

## 4.8 HAZARDS AND HAZARDOUS MATERIALS

### 4.8.1 Overview

This section of the PEA describes the existing conditions related to hazards and hazardous materials for the proposed Tehachapi Renewable Transmission Project (TRTP). The management of hazardous materials and hazardous wastes is subject to numerous laws and regulations. Summaries of federal and state laws and regulations related to hazardous materials and hazardous waste management are presented in this section. This section also assesses the potential for implementation of the proposed Project to create a significant hazard through construction and/or operations and maintenance activities.

### 4.8.2 Technical Methodology

The impact assessment for Hazards and Hazardous Materials relies on the significance criteria contained in the California Environmental Quality Act (CEQA) environmental checklist presented in Appendix G of the State CEQA guidelines.

### 4.8.3 Regulations, Plans, and Standards

Regulations, plans, and standards for management of hazards and hazardous materials have been promulgated by federal and state government. Federal and state government allows local counties and cities to manage and/or implement many of the federal and state regulations relating to the handling, storage, and disposal of hazardous materials and waste. Administrative provisions have been enacted to allow for the planning, coordination and reporting of hazardous materials and hazardous waste programs among federal, state and local government. Potentially applicable federal, state and local programs are presented below. Appendix K provides a wider range of potentially applicable federal, state and local hazardous material related regulations that could apply to the proposed Project depending on the results of the Phase I Environmental Site Assessments to be completed for the proposed Project as part of Applicant Proposed Measure (APM) HAZ-1 as discussed in Section 4.8.5 below.

#### 4.8.3.1 Regulatory Definitions

The following provides summary definitions of hazardous materials and hazardous waste:

- **Hazardous Material:** Any material that because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. Hazardous materials include, but are not limited to, hazardous substances,

**ENVIRONMENTAL IMPACT ANALYSIS  
AND MITIGATION MEASURES**

**SECTION 4.0**

---

*Tehachapi Renewable Transmission Project*

hazardous waste, and any material which a handler or the administering regulatory agency has a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment (California Health and Safety Code, Section 25501 [o]). A number of properties may cause a substance to be considered hazardous, including toxicity, ignitibility, corrosivity, or reactivity.

- **Hazardous Waste:** A waste or combination of waste which because of its quantity, concentration, or physical, chemical, or infection characteristics, may cause or significantly contribute to an increase in mortality or an increase in serious irreversible or incapacitation-reversible illness; or pose a substantial present or potential hazard to human health or the environment, due to factors including, but not limited to, carcinogenicity, acute toxicity, chronic toxicity, bioaccumulative properties, or persistence in the environment, when improperly treated, stored, transported, or disposed of or otherwise managed (California Health and Safety Code, Section 25141). California waste identification and classification regulations are found in Title 22 of the California Code of Regulations.

**4.8.3.2 Federal**

**4.8.3.2.1 Clean Water Act (CWA) 33 U.S.C. Section 1251 et seq.** The Clean Water Act is the principal federal statute protecting navigable waters and adjoining shorelines from pollution. The law was enacted with the intent of restoring and maintaining the chemical, physical, and biological integrity of the waters of the United States. Since its enactment, the CWA has formed the foundation for regulations detailing specific requirements for pollution prevention and response measures. The United States Environmental Protection Act (EPA) implements provisions of the Clean Water Act through a variety of regulations, including the National Contingency Plan and the Oil Pollution and Prevention Regulations. Implementation of the Clean Water Act is the responsibility of each state.

The goal of the oil pollution prevention regulation in 40 CFR Part 112 is to prevent oil discharges from reaching navigable waters of the United States or adjoining shorelines. The rule was also written to ensure effective responses to oil discharges. The rule further specifies that proactive, and not passive, measures be used to respond to oil discharges. The oil pollution regulation contains two major types of requirements: prevention requirements (Spill Prevention, Countermeasure, and Control [SPCC] rule) and Facility Response Plan (FRP) requirements.

The SPCC rule requires facilities that could reasonably be expected to discharge oil in quantities that may be harmful into navigable waters to develop and implement SPCC Plans.

**ENVIRONMENTAL IMPACT ANALYSIS  
AND MITIGATION MEASURES**

**SECTION 4.0**

---

*Tehachapi Renewable Transmission Project*

EPA amended the SPCC Rule in 2006 to extend the SPCC compliance dates in §112.3(a), (b), and (c) for all facilities until October 31, 2007.

SPCC Plans must be prepared, certified (by a professional engineer), and implemented by facilities which store, process, transfer, distribute, use, drill, produce, or refine oil or oil production.

**4.8.3.2.2 Resource Conservation and Recovery Act (RCRA) 42 U.S.C. §6901 et seq.**

The Resource Conservation and Recovery Act (RCRA) regulates hazardous waste from the time that waste is generated through its management, storage, transport, and treatment, until its final disposal. The EPA has authorized the Department of Toxic Substances Control (DTSC) to administer the RCRA program in California.

**4.8.3.2.3 U.S. Department of Transportation.** The U.S. Department of Transportation has the regulatory responsibility for the safe transportation of hazardous materials.

**4.8.3.3 State**

**4.8.3.3.1 California Office of Emergency Services.** The California Office of Emergency Services coordinates the emergency response to an accidental release of acutely/extremely hazardous materials.

