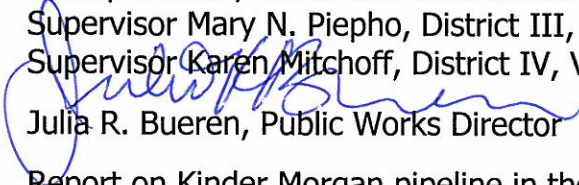




Memo

DATE: June 13, 2011
TO: Transportation, Water and Infrastructure Committee
Supervisor Mary N. Piepho, District III, Chair
Supervisor Karen Mitchoff, District IV, Vice-Chair
FROM:  Julia R. Bueren, Public Works Director
SUBJECT: Report on Kinder Morgan pipeline in the Iron Horse Corridor

Recommendation

Receive report on responses from Kinder Morgan to questions from the public at the April TWIC meeting.

Financial Impact

There is no impact to the County General Fund. Management of the Iron Horse Corridor is funded by the Iron Horse Corridor Trust Fund.

Background

Colony Park Neighbors Association (CPNA) invited Kinder Morgan to attend their general membership meeting in November 2010. Kinder Morgan representatives made a presentation about the pipeline that runs from Concord to San Jose that is located in the Iron Horse Corridor.

After the meeting CPNA had the following outstanding questions:

Question:

It is unclear whether in 1965 when the facility was installed that pipes were hydrostatically tested. What was not answered at the meeting was if seam welding occurred from both the inside and outside of the pipe and whether or not there are longitudinal seams, again, welded from both the exterior and interior of the pipe.

Answer from Kinder Morgan:

The pipeline is made of 10-inch Electric Resistance Welded (ERW) high-strength steel pipe. ERW pipe has a longitudinal seam that is welded by the pipe manufacturer. The ERW process is somewhat different than what you may be envisioning as it involves welding via an electrical resistance process rather than with welding rods, etc. You might want to take a look at some of the information at California Steel Industries website (<http://www.californiasteel.com/?c=facilities&p=erw>). They have a video tour of their facility that shows ERW pipe being rolled and welded. Every length of steel pipe is hydro-tested before leaving the factory.

The girth welds on the pipeline were welded in the field from the outside. The pipe sections are beveled and precisely aligned, and then the girth weld is built up in a series of welding passes until it is the same thickness as the pipe wall. Pipeline welders are highly trained and specialized, and all of them have to pass a welding exam before working on the pipeline. The entire pipeline was hydro-tested after installation before it was put into service.

Question:

The distance of the shutoff valves – in this area of the Iron Horse Corridor they are 5 miles apart. Is this average or are they usually closer in distance?

Answer from Kinder Morgan:

This is pretty typical for the area. The spacing of valves is based on engineering studies that consider land use, population density, topography, proximity to water bodies, endangered species concerns, and a number of other factors to select valve locations.

Question:

What is the size of the pipe in this area?

Answer from Kinder Morgan:

The Concord to San Jose pipeline is 10-inches in diameter.

Question:

What is the repair history of the pipe in this area?

Answer from Kinder Morgan:

Kinder Morgan does not publically release details regarding our pipeline maintenance activities, but I can inform you that we have a very active pipeline Integrity Management Program overseen by the California State Fire Marshall (CSFM) and that the CSFM regularly audits our maintenance activities. If you have additional questions I encourage you contact the CSFM or visit their website (<http://osfm.fire.ca.gov/pipeline/pipeline.php>).

Question:

Your pipeline inspection reports are given to the State Fire Marshall correct? At any point is the County notified if there are issues/concerns or is it the Fire Marshall's responsibility to share the information with the local agency?

Answer from Kinder Morgan:

The CSFM regularly audits our pipeline inspection and maintenance records. We contact counties and cities when we need road closure or encroachment permits to conduct inspection or maintenance of our pipelines, but we do not inform them of all of our activities if no such permits are required. California State Regulations give exclusive jurisdiction for oversight of hazardous liquids pipelines to the CSFM (<http://www.osfm.fire.ca.gov/pipeline/pdf/regulation/cacodes.pdf>). This ensures a level of expertise and consistency throughout the state that would not be possible if every individual municipality had to separately regulate these pipelines. All that being said, we also maintain an Integrated Contingency Plan that specifies the notification procedures we follow in the event of an incident along one of our pipelines. This includes notifications to a large number of federal, state, and local agencies including local fire departments.

For more information I encourage you to visit the Public Awareness section of Kinder Morgan's website (http://www.kindermorgan.com/public_awareness/) and the "Pipeline 101" website maintained by the American Petroleum Institute and the American Oil Pipeline Association (<http://pipeline101.com/>).

Consequences of Negative Action

There will continue to be questions regarding the Kinder Morgan pipeline.

Please feel free to contact Carrie Ricci at 313-2235 if you have any questions.

JRB:CR:mw

G:\transeng\Iron Horse Corridor\Utilities (misc)\Kinder Morgan\Memo - TWIC IHC Kinder Morgan 6-23-2011.doc

c: S. Kowalewski, Deputy Director
C. Ricci, IHC Manager, Administration
M. Wara, Administration
Jon Frankel, Senator DeSaulnier's Office
G. McClellan, Kinder Morgan
L. Zigler, CSFM