

**Decision on Action and Application for Categorical Exclusion  
For Activities Associated with Oil and Gas Development  
Section 390, Energy Policy Act of 2005**

Union Oil Company  
Swanson River Field, truck loading facility  
DOI-BLM-AK-010-2011-0023-CX  
Bureau of Land Management  
Anchorage Field Office

**Description of the Proposed Action**

**PROPOSED ACTION:**

Union Oil Company of California (UOCC), a wholly owned indirect subsidiary of Chevron Corporation, plans to install a truck loading facility in the Swanson River Field (SRF), located within the Kenai National Wildlife Refuge (Refuge), Alaska. The purpose of the truck loading facility is to allow crude oil to be loaded into a tanker truck for transport to a refinery located outside the Refuge. After August 2011, the Tesoro crude oil pipeline may not be available for use by UOCC; therefore, starting August 1, 2011, the tanker truck will replace the crude oil pipeline as a method of transporting oil from SRF to an offsite refinery.

**SCOPE OF WORK**

UOCC plans to construct a truck loading facility at Tank Setting #1-4 to haul crude oil from SRF to an offsite refinery. The facility will be located on existing infrastructure (gravel pad); no new areas will be disturbed as a result of project construction.

The truck loading facility consists of a 20-foot-wide by 80-foot-long by 3-foot-high main area, within which the tanker truck will park during crude oil loading. An adjacent 10-foot-wide by 24-foot-long work area will also be constructed to house the loading arm and control panel. The facility foundation will be made of concrete, and the support structures and roof will be of steel construction. The entire truck loading facility, including the work area, will be covered and will have secondary containment that meets state and federal spill prevention requirements. Secondary containment will include the containment that is provided within the sloped and bermed concrete foundation in addition to a catch basin located along the length of the foundation. The catch basin will be designed to capture fluids for removal by a vacuum truck when storm water accumulates and/or to recover fluids in the event of a spill. UOCC's truck loading facility will be similar in design to Marathon's facility.

Crude oil will be pumped from the existing pump house (located within approximately 50 feet of the planned facility) to the truck loading facility. The existing two 50-horsepower (HP) pumps and the 40-HP and 20-HP electric booster pumps used to pump oil to the pipeline will no longer be used when the pipeline goes out of service. Instead, two new 10-HP electric-driven pumps will be installed in the pump house to push the crude oil to the truck loading facility. Installation of crude oil discharge piping between the truck loading facility and the pump house will also be required to redirect the crude oil to the truck loading facility instead of the pipeline. In addition, heat trace will be installed on piping at the truck loading facility to prevent crude oil from freezing within the piping. No additional fuel burning equipment or additional storage tanks will be required to support this facility.

The maximum total fill volume of the haul truck's crude oil tank will be 285 barrels (bbls) or approximately 12,000 gallons (gals). The maximum total crude oil carrying capacity of the truck will be approximately 220 bbls (9,240 gals); however, during breakup the crude oil carrying capacity of the truck will be reduced to approximately 90 bbls (3,780 gals) to comply with road weight restrictions. Total truck loading time is estimated to be approximately 31 minutes based on a 300 gallon per minute fill rate. The truck will be configured with a high-level alarm system that will use signal lights to alert personnel in the event the high fill level is reached. In a highlevel alarm situation the truck loading facility will receive a signal at the control panel that will activate the automatic shutdown mode in which the pump action is terminated and the valves are automatically closed.

Crude oil loading frequency is estimated to be up to three times a day. Figure 6 shows the route of travel within SRF to the truck loading facility when the truck is empty, and the route the truck will travel to exit the field after it is loaded. This route has been determined to be the safest course through the area. The route avoids sharp turns that cross traffic at blind corners and allows only the empty trucks to travel through the more heavily occupied road sections of the main plant and office areas; full tank trucks are limited to travel along the less frequently used road sections.

### **Plan Conformance**

The proposed action is in conformance with the terms and the conditions of the Approved Resource Management Plan (RMP) for the Public Lands Administered by the Bureau of Land Management, Anchorage Field Office (AFO): Ring of Fire RMP March, 2008, and with the terms and conditions of the Final Revised Comprehensive Conservation Plan (CCP) and Environmental Impact Statement (EIS) Kenai National Wildlife Refuge (KNWR), Approved August 2009, as required by 43 CFR 1610.5

### **Plan of Operations**

The proposal is designed in conformance with all bureau standards and incorporates appropriate best management practices, required and designed mitigation measures determined to reduce the effects on the environment.

