

APPENDIX B: ERRATA

This appendix lists corrections to the text of the Draft Environmental Impact Statement that have the potential to change the meaning of the analyses. Typographical errors, such as spacing, punctuation, or minor grammatical errors, are not included.

Relevant Section(s)/Pages in the Draft EIS	Original Text	Correction
Section ES5.3, Proposed Project; page ES-11	Figure ES-4: Proposed Project Infrastructure	Rename figure to: Figure ES-4: Proposed Project Components
Section 1.4, Environmental Review Process; page 1-5	Figure 1-3: EIS Process	Rename figure to: Figure 1-3: EIS Process and Timing
Section 2.6.1, Naptha Hydrotreater Expansion; page 2-12	The location of the NHT expansion is shown on Figure 2-8.	Revise sentence to: The location of the NHT expansion is shown on Figures 2-2 and 2-8
Section 2.6.2, New Isomerization Unit; page 2-14	The location of the Isom Unit is shown on Figure 2-8.	Revise sentence to: The location of the Isom Unit is shown on Figures 2-2 and 2-8.
Section 2.6.2, New Aromatics Recovery Unit and New Boiler; page 2-14	The location of the ARU is shown on Figure 2-8.	Revise sentence to: The location of the ARU is shown on Figures 2-2 and 2-8.
Section 2.6.3, New Aromatics Recovery Unit and New Boiler; page 2-15	A new, natural-gas-fired boiler and associated feedwater tank would be installed to the ARU to provide process heat needed for the proposed project	Revise sentence to: A new, natural-gas-fired boiler and associated feedwater tank would be installed in the northwest quadrant of 8th Street and E street, adjacent to the ARU to provide process heat needed for the proposed project
Section 2.7.4, Construction Vehicle Traffic; page 2-13	An SPMT is a platform vehicle with a large array of wheels (see Figure 2-17).	Correct figure is Figure 2-16: Proposed Heavy Haul Route
Section 2.9.2.6, New Tanks Area; page 2-51	The site selected for the new tanks (New Tanks Area on Figure 2-20) would be located in relative close proximity to the existing industrial process units resulting in energy savings and operational efficiencies.	Correct figure is Figure 2-22: Alternate Site Considered

Relevant Section(s)/Pages in the Draft EIS	Original Text	Correction
Section 3.4.2.1, Impacts from Earthquakes; page 3-28	Taking into consideration the 10 to 17 percent probability of a geologically detectable earthquake from the CSZ (i.e., a rupture of the CSZ) within 50 years, proposed project structures would be built using applicable design requirements to withstand such an event as required by the International Building Code. While the risk of impacts from earthquakes cannot be completely eliminated, these measures would reduce the risk of an earthquake causing the collapse of a building, fire or explosion, or rupture of secondary containment.	Insert between sentences in original text: In addition, the New Tanks Area would be regulated under the Facility Oil Handling Standards (WAC 173-180) and the secondary containment structures in this area would also be subject to WAC 173-180-320, including the seismic design requirements at WAC 173-180-320(9).
Section 4.2.1, Study Area; page 4-7	Figure 4-1: Area of Influence	Rename figure to: Figure 4-1: Area of Influence for Air Quality
Section 4.4.7, Summary of Potential Impacts on Air Quality and GHG, Table 4-14; page 4-24	Increased emissions of ozone and GHGs could cause an exceptional event of greater than 87,400 metric tons of GHG. However, increases in GHG and air emissions would be temporary and short term, and marine spills would have a low likelihood of occurring.	Revise sentences to: However, increases in air emissions would be temporary and short term, and marine spills would have a low likelihood of occurring.
Section 5.3.1, Affected Environment; page 5-10	Both systems are directed to the refinery’s Wastewater Treatment Plant (WWTP) and managed under the NPDES Industrial Wastewater Discharge Permit under Outfall 001 (see Figure 5-1).	Revise sentence to: Both systems are directed to the refinery’s Wastewater Treatment Plant (WWTP) and managed under the NPDES Industrial Wastewater Discharge Permit under Outfall 001 at the end of the wharf.
Section 5.3.2.1, Impacts on Surface Water from Construction; page	Additional details regarding construction BMPs are provided in the proposed project’s NPDES Construction Storm Water Permit (see Appendix 2-B, NPDES Permit) and are discussed in Chapter 2, Proposed Action and Alternatives.	Revise sentence to: Additional details regarding construction site controls are discussed in Chapter 2, Proposed Action and Alternatives.
Section 5.3.2.2, Impacts on Surface Water from Operations and Maintenance; page 5-20	The treated water is then discharged to marine waters (see Chapter 7, Marine and Nearshore Resources). The controlled drainage areas and outfalls are shown on Figure 1 in Appendix 2-A, Existing Programs and Operations.	Replace both sentences with: The treated water is then discharged to marine waters through Outfall 001 located at the end of the refinery wharf.
Section 5.5.2.1, Impacts on Wetlands from Construction; page 5-39	Due to the low function level of the adjacent wetlands, and in consideration of implementation of engineering controls and BMPs described above and in Section 5.4.2, the impact on wetlands from construction of the proposed project could be less than significant.	Correct section reference is Section 5.3.2, Potential Impacts on Surface Water

