM-managed lands (includes valves and meter stations).	Significant (CEQA Class 2)	Mitigation would include painting standards, the use of non-glare materials, and shielding for night lighting.	Less than significant (CEQA Class 3)	Documentation provided to BLM as part of QST's ROW grant application. Documentation would be collected during construction and post-construction inspections, and QST's post-construction reporting requirements.	BLM

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Table ES-1 (Continued)

CEQA Mitigation Number	Impact Reference ¹	Significance Before Mitigation ²	Mitigation	Significance After Mitigation	Documentation Required	Responsible Agency
(not in CA)	(Agricultural Productivity) Construction across NAPI agricultural areas in San Juan County, New Mexico, along the TransColorado Extension could result in the loss of standing crops from within the construction ROW (approximately 130 acres) for one season, and possible loss of future crop productivity.	Significant	QST would adhere to its <i>Soil Resources Management Plan</i> and the FERC Plan during construction (see section 5.7.1.2).	Less than significant	QST submits quarterly reports documenting problems and corrective actions taken for at least 2 years following construction. Documentation would be collected during construction and post-construction inspections, and QST's post-construction reporting requirements.	FERC
(not in CA)	(Residential Construction on Navajo Nation) Four residences within 50 feet of work areas occur on Navajo Nation lands. Construction could damage property, create a hazard, and other inconveniences to residents.	Significant	Prior to construction, QST would prepare a Navajo Nation RCP, in consultation with the appropriate Navajo Chapters, the Navajo Nation Department of Emergency Management, and other appropriate tribal entities.	Less than significant	QST's Navajo Nation RCP filed with NNEPA. Site-specific plans for residences closer than 25 feet to construction work areas. Documentation would be collected during construction and post-construction inspections, and QST's post-construction reporting requirements.	Navajo Nation

Table ES-1 (Continued)

CEQA Mitigation Number	Impact Reference ¹	Significance Before Mitigation ²	Mitigation	Significance After Mitigation	Documentation Required	Responsible Agency
(not in CA)	(Visually Sensitive Excavations) Six excavation sites between MP 260 and MP 270 would be located within 0.25 mile of the historic U.S. Highway 66 corridor between Kingman and Oatman, Arizona, and may be visible from the road.	Significant	Prior to construction, QST would consult with the BLM's Kingman Rangeland Management Specialist to determine the site-specific revegetation mixtures for these local excavation disturbances on BLM-administered land. Other measures, such as replacing excavated rocks with the dark (desert varnish) side up, or artificially staining rocks to match the color of adjacent rock outcrops would require BLM approval prior to implementation. See section 5.7.2, Visual Resources.	Less than significant	BLM-approved revegetation mixtures and rock replacement procedures filed with the FERC prior to construction. Documentation would be collected during construction and post-construction inspections, and QST's post-construction reporting requirements.	FERC, BLM
(not in CA)	(Visual Resources) The new Mohave Valley Compressor Station may be visible from a residential area on the Fort Mojave Indian Reservation, but is not expected to dominate the viewshed from sensitive locations or change the character of the landscape.	Significant	QST provided a plan to the BLM for mitigating the potential visual effects of the new Mohave Valley Compressor Station. This plan included painting standards, the use of non-glare materials, and shielding for night lighting.	Less than significant	FERC and BLM were provided with a plan for mitigating visual effects of the Mohave Valley Compressor Station.	FERC, BLM
CULTURAL RESOURCES						

Table ES-1 (Continued)