**4.8.3.3.2 Department of Toxic Substances Control (DTSC).** Under Government Code Section 65962.5(a), the DTSC is required to compile and update as appropriate, but at least annually, and submit to the Secretary for Environmental Protection, a list of all of the following:

- 1) All hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code
- 2) All land designated as hazardous waste property or border zone property pursuant to Article 11 (commencing with Section 25220) of Chapter 6.5 of Division 20 of the Health and Safety Code

**4.8.3.3.3 Regional Water Quality Control Board (RWQCB).** The RWQCB protects ground and surface water quality by the development and enforcement of water quality objectives and implementation of a basin plan. The RWQCB governs requirements, issues waste discharge permits, takes enforcement action against violators, and monitors water quality.

**4.8.3.4 Local**

**4.8.3.4.1 Certified Unified Program Agency (CUPA).** The CUPA is an agency certified by the DTSC to conduct the Unified Program, which consists of hazardous waste generator and onsite treatment programs; aboveground and underground storage tank programs; Hazardous Materials Management, Business Plans, and Inventory Statements; and the Risk Management and Prevention Program.

**Kern County.** The Kern County Environmental Health Services Department, Hazardous and Solid Waste Division (HSWD) is the CUPA responsible for administering the hazardous materials program within Kern County.

**Los Angeles County.** The Los Angeles County Fire Department (LACFD), Health and Hazardous Materials Division (HHMD) is the CUPA responsible for administering hazardous materials programs within Los Angeles County.

**San Bernardino County.** The San Bernardino County Fire Department (SBCFD), Hazardous Materials Division (HMD) is the CUPA responsible for administering the hazardous materials program within San Bernardino County.

**4.8.4 Significance Criteria**

According to CEQA significance criteria, the proposed Project would result in a significant impact if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and as a result, create a significant hazard to the public or environment?
- For a project located within an airport land use plan or where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in safety hazard for people residing or working in the project area?

- For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

#### 4.8.5 Applicant Proposed Measures

SCE has identified the following APMs which have been incorporated into the proposed Project design, as applicable.

**APM HAZ-1: Phase I Environmental Site Assessment (ESA).** A Phase I ESA would be performed at each new or expanded substation location and along newly acquired transmission line rights-of-way (R-O-Ws). The Phase I ESAs would include an electronic records search of federal, state, and local databases. The electronic records search would be contracted to Environmental Data Resources (EDR), a company which specializes in this type of work and who would produce a comprehensive report for the entire TRTP R-O-W. The EDR Report is used to identify sites located on federal, state, and local government agency databases which may have the potential to impact the proposed Project. The EDR report would be reviewed and, based on such review, any potential areas of concern along the R-O-W would be identified for further assessment. In addition, a Phase I ESA, which is compliant with ASTM 1927-05 (ASTM, 2005) would be performed on all property to be acquired. Based on the results of the Phase I ESAs, additional assessment, characterization, and remediation of potential or known subsurface impacts may be conducted prior to construction activities. Such remediation could include the relocation of T/L structures as necessary to avoid impacted areas, or the removal and disposal of impacted soils and/or groundwater according to applicable regulations.

**APM HAZ-2: Hazardous Materials and Waste Handling Management.** Hazardous materials used and stored onsite for the proposed construction activities – as well as hazardous wastes generated onsite as a result of the proposed construction activities – would be managed according to the specifications outlined below.

- **Hazardous Materials and Hazardous Waste Handling:** A project-specific hazardous materials management and hazardous waste management program would be developed prior to initiation of the project. The program would outline proper hazardous materials use, storage and disposal requirements as well as hazardous waste management

**ENVIRONMENTAL IMPACT ANALYSIS  
AND MITIGATION MEASURES**

**SECTION 4.0**

*Tehachapi Renewable Transmission Project*

procedures. The program would identify types of hazardous materials to be used during the project and the types of wastes that would be generated. All project personnel would be provided with project-specific training. This program would be developed to ensure that all hazardous materials and wastes were handled in a safe and environmentally sound manner. Hazardous wastes would be handled and disposed of according to applicable rules and regulations. Employees handling wastes would receive hazardous materials training and shall be trained in hazardous waste procedures, spill contingencies, waste minimization procedures and treatment, storage and disposal facility (TSDF) training in accordance with OSHA Hazard Communication Standard and 22 CCR. SCE would use landfill facilities that are authorized to accept treated wood pole waste in accordance with HSC 25143.1.4(b).

- **Construction Stormwater Pollution Prevention Plan (SWPPP):** A project-specific construction SWPPP would be prepared and implemented prior to the start of construction of the transmission line and substations. The SWPPP would utilize Best Management Practices (BMPs) to address the storage and handling of hazardous materials and sediment runoff during construction activities (California Stormwater Quality Association, 2004).
- **Transport of Hazardous Materials:** Hazardous materials that would be transported by truck include fuel (diesel fuel and gasoline) and oil and lubricants for equipment. Containers used to stored hazardous materials would be properly labeled and kept in good condition. Written procedures for the transport of hazardous materials used would be established in accordance with U.S. Department of Transportation and Caltrans regulations. A qualified transporter would be selected to comply with U.S. Department of Transportation and Caltrans regulations.
- **Fueling and Maintenance of Construction Equipment:** Written procedures for fueling and maintenance of construction equipment would be prepared prior to construction. Vehicles and equipment would be refueled onsite or by tanker trucks. Procedures would include the use of drop cloths made of plastic, drip pans and trays to be placed under refilling areas to ensure that chemicals do not come into contact with the ground. Refueling stations would be located in designated areas where absorbent pad and trays would be available. The fuel tanks would also contain a lined area to ensure that accidental spillage does not occur. Drip pans or other collection devices would be placed under the equipment at night to capture drips or spills. Equipment would be inspected daily for potential leakage or failures. Hazardous materials such as paints, solvents, and penetrants would be kept in an approved locker or storage cabinet.
- **Fueling and Maintenance of Helicopters:** Written procedures for fueling and maintenance of helicopters would be prepared prior to construction. Helicopters would be

refueled at helicopter staging areas or local airports. Procedures would include the use of drop cloths made of plastic, drip pans and trays to be placed under refilling areas to ensure that chemicals do not come into contact with the ground. Refueling areas would be located in designated areas where absorbent pad and trays are available.