### **Compliance with the Energy Policy Act of 2005**

The proposed activity has been determined to be statutorily categorically excluded from NEPA documentation in accordance with Section 390 of the National Energy Policy Act of 2005.

The applicable Categorical Exclusion reference in Section 390 of the Energy Policy Act of 2005 is exclusion number (b)(5) which is *maintenance of a minor activity, other than any construction or major renovation o(f) a building or facility.*

These documents, the Ring of Fire RMP March, 2008 and the Final Revised Comprehensive Conservation Plan (CCP) and Environmental Impact Statement (EIS) Kenai National Wildlife Refuge (KNWR) August 2009, have been reviewed and have been determined to consider potential environmental effects associated with the proposed activity at a site specific level.

### **Persons and Agencies Consulted**

#### **Wildlife:**

The facility will be located on existing, previously disturbed and graveled area. No new areas will be disturbed as a result of project construction. Therefore, there will be no impacts to wildlife from this proposal.

**Subsistence:**

This action will not impact subsistence activities. The surface is managed by the U.S. Fish and Wildlife Service, with the mineral estate owned by Cook Inlet Region, Inc. (CIRI), managed by BLM. The proposed action occurs on land owned by CIRI, and does not occur on Federal Public Lands as defined in ANILCA Section 102(3). It therefore does not fall under the regulatory authority of the Federal Subsistence Board and appropriate Federal Subsistence Regulations for harvest of wildlife, fish and shellfish on Federal Public Lands in Alaska. Therefore at this time, the proposed action will not restrict Federal subsistence uses, decrease or alter the abundance of resources or limit qualified Federal subsistence user access from current existing conditions.

**Cultural:**

**Previous disturbance:**

The entire undertaking will occur in an area where previous ground disturbance has modified the surface so extensively that the probability of impacting historic properties is negligible. The Bureau may proceed with the proposed undertaking following the *Alaska State Protocol Agreement*.

Jenny Blanchard, BLM Archaeologist for the Anchorage Field Office, has reviewed the undertaking and made a reasonable effort to identify historic properties in the proposed APE. As detailed in the "Report of Determinations Under section 106 of the NHPA," the AFO Archaeologist has determined that the proposed project will have no effect to historic properties. This project falls under parameters set by the *Alaska State Protocol Agreement* as a routine undertaking, and information on the undertaking will be provided to the Alaska State Historic Preservation Office on an annual basis, as outlined in the *State Protocol Agreement*.

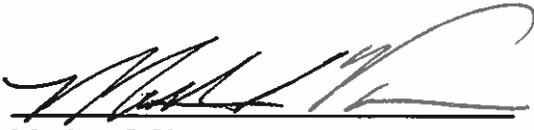
There are no eligible sites within the APE of the proposed project. Following the *Alaska State Protocol Agreement*, the Bureau of Land Management will notify the Alaska State Historic Preservation Officer (SHPO) on a yearly basis that no historic properties exist within the APE.

**Decision and Rationale on Action**

I have decided to implement the Swanson River Field Sundry Notice, Truck loading facility with the following Conditions of Approval (COAs):

All Required Operating Procedures, stipulations, and terms and conditions outlined in the Ring of Fire Resource Management Plan and the Final Revised Comprehensive Conservation Plan (CCP) and Environmental Impact Statement (EIS) Kenai National Wildlife Refuge.

The above COAs and terms and conditions provide justification for this decision and may not be segregated from project implementation without further NEPA review. In addition, I have reviewed the plan conformance statement and have determined that the proposed activity is in conformance with the applicable land use plans. Further, I have reviewed the proposal to ensure the appropriate exclusion category as described in Section 390 of the Energy Policy Act of 2005 has been correctly applied. It is my determination that no further environmental analysis is required.



Matthew S. Varner  
Acting Field Manager, Anchorage Field Office

4/15/2011

Date

**Administrative Review or Appeal Opportunities**

This decision is subject to administrative review in accordance with 43 CFR 3165. Any request for administrative review of this decision must include information required under 43 CFR 3165.3(b) (State Director Review), including all supporting documentation. Such a request must be filed in writing with the State Director, Bureau of Land Management, P.O. Box 1828, Cheyenne, Wyoming 82003, no later than 20 business days after this Decision Record is received or considered to have been received.

Any party who is adversely affected by the State Director's decision may appeal that decision to the Interior Board of Land Appeals, as provided in 43 CFR 3165.4.

**Contact Person**

For additional information concerning this decision, contact

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