CEQA Mitigation Number	Impact Reference ¹	Significance Before Mitigation ²	Mitigation	Significance After Mitigation	Documentation Required	Responsible Agency
CUL 1	(Cultural Resources) During construction, significant cultural resources could be destroyed or damaged, have their character or settings changed, or their integrity diminished as described in section 5.9.1.	Significant (CEQA Class 2)	FERC would ensure that QST defer construction, conversion, replacement, removal, modification, and use of facilities; staging, storage, and temporary work areas; and new or to-be-improved access roads in any given area until: 13. QST submits all remaining cultural resources survey and evaluation reports, any other appropriate studies (such as Traditional Cultural Properties studies), and any required avoidance or treatment plans; 14. QST submits the comments of the SHPO(s), affected Federal and/or state land managing agencies, the Navajo Nation and Hopi Tribe, as appropriate, and other interested parties, as applicable, on all reports, studies, and plans; and 15. FERC's Director of OEP reviews and approves all cultural resources reports, studies, and plans, and notifies QST in writing that construction may proceed.	Less than significant (CEQA Class 3)	QST files remaining cultural resources survey and evaluation reports, studies, and any required avoidance or treatment plans with the FERC. QST files the comments of the SHPO(s), affected parties on all reports, studies, and plans with the FERC. FERC issues written notification that QST may proceed with construction. Prior to construction, QST files with the FERC and CSLC evidence of a contract(s) with Native American monitors.	FERC, CSLC, CA SHPO
CUL 2	(Cultural Resources) Cultural resources, including human remains, could be discovered that were not identified during pre-construction surveys.	Significant (CEQA Class 2)	Prior to construction, QST would submit any additional comments by the SHPOs, affected Native Americans, affected Federal and state land managing agencies, and cooperating agencies, on the unanticipated discoveries plan.	Less than significant (CEQA Class 3)	Prior to construction, QST files with the FERC and CSLC any comments by SHPOs, affected Native Americans, affected Federal and state land managing agencies, and cooperating agencies on the plan.	FERC, CSLC, CA SHPO

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Table ES-1 (Continued)

CEQA Mitigation Number	Impact Reference ¹	Significance Before Mitigation ²	Mitigation	Significance After Mitigation	Documentation Required	Responsible Agency
CUL 3	(Cultural Resources) There are a number of groups who may have an interest in the project area.	Significant (CEQA Class 2)	Prior to construction, QST would submit any additional comments on the project by any of the 23 Native American groups contacted, or any newly identified groups.	Less than significant (CEQA Class 3)	Prior to construction, QST files with the FERC and CSLC any comments by all potentially affected tribes.	FERC, CSLC, CA SHPO
NOISE						
NOISE 1	(Compressor Station Noise) Noise attributable to construction activities and the operation of the proposed compressor stations could exceed an L _{dn} of 55 dBA, or other local noise ordinance standards, at nearby NSAs.	Significant (CEQA Class 2)	QST would conduct noise level surveys at the Beaumont, Morongo Valley, Mohave Valley, Cameron, Red Mesa, and Shiprock Compressor Stations to verify that the noise from each compressor station operated at full load does not exceed an L _{dn} of 55 dBA at the nearby NSAs. If the noise attributable to the operation of each station at full load exceeds an L _{dn} of 55 dBA at any nearby NSAs, QST would install additional noise controls. QST would confirm compliance with the L _{dn} of 55 dBA requirement by submitting a second noise survey after it installs the additional noise controls. See section 5.10.2.3.	Less than significant (CEQA Class 3)	Noise level surveys at compressor stations to verify compliance with noise limits filed with the FERC, CSLC, and any appropriate local government agencies within 60 days of placing compressor stations in service.	FERC, CSLC, appropriate local agencies
TRANSPORTATION AND TRAFFIC						
TRANS 1	(Traffic) Construction in city streets could significantly disrupt traffic.	Significant (CEQA Class 2)	Traffic Management Plans (TMPs) are required by local municipalities where construction is to occur in city streets. TMPs would be reviewed and approved by each municipality. See section 5.11.2.	Less than significant (CEQA Class 3)	Written approval of TMPs from each affected municipality filed with the FERC prior to construction.	FERC, affected local municipalities
SYSTEM RELIABILITY AND SAFETY						

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Table ES-1 (Continued)

CEQA Mitigation Number	Impact Reference ¹	Significance Before Mitigation ²	Mitigation	Significance After Mitigation	Documentation Required	Responsible Agency
SAFE 1	<p>(Pipeline Safety) The transportation of natural gas by pipeline involves some risk to the public in the event of an accident and subsequent release of gas.</p> <p>Conversion, construction, operation, and maintenance could involve the use or disposal of materials that pose a hazard to people, animal, or plant populations in the exposed areas.</p>	Significant (CEQA Class 2)	<p>The proposed pipeline and associated facilities would be designed, constructed, tested, operated, inspected, and maintained in accordance with DOT Minimum Federal Safety Standards (49 CFR Part 192); the same standards that apply to all natural gas facilities in the U.S. These regulations are intended to ensure adequate protection for the public and to prevent natural gas pipeline accidents and failures.</p> <p>QST would submit a SHMP, including:</p> <ul style="list-style-type: none"> a site-specific seismic hazard investigation of the Del Amo Extension's crossing of the Newport-Inglewood fault zone and an appropriate crossing design to mitigate seismic hazards at this location. site-specific seismic hazard investigations at each of the 14 fault zones crossed or paralleled by the existing pipeline; and seismic hazard investigations at all pipeline segments identified as being at risk from liquefaction hazards. See section 5.1.2, Geologic Hazards. <p>Additionally, QST has prepared a HMMSPC Plan, which outlines how hazardous materials would be handled.</p>	Less than significant (CEQA Class 3)	FERC provided with video documentation and other installation documentation to ensure construction adheres to Federal regulations	FERC