- **Emergency Release Response Procedures:** An Emergency Response Plan detailing responses to releases of hazardous materials would be developed prior to construction activities. It would prescribe hazardous materials handling procedures for reducing the potential for a spill during construction, and would include an emergency response program to ensure quick and safe cleanup of accidental spills. All hazardous materials spills or threatened release, including petroleum products such as gasoline, diesel, and hydraulic fluid, regardless of the quantity spilled would be immediately reported if the spill has entered a navigable water, stream, lake, wetland, or storm drain, if the spill impacted any sensitive area including conservation areas and wildlife preserved, or if the spill caused injury to a person or threatens injury to public health. All construction personnel, including environmental monitors, would be aware of state and federal emergency response reporting guidelines.

**APM HAZ-3: Soil Management Plan.** A Soil Management Plan would be developed and implemented for construction of the proposed Project. The objective of the Soil Management Plan is to provide guidance for the proper handling, onsite management, and disposal of impacted soil that might be encountered during construction activities. The plan would include practices that are consistent with the California Title 8, Occupational Safety and Health Administration (Cal-OSHA) regulations, as well as appropriate remediation standards that are protective of the planned use. Appropriately trained professionals would be onsite during preparation, grading, and related earthwork activities to monitor soil conditions encountered. The Soil Management Plan would provide guidelines for the following:

- Identifying impacted soil
- Assessing impacted soil
- Soil excavation
- Impacted soil storage
- Verification sampling
- Impacted soil characterization and disposal

In the event that potentially contaminated soils were encountered within the footprint of construction, soils would be tested and stockpiled. The appropriate CUPA would determine whether further assessment is warranted.

**ENVIRONMENTAL IMPACT ANALYSIS  
AND MITIGATION MEASURES**

**SECTION 4.0**

---

*Tehachapi Renewable Transmission Project*

**APM HAZ-4: Fire Management Plan.** The Fire Management Plan developed by SCE and presented in this PEA as Appendix D would be implemented (National Fire Association, 1994).

**APM HAZ-5: Spill Prevention, Countermeasure, and Control Plan and Hazardous Materials Business Plan.**

- **Spill Prevention, Countermeasure, and Control Plan (SPCC Plan).** In accordance with Title 40 of the CFR, Part 112, SCE would prepare a SPCC for proposed and/or expanded substations. The plans would include engineered and operational methods for preventing, containing, and controlling potential releases, and provisions for quick and safe cleanup.
- **Hazardous Materials Business Plans (HMBPs).** Prior to operation of new or expanded substations, SCE would prepare or update and submit, in accordance with Chapter 6.95 of the CHSD, and Title 22 CCR, an HMBP. The required documentation would be submitted to the CUPA. The HMBPs would include hazardous materials and hazardous waste management procedures and emergency response procedures including emergency spill cleanup supplies and equipment.

**4.8.6 Proposed Project and Alternatives**

The proposed TRTP consists of eight segments enumerated as Segment 4 through Segment 11. Segments 4, 5, and 10 involve upgrading and expanding SCE's transmission system north of SCE's Vincent Substation in order to integrate Tehachapi area wind generation to SCE's electric system. Segments 6, 7, 8, and 11 involve upgrading and expanding SCE's transmission system south of SCE's Vincent Substation in order to deliver Tehachapi area wind generation to SCE's load centers. Segment 9 involves construction, upgrading, or expanding substations along the various transmission line (T/L) routes. Complete descriptions of the major components of these facilities are provided in Section 3.0, Project Description. In addition, the following sections assess potential Project-related impacts on a segment-by-segment basis.

**4.8.6.1 Segment 4**

**4.8.6.1.1 Environmental Setting.** This section describes the existing hazards and hazardous materials in the proposed Project area for Segment 4 of the proposed TRTP. See Section 3.0 for a detailed description of the proposed teardown and construction activities for this segment.

**ENVIRONMENTAL IMPACT ANALYSIS  
AND MITIGATION MEASURES**

**SECTION 4.0**

---

*Tehachapi Renewable Transmission Project*

Based on existing information, the proposed 220 kilovolt (kV) and 500 kV T/L routes for Segment 4 are not known to contain hazardous materials or hazardous wastes. SCE would perform a Phase I ESA prior to acquisition of new property to identify potential impacts to soil or groundwater in the areas to be graded or excavated as part of Segment 4 of the proposed Project.

**4.8.6.1.2 Impact Analysis.**

***Impact Summary.*** Construction, operation, and maintenance of the proposed TRTP could potentially create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Implementation of the APMs HAZ-2 and HAZ-5 would reduce impacts to a less than significant level. The proposed Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. The proposed Project could potentially be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and as a result, could potentially create a significant hazard to the public or environment. The proposed Project would not be located within airport land use plans, or within 2 miles of public airports or public use airports, and would not result in a safety hazard for people residing or working in the Project area. The proposed Project is located approximately 1 mile from private airstrips but would not result in a safety hazard for people residing or working in the Project area. The proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The proposed Project could potentially expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

**Construction.**

**Would the proposed Project result create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

During construction activities, hazardous materials such as vehicle fuels and other maintenance materials would be used and stored in construction staging areas. There is potential for incidents involving the release of gasoline, diesel fuel, oil, hydraulic fluids and lubricants, paints, solvents, adhesives, and cleaning chemicals. In addition, waste oils, waste hydraulic fluids, discarded batteries, and waste solvents and adhesives are anticipated to be

**ENVIRONMENTAL IMPACT ANALYSIS  
AND MITIGATION MEASURES**

**SECTION 4.0**

---

*Tehachapi Renewable Transmission Project*

generated during construction activities. Wood poles that would be removed as part of the transmission line modification may be coated with creosote (a thick, oily wood preservative or water-proofing agent and distillation product of coal tar). Spills and leaks of hazardous materials or hazardous wastes during construction could potentially result in impacts to soil or groundwater.