Relevant Section(s)/Pages in the Draft EIS	Original Text	Correction
Section 6.3.2.2, Marine Vessel Transportation Route; Table 6-5; page 6-17	Not applicable	Add additional row at the end of the table: Common Name: Osprey. Scientific Name: <i>Pandion haliaetus</i> . Federal Status: Migratory. State Status: –. Source: IPaC Distribution. Species Information: The species occurs along large water bodies, fresh or salt, in lower-elevation forested habitats. Nests are built on dead trees or artificial structures, always near water. The species feeds almost exclusively on fish. The study area is within the species’ breeding range (Audubon 2017) ¹ . Habitat Evaluation: This species uses artificial structures for nesting; therefore the study area may contain suitable nesting sites. Nearshore and marine habitats in Padilla and Fidalgo Bays are likely to provide valuable foraging habitat for breeding birds.
Section 6.4.4, Summary of Potential Impacts on Terrestrial Vegetation and Wildlife; page 6-32	In summary, all potential impacts on terrestrial vegetation and wildlife were evaluated as less than significant.	Revise sentence to: In summary, all potential impacts on terrestrial vegetation and wildlife were evaluated as less than significant, with the exception of marine birds. In the event of a worst-case or maximum most probable spill, impacts to marine birds would be potentially significant.
Section 7.2.1, Study Area; page 7-8	The marine vessel transportation route and adjacent waters and shorelines from the Tesoro Anacortes Refinery wharf structure to the edge of U.S. territorial waters in the Pacific Ocean, approximately 12 nautical miles seaward of the entrance to the Strait of Juan de Fuca (see Figure 2-3 in Chapter 2, Proposed Action and Alternatives).	Correct figure is Figure 2-4: Marine Vessel Transportation Route from the Refinery to the Pacific Ocean
Section 7.3.3.6, Groundfish; page 7-32	Table 7-9 outlines the special status rockfish species identified or managed under state and federal regulations.	Change “special status rockfish” to “special status groundfish”
Section 7.3.3.5, Groundfish; page 7-32	Critical habitat for these species is designated in nearshore areas and other shallower areas throughout the study area (see Figure 7-4)	Revise sentence to: Critical habitat for these species is designated in nearshore areas and other shallower areas throughout the study area.
Section 7.3.3.10, Marine Mammals; page 7-41	Figure 7-7 Sea Lion Haulout Sites Adjacent to the Proposed Project Area	Rename figure to: Figure 7-7:Pinniped Haulout Sites Adjacent to the Proposed Project Area
Section 7.4, Potential Impacts on Marine and Nearshore Resources; page 7-43	The impacts analysis is presented below and is summarized in Section 7.4.3.3.	Correct section reference is Section 7.4.4, Summary of Impacts on Marine and Nearshore Resources