Table ES-1 (Continued)

Notes:

1. No significant resource impacts were identified for Air Quality, Socioeconomics, or Cumulative and Growth Inducing Impacts.
2. CEQA Significance Classifications;
Class 1 = a significant impact that cannot be mitigated to non-significance.
Class 2 = a significant impact, but one that can be mitigated to non-significance with the application of appropriate mitigation measures.
Class 3 = a non-significant impact.
Class 4 = a beneficial impact.

EXHIBIT F

STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA requires lead agencies to balance the benefits of a project against its unavoidable environmental risks in determining whether to approve the project. If the benefits of the project outweigh the unavoidable adverse effects, those effects may be considered "acceptable" (State CEQA Guidelines Section 15093[a]). CEQA also requires, however, that where a lead agency decision allows the occurrence of significant effects that are not at least substantially mitigated, the agency shall support in writing the specific reasons for its action. Such reasons must be based on substantial evidence in the EIS/R or elsewhere in the administrative record (State CEQA Guidelines Section 15093[b]). This required statement is referred to as a Statement of Overriding Consideration.

The following adverse impact of the project is considered significant and unavoidable based on the Final EIS/R and the finding described above:

GEO 3 - (Geologic Hazards) — Earthquakes in California could potentially damage the pipeline, however, design standards minimize the risk.

DISCUSSION

Potential geological and seismic hazards could damage pipelines potentially resulting in significant impacts on the environment. To ensure that potential impacts are reduced to the maximum extent practical, five new automatic line break valves have replaced existing block valves along the pipeline in urbanized areas. Three of these were specifically sited just upstream of known fault locations. Also, the FEIS/R requires QST to collect additional site-specific supportive evidence (e.g., conduct geological investigations and perform ground motion calculations). Following QST's seismic hazard investigations, additional site-specific mitigation measures may be required. Nevertheless, even if the pipeline is designed to the best available engineering standards at a major active fault crossing, the possibility of pipeline rupture as a result of fault displacement during an earthquake cannot be completely eliminated. While the mitigation measure would substantially reduce the impact, potential risk would remain, since complete elimination of all hazards is not feasible.

The following project-specific benefits outweigh the potential risk to public safety defined in GEO 3 such that the impact defined in GEO 3 is considered acceptable:

1. The project would provide the additional capacity necessitated by increased demand in southern California and the southwest United States.
2. The increase in natural gas supplies due to this project would reduce end users' reliance on other fossil fuel energy sources, thereby indirectly reducing associated air quality impacts.

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3. Regardless of the mode, transportation of natural gas is not devoid of risk since shipment of natural gas into southern California necessitates traversing many active faults that are subject to potential earthquake damage. Nevertheless, pipelines represent the safest method of transporting large volumes of natural gas compared to other modes of transportation. Based on the most recent available data from the Department of Transportation (1998; DOT) for all transportation-related deaths, highways transportation had the highest number of fatalities (41,480 or 96%), followed by marine (908 or 2.0%), railroad (831 or 1.8%), aviation (683 or 1.6%), and all types of pipelines (18 or 0.04%). In contrast, natural gas pipelines accounted for 1 fatality or 0.002% of all transportation-related deaths. Moreover, based on the most current available DOT and Energy Information Administration data (1988 to 1998), the number of natural gas transmission pipeline accidents in the US has decreased 30%, even though the amount of natural gas use has actually increased 22%. Thus, alternative modes of transportation of large volume of natural gas pose a greater potential hazard and the safety record of natural gas pipelines has improved over time.

4. The project would increased competition for supplying natural gas to markets in the southwestern US. Increased competition could result in lower prices to consumers, slower price increases, or simply a more assured gas supply.

5. Local economies would benefit financially from the projects by implementation of a license fee or other mechanism for use of the right-of-way. There will be short-term financial benefits to workers from construction and operation employment and to businesses by supplying fuel and construction materials for construction.

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