In addition, helicopters would be used during construction for wire installation. The operation areas for helicopters would be limited to helicopter staging areas and positions along the R-O-W that have been previously disturbed. Helicopter fueling would occur at helicopter staging areas or at local airports. Spills and leaks of hazardous materials during helicopter construction activities due to improper handling and storage of helicopter fuels could potentially result in impacts to soil or groundwater.

As a result of implementation of APMs HAZ-2 and HAZ-5, this impact would be less than significant.

**Would the proposed Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident involving release of hazardous materials?**

Construction of Segment 4 would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Thus, no impacts would be expected to occur.

**Would the proposed Project emit hazardous materials or handle acutely hazardous materials within 0.25 mile of a school?**

Segment 4 of the proposed Project would not emit hazardous emissions and would not handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. Therefore, no impacts would be expected to occur.

**Would the proposed Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to government code section 65962.5, and as a result, create a significant hazard to the public or environment?**

Soil and groundwater in the area of the proposed Project have the potential to be adversely impacted by hazardous materials and wastes from past activities at properties within, adjacent, or near the proposed Project. If impacted soil or groundwater were encountered and were not managed properly, this could possibly result in: 1) exposure of construction workers

and the community to potential health hazards; and 2) further degradation of the environment.

As a result of implementation of APMs HAZ-1 and HAZ-3, this impact would be less than significant.

**For a project located within an airport land use plan or where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the proposed Project result in a safety hazard for people residing or working in the project area?**

The proposed Project is not located within areas covered by airport land use plans or within 2 miles of public airports. Thus, no impacts would be expected to occur.

**For a project within the vicinity of a private airstrip, would the proposed Project result in a safety hazard for people residing or working in the project area?**

Private airstrips in the vicinity of Segment 4 include Skyotee Airport, located 0.95 mile northeast of S4 MP 6.5, and Burbank Airpark, located 0.9 mile east of S4 MP 19 (see Figure 4.10-1). Proposed Segment 4 towers could exceed FAA height requirements but SCE would be required to consult with the FAA under FAA guidelines Title 14, FAR 77. The proposed Project would be required to conform to all adopted safety standards and guidelines for airports and airfields. Impacts would be less than significant.

**Would the proposed Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

The proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. All construction activity would occur on the proposed Project site. However, in the event an activity is planned that could affect traffic (i.e., equipment delivery necessitating lane closures), SCE would consult with local agencies, including Caltrans and implement transportation and traffic APMs (see Section 4.16). All traffic-related impacts would be reduced to less-than-significant levels.

**Would the Project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

The risk of fire danger from the proposed Project is related to smoking, refueling, and operating vehicles and other equipment off roadways. Welding during construction of towers or support structures could also potentially result in the combustion of native materials in close proximity to the welding site. Transmission lines may pose a fire hazard when a

conducting object, comes in close proximity of a line or when a live-phase conductor falls to the ground.

SCE has developed a Fire Management Plan (included as Appendix D in this PEA). The Fire Management Plan addresses construction activities for the Project, and establishes standards and practices that would minimize the risk of fire danger, and in the case of fire, provide for immediate suppression and notification. The Fire Management Plan addresses spark arresters, smoking and fire rules, storage and parking areas, use of gasoline-powered tools, road closures, use of a fire guard, and fire suppression equipment and training requirements. In addition, all vehicle parking, storage areas, stationary engine site and welding areas would be cleared of all vegetation, and flammable materials. All areas used for dispensing or storage of gasoline, diesel fuel or other oil products would be cleared of vegetation and other flammable materials. These areas would be posted with a sign identifying they are a “No Smoking” area.

As a result of implementation of APM HAZ-4, this impact would be less than significant.

**Operations.**

**Would the proposed Project result create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

Operation of Segment 4 would not require the routine transport, use, or disposal of hazardous materials and, therefore, would not present a significant hazard from operation of the transmission line. Thus, impacts would be less than significant.

**Would the proposed Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident involving release of hazardous materials?**

Operation of Segment 4 would not require the routine use of hazardous materials and, therefore, would not create a significant impact to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Thus, no impacts would occur.

**Would the proposed Project emit hazardous materials or handle acutely hazardous materials within 0.25 mile of a school?**

Operation of the Segment 4 would not require the use of acutely hazardous materials and would not emit hazardous emissions or hazardous substances, or waste within 0.25 mile of an existing or proposed school. Thus, no impacts would occur.

**Would the proposed Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to government code section 65962.5, and as a result, create a significant hazard to the public or environment?**

Based on the implementation of Applicant Proposed Measures (APM HAZ-1, APM HAZ-2, and APM HAZ-3) during construction activities, operation of the proposed Project would not create a significant hazard to the public or environment, and impacts would be less than significant.

**For a project located within an airport land use plan or where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the proposed Project result in a safety hazard for people residing or working in the project area?**

Segment 4 of the proposed Project is not located within an area covered by an airport land use plan or within 2 miles of a public airport or public use airport. Thus, no impacts would occur.