¹ Audubon. 2017. Guide to North American Birds: Osprey. Accessed: June 2017. Retrieved from: <http://www.audubon.org/field-guide/bird/osprey>

Relevant Section(s)/Pages in the Draft EIS	Original Text	Correction
Section 7.4.1.4, Release of Sediment to Coastal Waters; page 7-46	The treated water is then discharged to Fidalgo Bay via Outfall 001 at the end of the wharf, as prescribed in the refinery’s NPDES Industrial Wastewater Discharge Permit (see Figure 1 in Appendix 2-A, Existing Programs and Operations, and Permit WA0000761 in Appendix 2-B).	Revise sentence to: The treated water is then discharged to Fidalgo Bay via Outfall 001 at the end of the wharf, as prescribed in the refinery’s NPDES Industrial Wastewater Discharge Permit (see Permit WA0000761 in Appendix 2-B).
Section 7.4.1.5, Noise; page 7-49 (note to Table 7-16)	See Appendix 7-A, Noise Attenuation Modeling Results, for a description of the metrics presented here.	Delete table note
Section 7.4.2.6, Noise; page 7-53	Noise can directly and indirectly impact marine wildlife through a number of mechanisms, as described in Section 7.1.1.1.	Correct section reference is Section 7.4.1.5, Noise
Section 7.4.2.6, Noise; page 7-53	Less intense noise sources, such as marine vessel operation, can elicit behavioral responses. Underwater noise from marine vessel operation associated with the proposed project could exceed behavioral thresholds defined by NOAA (see Table 7-15) within approximately 1 mile of marine vessels for fish, approximately 3.5 miles for pinnipeds, and up to approximately 5 miles for cetaceans (see Appendix 7-A, Noise Attenuation Modeling Results).	Delete reference to Appendix 7-A
Section 7.4.3.2, Marine Spills during Operations; page 7-55	The material would never dissolve deep enough into the water to reach benthic communities; therefore, this exposure pathway is not shown on Figure 7-8.	Revise sentence to: The material would never dissolve deep enough into the water to reach benthic communities; therefore, this exposure pathway is shown as incomplete on Figure 7-8.
Section 9.2.1, Study Area; page 9-2	Those living within the area evaluated for increases in air pollution shown on Figure 4-1 in Chapter 4, Air Quality and Climate Change.	Revise sentence to: Those living within the area evaluated for potential air quality impact shown on Figure 4-1 in Chapter 4, Air Quality and Climate Change.
Section 9.2.1, Study Area; page 9-2	The traffic study area includes the routes used during construction for the haul of infrastructure from the Port of Anacortes...	Revise sentence to: The traffic study area includes the routes used during construction for the haul of major project component from the Port of Anacortes...
Section 9.4.1, Affected Environment; page 9-13	Figure 9-1 Average Annual Daily Traffic in the Vicinity of the Proposed Project Site 2015	Rename figure to: Figure 9-1-: Average Annual Daily Traffic in the Vicinity of the Proposed Project Site in Year 2015
Section 9.3.1.2, Health Conditions Associated with Air Pollution Exposures; pages 9-5 & 9-6	As shown on Figure 11-3 and 11-5 in Chapter 11, Social and Economic Environment, there are no census blocks in the vicinity of the proposed project with high levels of poverty in comparison to the rest of the state of Washington.	Correct figure references are Figure 11-2: EJSCREEN Output: Low-Income Population, Project Area and Marine Vessel Transportation Routes and Figure 11-4: EJSCREEN Output: Low-Income Population, Immediate Project Area