**For a project within the vicinity of a private airstrip, would the proposed Project result in a safety hazard for people residing or working in the project area?**

The proposed Project is located in the vicinity of private airstrips, but required consultation with the FAA would ensure that the proposed Project would not result in a safety hazard for people residing or working in the Project area. Thus, impacts would be less than significant.

**Would the proposed Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

The operation and maintenance of Segment 4 would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Thus, impacts would be less than significant.

**Would the Project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

Transmission lines may pose a fire hazard, when a conducting object, comes in close proximity of a line or when a live-phase conductor falls to the ground. During maintenance activities there is risk of fire danger from operating vehicles and other equipment off roadways during maintenance. As applicable, SCE would maintain vegetation clearance during the life of the Project to reduce the fire hazard potential.

**ENVIRONMENTAL IMPACT ANALYSIS  
AND MITIGATION MEASURES**

**SECTION 4.0**

---

*Tehachapi Renewable Transmission Project*

SCE has developed a Fire Management Plan (attached as Appendix D). The Fire Management Plan addresses operation and maintenance and establishes standards and practices that will minimize the risk of fire danger, and in the case of fire, provide for immediate suppression and notification. With implementation of the measures presented in SCE's Fire Management Plan (APM HAZ-4), wildfire hazards would be less than significant.

**4.8.6.1.3 Mitigation Measures.** The aforementioned APMs have been incorporated into the Project design; therefore, any potentially significant impacts have been avoided or reduced to less-than-significant levels, and no mitigation is required.

**4.8.6.1.4 Impact Significance after Mitigation Measures.** The potential impacts from hazards and hazardous materials associated with construction and operation of Segment 4 are considered to be less than significant.

**4.8.6.2 Segment 5**

**4.8.6.2.1 Environmental Setting.** This section describes the existing hazards and hazardous materials in the proposed Project area for Segment 5 of the proposed TRTP. See Section 3.0 for detailed description of the teardown and construction activities for this segment.

Based on existing information, the proposed T/L route for Segment 5 is not known to contain hazardous materials or hazardous wastes. SCE would perform a Phase I ESA prior to acquisition of new property to identify potential impacts to soil or groundwater in the areas to be graded or excavated as part of Segment 5 of the proposed Project.

**4.8.6.2.2 Impact Analysis.**

***Impact Summary.*** Construction, operation, and maintenance of the proposed TRTP could potentially create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (see Section 4.8.6.1.2). The proposed Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. The proposed Project could potentially be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and as a result, could create a significant hazard to the public or environment (see Section 4.8.6.1.2). The proposed Project would be located within areas covered by airport land use plans, and within 2 miles of public airports or public use airports, but would not result in a safety hazard for people residing or working in the proposed Project

**ENVIRONMENTAL IMPACT ANALYSIS  
AND MITIGATION MEASURES**

**SECTION 4.0**

---

*Tehachapi Renewable Transmission Project*

area. The proposed Project is not located within the vicinity of a private airstrip that would result in a safety hazard for people residing or working in the proposed Project area. The proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The proposed Project could potentially expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands (see Section 4.8.6.1.2).

**Construction.** With respect to potential hazards and hazardous materials impacts, the construction of Segment 5 is analogous to that of Segment 4 because both would be constructed within or adjacent to existing R-O-W, and because similar engineering, use of materials, BMPs, and APMs apply. No additional impacts are identified for this segment. Refer to Section 4.8.6.1.2 for a detailed discussion.

**Operations.** With respect to hazards and hazardous materials impacts, the operation and maintenance of Segment 5 is analogous to that of Segment 4 because both are constructed within or adjacent to existing R-O-W, and because similar engineering, use of materials, BMPs, and operation and maintenance procedures apply. No additional impacts are identified for this segment. Refer to Section 4.8.6.1.2 for a detailed discussion.

**4.8.6.2.3 Mitigation Measures.** The aforementioned APMs have been incorporated into the Project design; therefore, any potentially significant impacts have been avoided or reduced to a less-than-significant level, and no mitigation is required.

**4.8.6.2.4 Impact Significance after Mitigation Measures.** The potential impacts from hazards and hazardous materials associated with construction and operation of Segment 5 are considered to be less than significant.

**4.8.6.3 Segment 6**

**4.8.6.3.1 Environmental Setting.** This section describes the existing hazards and hazardous materials in the proposed Project area for Segment 6 of the proposed TRTP. See Section 3.0 for detailed description of the teardown and construction activities for this segment.

Based on existing information, the proposed T/L routes for Segment 6 are not known to contain hazardous materials or hazardous wastes. SCE would perform a Phase I ESA prior to acquisition of new property to identify potential impacts to soil or groundwater in the areas to be graded or excavated as part of Segment 6 of the proposed Project. The proposed T/L route for Segment 6 traverses the Angeles National Forest which has a seasonally high fire hazard.

**ENVIRONMENTAL IMPACT ANALYSIS  
AND MITIGATION MEASURES**

**SECTION 4.0**

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*Tehachapi Renewable Transmission Project*

**4.8.6.3.2 Impact Analysis.** Construction, operation, and maintenance of the proposed TRTP could potentially create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (see Section 4.8.6.1.2). The proposed Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. The proposed Project could potentially be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and as a result, could create a significant hazard to the public or environment (see Section 4.8.6.1.2). The proposed Project would be located within areas covered by airport land use plans, and within 2 miles of public airports or public use airports, but would not result in a safety hazard for people residing or working in the proposed Project area. The proposed Project is not located within the vicinity of a private airstrip that would result in a safety hazard for people residing or working in the proposed Project area. The proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The proposed Project could potentially expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands (see Section 4.8.6.1.2).

**Construction.** With respect to hazards and hazardous materials impacts, the construction of Segment 6 is analogous to that of Segment 4 because both are constructed within or adjacent to existing R-O-W, and because similar engineering, use of materials, BMPs, and APMs apply. No additional impacts are identified for this segment. Refer to Section 4.8.6.1.2 for a detailed discussion.

**Operations.** With respect to hazards and hazardous materials impacts, the operation and maintenance of Segment 6 is analogous to that of Segment 4 because both are constructed within or adjacent to existing R-O-W, and because similar engineering, use of materials, BMPs, APMs, and operation and maintenance procedures apply. No additional impacts are identified for this segment. Refer to Section 4.8.6.1.2 for a detailed discussion.

**4.8.6.3.3 Mitigation Measures.** The aforementioned APMs have been incorporated into the Project design; therefore, any potentially significant impacts have been avoided or reduced to a less-than-significant level, and no mitigation is required.

**4.8.6.3.4 Impact Significance after Mitigation Measures.** The potential impacts from hazards and hazardous materials associated with construction and operation of Segment 6 are considered to be less than significant.

**4.8.6.4 Segment 7**

**4.8.6.4.1 Environmental Setting.** This section describes the existing hazards and hazardous materials in the proposed Project area for Segment 7 of the proposed TRTP. See Section 3.0 for detailed description of the teardown and construction activities for this segment.

Based on existing information, the proposed T/L route for Segment 7 is not known to contain hazardous materials or hazardous wastes. SCE would perform a Phase I ESA prior to acquisition of new property to identify potential impacts to soil or groundwater in the areas to be graded or excavated as part of Segment 7 of the proposed Project.

**4.8.6.4.2 Impact Analysis.**

**Impact Summary.** Construction, operation, and maintenance of the proposed TRTP could potentially create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (see Section 4.8.6.1.2). However, implementation of APMs would reduce impacts to less than significant levels. The proposed Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. The proposed Project could potentially be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and as a result, could create a significant hazard to the public or environment (see Section 4.8.6.1.2). The proposed Project would be located within areas covered by airport land use plans, and within 2 miles of public airports or public use airports, but would not result in a safety hazard for people residing or working in the proposed Project area because consultation with the FAA would resolve potential conflicts with FAA height restrictions. The proposed Project is not located within the vicinity of a private airstrip that would result in a safety hazard for people residing or working in the proposed Project area. The proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The proposed Project could potentially expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands (see Section 4.8.6.1.2).

**Construction.** With respect to hazards and hazardous materials impacts, the construction of Segment 7 is analogous to that of Segment 4 because both are constructed within existing R-O-W, and because similar engineering, use of materials, BMPs, and APMs apply. No

additional impacts are identified for this segment. Refer to Section 4.8.6.1.2 for a detailed discussion.

**Operations.** With respect to hazards and hazardous materials impacts, the operation and maintenance of Segment 7 is analogous to that of Segment 4 because both are constructed within existing R-O-W, and because similar engineering, use of materials, BMPs, APMs, and operation and maintenance procedures apply. No additional impacts are identified for this segment. Refer to Section 4.8.6.1.2 for detailed discussion.

**4.8.6.4.3 Mitigation Measures.** The aforementioned APMs have been incorporated into the Project design; therefore, any potentially significant impacts have been avoided or reduced to a less-than-significant level, and no mitigation is required.

**4.8.6.4.4 Impact Significance after Mitigation Measures.** The potential impacts from hazards and hazardous materials associated with construction and operation of Segment 7 are considered to be less than significant.

#### **4.8.6.5 Segment 8**

**4.8.6.5.1 Environmental Setting.** This section describes the existing hazards and hazardous materials in the proposed Project area for Segment 8 of the proposed TRTP. See Section 3.0 for detailed description of the teardown and construction activities for this segment.

Based on existing information, the proposed T/L routes for Segment 8 (Segments 8A, 8B, and 8C) are not known to contain hazardous materials or hazardous wastes. SCE would perform a Phase I ESA prior to acquisition of new property to identify potential impacts to soil or groundwater in the areas to be graded or excavated as part of Segment 8 of the proposed Project.

#### **4.8.6.5.2 Impact Analysis.**

**Impact Summary.** As noted, implementation of APMs would reduce all impacts to less-than-significant levels. Construction, operation, and maintenance of Segment 8 of the proposed TRTP could potentially create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (see Section 4.8.6.1.2). As noted, implementation of APMs would reduce all impacts to less than significant levels. The proposed Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within

**ENVIRONMENTAL IMPACT ANALYSIS  
AND MITIGATION MEASURES**

**SECTION 4.0**

---

*Tehachapi Renewable Transmission Project*

0.25 mile of an existing or proposed school. The proposed Project could potentially be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and as a result, could create a significant hazard to the public or environment (see Section 4.8.6.1.2). The proposed Project would be located within areas covered by airport land use plans, and within 2 miles of public airports or public use airports, but SCE would consult with the FAA to ensure the proposed Project would not result in a safety hazard for people residing or working in the proposed Project area. The proposed Project is not located within the vicinity of a private airstrip that would result in a safety hazard for people residing or working in the proposed Project area. The proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The proposed Project could potentially expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands (see Section 4.8.6.1.2).

**Construction.** With respect to hazards and hazardous materials impacts, the construction of Segment 8 is analogous to that of Segment 4 because both are constructed within existing R-O-W, and because similar engineering, use of materials, BMPs, and APMs apply. No additional impacts are identified for this segment. Refer to Section 4.8.6.1.2 for a detailed discussion.