Relevant Section(s)/Pages in the Draft EIS	Original Text	Correction
Section 9.6.1, Potential Impacts on Health from Fires at the Refinery During Operations and Maintenance; page 9-27	For example, Figure 2-7 in Chapter 2, Proposed Action and Alternatives, indicates that approximately 60 percent of the materials currently produced at the facility are gasoline and jet fuels, both these products are a 3 in the NFPA rating system.	Revise sentence to: For example, Figure 2-7 in Chapter 2, Proposed Action and Alternatives, indicates that more than 70 percent of the materials currently produced at the facility are gasoline and jet/diesel fuels; both these products are a 3 in the NFPA rating system.
Section 9.6.2.4, Impacts on Health from Marine Spills from Vessels during Operations; call-out box on page 9-34	In Louisiana in 2007, a 1,000–bbl xylene spill to water occurred from a barge–vessel collision on the Mississippi River.	Change date of spill from 2007 to 2003
Section 9.6.2.4, Impacts on Health from Marine Spills from Vessels during Operations; page 9-35	In addition, spill response resources (both equipment and personnel) are available to respond immediately in the event of a spill throughout the study area as described in Chapter 13, Section 13.5.2.2.	Correct section reference is Section 13.5.7, Spill Response
Section 10.2.1, Study Area; page 10-4	The study area for marine transportation includes the marine vessel transportation route and adjacent waters and shorelines from the Tesoro Anacortes Refinery wharf structure to the edge of U.S. territorial waters in the Pacific Ocean, approximately 12 nm seaward of the entrance to the Strait of Juan de Fuca (see Figure 2-3 in Chapter 2).	Correct figure reference is Figure 2-4: Marine Vessel Transportation Route from the Refinery to the Pacific Ocean
Section 10.2.1, Study Area; page 10-5	Table 10-2: Study Areas for Land Use and Shoreline Use	Change table title to: Table 10-2: Study Areas for Land Use and Shoreline Use, Recreation, and Visual Resources
Section 10.2.1, Study Area; Table 10-2; page 10-5	Land in the vicinity of the proposed project area, within the refinery boundary and adjacent to North Texas Road; shoreline along March Point and Fidalgo Island; and coastlines and waterways within the Salish Sea along the marine vessel transportation route (Figures 2-2 and 2-3). ALSO: Recreation resources on March Point and the shoreline of Fidalgo Island, as well as open water and shorelines along the marine vessel transportation route (Figures 2-2 and 2-3).	Correct figures references are Figure 2-2: Project Area and Vicinity Map, and Figure 2-4: Marine Vessel Transportation Route from the Refinery to the Pacific Ocean
Section 10.2.2.3, Visual; page 10-7	The VRM system (BLM 1978) characterizes existing landscapes on lands under BLM jurisdiction, identifies and evaluates the scenic values of those lands, determines visual impacts from projects, and ultimately determines the appropriate level of management of visual resources on BLM lands.	Change citation to BLM 1984

Relevant Section(s)/Pages in the Draft EIS	Original Text	Correction
Section 10.4.2.3, Impacts on Recreation from Vessel Traffic during Operations; page 10-36	The marine vessel transportation route includes passage through the Strait of Juan de Fuca and its approaches, Rosario Strait, Guemes Channel, and Fidalgo Bay and Padilla Bay (Figure 2-3).	Correct figure reference is Figure 2-4: Marine Vessel Transportation Route from the Refinery to the Pacific Ocean
Section 10.5.2.1, Impacts on Aesthetics and Visual Resources from Construction; page 10-44	Visual impacts during construction would be temporary, and would be localized to certain areas depending on the particular phase of construction (see Figure 2-9).	Correct figure reference is Figure 2-13: Project Construction Phase Durations
Section 10.5.2.1, Impacts on Aesthetics and Visual Resources from Construction; page 10-45	Storage, laydown, and other areas used for temporary construction activity would also occur mostly within developed areas of the refinery including construction office and trailers, pipe and column storage areas, general project material laydown areas, and fabrication areas (see Figure 2-13).	Delete reference to Figure 2-13.
Section 10.7, References; page 10-55	BLM (Bureau of Land Management). 1978. Visual Resource Management. BLM Manual 8400. Washington, D.C.: U.S. Department of the Interior.	Change date of reference to 1984
Section 11.3.2, Potential Impacts on Housing; page 11-7	Potential impacts on social and economic resources are summarized in Section 11.3.3.	Correct section reference is Section 11.2.2, Summary of Potential Impacts on Housing
Section 11.5.1.2, Cattle Ranching and Farming; page 11-20	That sector generates \$90.3 in annual employment income within Skagit County comprising 4.6 percent of the county total (Table 11-8). Cattle ranching and farming generates \$6.7 million in annual employment income, 7.5 percent of annual employment income from NAICS Sector 11 and less than 1.0 percent of total wage income in Skagit County (BLS 2016a-c, e, f)	Change \$90.3 to \$90.3 million; change 7.5 percent to 7.4 percent.
Section 11.5.1.4, Commercial Fisheries; page 11-21	Fishing generates \$5.1 million in annual employment income, 4.2 percent of annual employment income from NAICS Sector 11, and less than 1.0 percent of total wage income generated in the MS study area (BLS 2016a-c, e, f; Table 11-8).	Change 4.2 percent to 4.4 percent in annual employment income
Section 11.5.1.7, Marine Transportation; page 11-25	Of these, approximately 4 of every 5 port calls are made by large commercial vessels, while the remaining calls are made by tank ships and ATBs (see Chapter 13, Marine Transportation, Table 13-5).	Correct table references are Table 13-3: Salish Sea Vessel Call Data 1999 to 2013 and Table 13-4: Vessel Crossings by Waterway, 2010-2014