**Operations.** With respect to hazards and hazardous materials impacts, the operation and maintenance of Segment 8 is analogous to that of Segment 4 because both are constructed within or adjacent to existing R-O-W, and because similar engineering, use of materials, BMPs, APMs, and operation and maintenance apply. No additional impacts are identified for this segment. Refer to Section 4.8.6.1.2 for a detailed discussion.

**4.8.6.5.3 Mitigation Measures.** The aforementioned APMs have been incorporated into the Project design; therefore, any potentially significant impacts have been avoided or reduced to a less-than-significant level, and no mitigation is required.

**4.8.6.5.4 Impact Significance after Mitigation Measures.** The potential impacts from hazards and hazardous materials associated with construction and operation of Segment 8 are considered to be less than significant.

**4.8.6.6 Segment 9**

**4.8.6.6.1 Environmental Setting.** This section describes the existing hazards and hazardous materials in the proposed Project area for Segment 9 of the proposed TRTP. See Section 3.0 for detailed description of the teardown and construction activities for this segment.

**ENVIRONMENTAL IMPACT ANALYSIS  
AND MITIGATION MEASURES**

**SECTION 4.0**

---

*Tehachapi Renewable Transmission Project*

Existing substations located in Segment 9 of the proposed Project store and use a variety of hazardous materials, including mineral oil, lubricating oil, batteries, cleaning chemicals and gases. The substations also generate small quantities of hazardous waste including waste oil and lubricants. Existing substations have developed and implemented SPCC Plans and HMBPs to manage the use of hazardous materials, and prevent releases of such materials to the environment.

The proposed substation areas for construction, expansion, and/or modification are not known to contain subsurface hazardous waste in areas to be graded or excavated. SCE would perform a Phase I ESA prior to acquisition of new property to identify potential impacts to soil or groundwater in the areas to be graded or excavated as part of Segment 9 of the proposed Project.

**4.8.6.6.2 Impact Analysis.**

***Impact Summary.*** Construction, operation, and maintenance of the Segment 9 components of the proposed TRTP could potentially create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (see Section 4.8.6.1.2). The proposed Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. The proposed Project could potentially be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and as a result, could create a significant hazard to the public or environment (see Section 4.8.6.1.2). The proposed Whirlwind Substation, the Antelope Substation, and the Mira Loma Substation are located within 2 miles of either public airports or private airfields, but new TRTP substation components would not exceed FAA height requirements and, therefore, not result in a air safety hazard for people residing or working in the proposed Project area. The proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The proposed Project could potentially expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands (see Section 4.8.6.1.2).

As a result of implementation of APMs HAZ-1 through HAZ-5, this impact would be less than significant.

**ENVIRONMENTAL IMPACT ANALYSIS  
AND MITIGATION MEASURES**

**SECTION 4.0**

*Tehachapi Renewable Transmission Project*

**Construction.** The potentially significant construction impacts relative to hazards and hazardous materials for the proposed Segment 9 substation construction, expansion, and/or modifications are as described previously. No additional construction related impacts are identified for the substation components of the TRTP. Refer to Section 4.8.6.1.2 for detailed discussion. Impacts would be less than significant.

**Operations.** Transmission lines and electrical substations may pose a fire hazard, when a conducting object, comes in close proximity of a line or when a live-phase conductor falls to the ground. Additionally, electrical equipment such as transformers present a potential fire hazard if they were to overheat. During maintenance activities there is risk of fire danger from operating vehicles and other equipment associated with substation maintenance activities. As applicable, SCE will maintain vegetation clearance near substation boundaries during the life of the Project to reduce the fire hazard potential.

SCE has developed a Fire Management Plan (APM HAZ-4) (presented in Appendix D). The Fire Management Plan addresses operation and maintenance and establishes standards and practices that will minimize the risk of fire danger, and in the case of fire, provide for immediate suppression and notification. With implementation of the SCE Fire Management Plan, wildfire hazards would be reduced to an acceptable level and impacts would be reduced to a less-than-significant level.

**Would the proposed Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

During operation and maintenance of the proposed Project, there is potential for hazardous materials or hazardous wastes to be released. Operation and maintenance of the Project substations involves the use and storage of transformer oils, lubricating oils, batteries, cleaning chemicals, and gases (i.e., SF-6). Operation and maintenance activities would involve the use of vehicles and possibly helicopters for periodic inspection of Project infrastructure. Spills and leaks of hazardous materials during these activities could potentially result in impacts to soil or groundwater. As a result of implementation of APM HAZ-5, this impact would be less than significant.

**4.8.6.6.3 Mitigation Measures.** The aforementioned APMs have been incorporated into the Project design; therefore, any potentially significant impacts have been avoided or reduced to a less-than-significant level, and no mitigation is required.

**4.8.6.6.4 Impact Significance after Mitigation Measures.** The potential impacts from hazards and hazardous materials associated with construction and operation of Segment 9 are considered to be less than significant.

**4.8.6.7 Segment 10**

**4.8.6.7.1 Environmental Setting.** This section describes the existing hazards and hazardous materials in the proposed Project area for Segment 10 of the proposed TRTP. See Section 3.0 for detailed description of the teardown and construction activities for this segment.

Based on existing information, the proposed T/L routes for Segment 10 (including Alternatives 10A and 10B) are not known to contain hazardous materials or hazardous wastes. SCE would perform a Phase I ESA prior to acquisition of new property (i.e., the entire Segment 10 R-O-W) to identify potential impacts to soil or groundwater in the areas to be graded or excavated as part of Segment 10 of the proposed Project.