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Section 11.8, Cumulative Impacts; page 11-43	This increase would not significantly reduce waterway access to commercial fishermen, or to tribal fishers for commercial, subsistence, or ceremonial purposes. Similarly, cumulative increase in marine vessel traffic would not significantly reduce access to marine plants currently gathered as part of tribal aquaculture activities.	Delete sentences
Section 13, Marine Transportation; Table 13-1; page 13-1	Not applicable	Add additional row: 33 CFR Part 110. Identifies and establishes the rules and regulations for anchorage grounds and gives the USCG Captain of the Port (COTP) the authority to regulate activity within those anchorage grounds (§110.230 applies to the Puget Sound zone).
Section 13.2.1, Study Area; page 13-5	The study area for marine transportation includes the marine vessel transportation route and adjacent waters and shorelines from the Tesoro Anacortes Refinery wharf structure to the edge of U.S. territorial waters in the Pacific Ocean, approximately 12 nautical miles (nm) seaward of the entrance to the Strait of Juan de Fuca (see Figure 2-3 in Chapter 2, Proposed Actions and Alternatives).	Correct figure reference is Figure 2-4: Marine Vessel Transportation Route from the Refinery to the Pacific Ocean
Section 13.2.3.3, Marine Spills; page 13-8	Section 13.5.2.1 discusses the historic and predictive data related to the likelihood of various spill events and associated spill volumes, and defines the spill volume categories evaluated in this Draft EIS. Section 13.5.2.2 provides a detailed description of spill modeling methodology. Section 13.5.2.3 defines the impact magnitude for criteria in terms of spill thickness.	Revise text to: Section 13.5.6 discusses the historic and predictive data related to the likelihood of various spill events and associated spill volumes, and defines the spill volume categories evaluated in this Draft EIS. Section 13.5.4 provides a detailed description of spill modeling methodology. Section 13.5.4.3 defines the impact magnitude for criteria in terms of spill thickness.
Section 13.3.2.2, Impacts on Vessel Traffic from Operations; page 13-14	The increase in vessel traffic as a result of the proposed project would represent a traffic increase of 0.1 percent...	The increase in vessel traffic would represent a traffic increase of less than 0.1 percent in Guemes Channel.
Section 13.3.2.3, Impacts on Vessel Traffic from Spills and Spill Response; page 13-15	Under the worst-case spill scenario along the marine vessel transportation route (see Section 13.5.2.3), vessel traffic could be restricted from an area estimated at up to 23.5 square miles within the study area for up to 3 days due to a spill and spill response.	Correct section reference is Section 13.5.3, Spill Scenarios and Regulatory Requirements
Section 13.4.1.1, Marine Casualty and Vessel Incident Data; page 13-18	The generalized categories listed in Table 13-11 (unknown cause, other, or miscellaneous vessel type) accounted for the largest share of incidents.	Update sentence to read: “The generalized categories listed in Table 13-11 (cause type unknown and vessel types other and miscellaneous)...”