**4.8.6.7.2 Impact Analysis.**

**Impact Summary.** Construction, operation, and maintenance of the proposed TRTP could potentially create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (see Section 4.8.6.1.2). Implementation of APMs would reduce these impacts to less than significant levels. The proposed Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. The proposed Project could potentially be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and as a result, could create a significant hazard to the public or environment (see Section 4.8.6.1.2). The proposed Segment 10 portion of the Project is not located within areas covered by airport land use plans and is not within 2 miles of a public airport or public use airport, and would not result in a safety hazard for people residing or working in the proposed Project area. The proposed Project is located within the vicinity of a private airstrip but would not result in a safety hazard for people residing or working in the proposed Project area because SCE would be required to consult with the FAA and resolve any conflicts with FAA height restrictions. The proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The proposed Project could potentially expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands (see Section 4.8.6.1.2). As a result of implementation of APMs HAZ-1 through HAZ-4, this impact would be less than significant.

**ENVIRONMENTAL IMPACT ANALYSIS  
AND MITIGATION MEASURES**

**SECTION 4.0**

*Tehachapi Renewable Transmission Project*

**Construction.** With respect to hazards and hazardous materials impacts, the construction of Segment 10 is generally analogous to that of Segment 4 because both would involve use of similar engineering, materials, BMPs, and APMs. No additional impacts are identified for this segment. Refer to Sections 4.8.6.1.2 and 4.8.6.1.3 for a detailed discussion. Implementation of APMs would reduce all impacts to less than significant levels.

**Operations.** With respect to hazards and hazardous materials impacts, the operation and maintenance of Segment 10 is analogous to that of Segment 4 because both would involve use of similar engineering, materials, BMPs, APMs, and operation and maintenance procedures. No additional impacts are identified for this segment. Refer to Sections 4.8.6.1.2 and 4.8.6.1.3 for a detailed discussion.

**4.8.6.7.3 Mitigation Measures.** The aforementioned APMs have been incorporated into the Project design; therefore, any potentially significant impacts have been avoided or reduced to a less-than-significant level, and no mitigation is required.

**4.8.6.7.4 Impact Significance after Mitigation Measures.** The potential impacts from hazards and hazardous materials associated with construction and operation of Segment 10 are considered to be less than significant.

**4.8.6.8 Segment 11**

**4.8.6.8.1 Environmental Setting.** This section describes the existing hazards and hazardous materials in the proposed Project area for Segment 11 of the proposed TRTP. See Section 3.0 for detailed description of the teardown and construction activities for this segment.

Based on existing information, the proposed T/L routes for Segment 11 are not known to contain hazardous materials or hazardous wastes. SCE would perform a Phase I ESA prior to acquisition of new property to identify potential impacts to soil or groundwater in the areas to be graded or excavated as part of Segment 11 of the proposed Project.

The proposed T/L routes for Segment 11 traverse the Angeles National Forest which has a seasonally high fire hazard.

**4.8.6.8.2 Impact Analysis.**

**Impact Summary.** Construction, operation, and maintenance of the proposed TRTP could potentially create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (see Section 4.8.6.1.2). Implementation of APMs would reduce impacts to less than significant levels. The proposed Project would not

**ENVIRONMENTAL IMPACT ANALYSIS  
AND MITIGATION MEASURES**

**SECTION 4.0**

---

*Tehachapi Renewable Transmission Project*

create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. The proposed Project could potentially be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and as a result, could create a significant hazard to the public or environment (see Section 4.8.6.1.2). The proposed Project would be located within areas covered by airport land use plans, and within 2 miles of public airports or public use airports, but would not result in a safety hazard for people residing or working in the proposed Project area. The proposed Project is not located within the vicinity of a private airstrip that would result in a safety hazard for people residing or working in the proposed Project area. The proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The proposed Project could potentially expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands (see Section 4.8.6.1.2). As a result of implementation of APMs HAZ-1 through HAZ-4, this impact would be less than significant.

**Construction.** With respect to hazards and hazardous materials impacts, the construction of Segment 11 is analogous to that of Segment 4 because both are constructed within existing R-O-W, and because similar engineering, use of materials, BMPs, and APMs apply. No additional impacts are identified for this segment. Refer to Section 4.8.6.1.2 for detailed discussions. Impacts would be less than significant.

**Operations.** With respect to hazards and hazardous materials impacts, the operation and maintenance of Segment 11 is generally analogous to that of Segment 4 because both are constructed within existing R-O-W, and because similar engineering, use of materials, BMPs, APMs, and operation and maintenance procedures apply. No additional impacts are identified for this segment, and no additional mitigations would be required. Refer to Section 4.8.6.1.2 for detailed discussions.

**4.8.6.8.3 Mitigation Measures.** The aforementioned APMs have been incorporated into the Project design; therefore, any potentially significant impacts have been avoided or reduced to a less-than-significant level, and no mitigation is required.

**4.8.6.8.4 Impact Significance after Mitigation Measures.** The potential impacts from hazards and hazardous materials associated with construction and operation of Segment 11 are considered to be less than significant.

**4.8.7 References**

ASTM. 2005. American Society of Testing and Materials (ASTM). Standard E-1527-05, “Standard Practice for Environmental Site Assessment: Phase I Environmental Site Assessment Process.”

California Stormwater Quality Association. 2004. *Stormwater Best Management Practice Handbook, Industrial and Commercial*.

National Fire Protection Association. 1994. *A Compilation of NFPA Codes, Standards, Recommended Practices and Guides*. Quincy, Massachusetts.

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