Relevant Section(s)/Pages in the Draft EIS	Original Text	Correction
Section 13.4.2.3, Impacts on Vessel Safety from Spills and Spill Response; page 13-32	As described in Section 13.5.2.3, a worst-case spill scenario could result in the temporary, complete blockage of one or more waterways or port facilities, while the other spill scenarios would result in smaller blockages. Vessels in the Salish Sea may be required to take alternate routes or to temporarily halt their journeys.	Correct section reference is Section 13.2.3.2, Impacts on Vessel Traffic from Spills and Spill Response
Section 13.5.5.1, Worst-Case Spill Modeling Results; page 13-44	The full set of diagrams are presented in Appendix 13-B, Figures. Each figure includes up to six sub-parts, one for each of the tidal and wind scenarios listed in Appendix 13-B.	Revise text to: The full set of diagrams is presented in Appendix 13-B, Appendix Figures 13-1 to 13-48. Each figure includes up to six sub-parts, one for each of the tidal and wind scenarios listed in Table 13-15.
Section 13.5.5.2, Maximum Most Probable and Average Most Probable Spills; page 13-52	Each figure includes up to six sub-parts, one for each of the tidal and wind scenarios listed in Tables 13-18 through 13-21.	Correct table references are Tables 13-21 through 13-24
Page 13.5.6, Spill Likelihood; page 13-62	As described in Section 14.1.1.1, spills are more likely to occur during product transfers, such as those at the refinery wharf.	Correct section reference is Section 13.4.1.1, Marine Casualty and Vessel Incident Data
Page 13.5.6, Spill Likelihood; page 13-62 (note to Table 13-28)	This table isn't specific to the modeling locations outlined in Section 13.4.4.2.	Correct section reference is Section 13.5.4.4, Modeled Spill Locations
Section 13.5.7, Spill Response; page 13-63	These caches are shown in the spill modeling diagrams in Section 13.5.2.2.	Change section reference to Figures 13-12 through 13-15
Section 13.5.7, Spill Response; page 13-65	The location of spill response equipment, including boat launch locations, staging areas, and an identification of whether the location has a specific spill notification strategy, are included on the figures in Section 13.5.2.4 and 13.5.2.5.	Change section references to figure references: Figures 13-12 through 13-15
Section 13.5.8, Summary of Potential Impacts from Spills; page 13-66	The conclusions from these chapters for the worst-case, maximum most probable, and average most probable spill scenarios are summarized in Tables 13-25 and 3-26, respectively.	Correct table references are Table 13-29: Summary of Potential Impacts from the Worst-case and Maximum Most Probable Spill Scenarios and Table 13-30: Summary of Potential Impacts from the Average Most Probable Spill Scenario
Section 13.5.8, Summary of Potential Impacts from Spills; page 13-11-67	Tribal fisheries and aquaculture row	Delete entry
Section 13.6.1.2, Spill Risks; page 13-71	As shown in Table 13-32, additional annual vessel calls in the greater Salish Sea could increase the risk of spills.	Correct table reference is Table 13-31: Increase in Spill Likelihood–Puget Sound 2015 Vessel Traffic Risk Assessment

Relevant Section(s)/Pages in the Draft EIS	Original Text	Correction
Chapter 15, Distribution List; page 15-1	Table 16-1 provides a list of agencies, tribes, and organizations who were notified of the availability of the draft EIS for viewing and download by email.	Change table reference section reference: Section 15.1, Table–Draft Notification List
Chapter 15, Distribution List; page 15-1	Table 16-2 provides a list of public reading room locations.	Change table reference to section reference: Section 15.2, Public Reading Rooms

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