

9.1 Introduction

This chapter describes the existing environment in the project area and the proposed project's consistency with relevant regulations and policies. This chapter also identifies potential impacts related to hazards and hazardous materials associated with the proposed project and options under the proposed project, and identifies mitigation measures to reduce significant impacts.

The following sources of information were reviewed to prepare the hazards and hazardous materials chapter:

- Draft ISA Capital SouthEast Connector Project (Parsons Brinkerhoff 2010b) (Appendix E)
- Sacramento County General Plan (Sacramento County 1993)
- El Dorado County General Plan (El Dorado County 2004)
- Elk Grove General Plan (City of Elk Grove 2009)
- Folsom General Plan (City of Folsom 1993)
- Rancho Cordova General Plan (City of Rancho Cordova 2006a)

As defined by Section 25501 of the California Health and Safety Code (HSC), hazardous materials are those “that, because of their quantity, concentration, or physical or chemical characteristics, pose a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment.”

Hazardous waste is a subset of hazardous materials and defined as

[W]astes that, because of their quantity, concentration, or physical, chemical, or infectious characteristics, may either cause, or significantly contribute to, an increase in mortality or an increase in serious illness, or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed (HSC 101075).

Hazardous materials can be categorized as nonradioactive chemical materials, radioactive materials, and biohazardous materials. Nonradioactive chemical materials typically fall within the definitions of hazardous materials and hazardous waste, as defined above.

9.2 Environmental Setting

9.2.1 Existing Conditions

Hazardous materials can be found in naturally occurring materials such as asbestos found in rock and soil. They can be found in the ground or in groundwater as a legacy of prior methods of disposing of hazardous materials; and they can be a by-product of current business operations.

Worker health and safety and public safety are key issues when dealing with hazardous materials that may affect human health and the environment.

9.2.1.1 Sites Contaminated by Hazardous Materials

Numerous sites throughout the SACOG region have become contaminated over the years by the dumping of hazardous waste, both legally and illegally. These wastes have affected groundwater and soils throughout the area. Until the 1980s, the disposal of most chemical wastes on land was unregulated. As a result, many landfills and industrial sites became contaminated with toxic wastes. The largest and most contaminated of these became designated by the federal government as Superfund sites. The EPA maintains the list of national Superfund sites. In the state of California, the California Department of Toxic Substances Control (DTSC), which is part of the California Environmental Protection Agency (Cal/EPA), also maintains a list of contaminated sites.

9.2.1.2 Hazardous Waste Generation and Management

There are four general categories of waste management: source reduction, recycling, treatment, and residuals disposal. All of these activities can occur on site at the location where they are generated. Recycling, treatment, and disposal also can occur off site and would require additional intermediate support not only to store but also to transport the wastes.

Hazardous wastes can be generated during transportation projects' construction activities, including those for the Capital Southeast Connector project. Common examples include oil, transmission fluids, fuels, solvents, and adhesives. Unless standard precautions are taken, these wastes can be released into the environment.

The potential harm that hazardous waste can cause to people and the environment has warranted concern of both the national and local governments on the safe transport of hazardous materials. Because hazardous materials are transported primarily on highways and local roads, there is greater public exposure to these materials.

9.2.1.3 Additional Sources of Hazardous Materials

A variety of sources of hazardous materials could result from the construction of the Capital SouthEast Connector. Unless precautions are taken to stabilize or remove these materials, construction can inadvertently release them by disturbing their existing states. Some of these materials are described below.

- **Transformers:** Pole-mounted, pad-mounted, and electrical transformers may be removed or relocated during demolition and/or construction. Old transformers have the potential to contain hazardous materials, specifically polychlorinated biphenyls (PCBs), in the oil. Most transformers with PCBs were changed out in the 1980s; however, it is possible that isolated units were missed.
- **Aerially deposited lead:** Aerially deposited lead (ADL) is known to exist in soils and attributed to the historic use of leaded gasoline. Soils along routes that have had high vehicle emissions from large traffic volumes or congestion during the time period when leaded gasoline was in use (generally prior to 1986) are of concern. Typically, ADL is found in the top two feet of soil along the unpaved shoulders of roadways.

- **Pavement Markings:** Some pavement markings, including yellow traffic stripes, are present along many local roadways. These markings may contain heavy metals such as lead and chromium at concentrations in excess of the hazardous waste thresholds established by the CCR and may produce toxic fumes when heated.
- **Asbestos-Containing Materials and Lead-Based Paint:** *Asbestos* is a commercial term used to identify a group of six fibrous silicate minerals that contain several properties that made the mineral very useful in manufactured products and industrial processes during the 20th century (California Geological Survey 2006). Exposure to asbestos may result in asbestos fibers being inhaled or ingested, which over time may result in damage to the lungs or membranes that cover the lungs, leading to illness or even death. Because of these health concerns related to asbestos exposure, the use of asbestos has decreased significantly. Asbestos is regulated by state and federal regulatory agencies and is known as a human carcinogen. The presence of naturally occurring asbestos (NOA) in the vicinity of the proposed and options is addressed in Chapter 4, "Air Quality."

Structures, including buildings and bridges, are located within the proposed project area. Hazardous building materials including lead-based paint (LBP) and asbestos-containing materials (ACMs) may be present. Demolition and/or renovation of buildings and/or bridge structures could expose construction workers to hazardous wastes or materials, including LBP and ACMs during demolition and/or renovation activities.

- **Agricultural Chemicals:** Portions of the proposed project area have historically been used for agricultural activities. A few areas are still active agricultural fields. Activities conducted on agricultural use properties involve the use of agricultural chemicals (including pesticides, insecticides, and herbicides) which may have contaminated soils. Runoff from these properties may contain agricultural chemicals, which may have flowed on to the roadways and into drainages.
- **Railroad Right of Way:** Railroads are viewed as potential areas of hazardous materials concern due to soil contamination resulting from past weed abatement and wooden-tie treatment practices and spillage. Potentially contaminated soils are possible in areas within and adjacent to the Central California Traction Company (CCT), Southern Pacific Transportation Company (SPT), and the Union Pacific Railroad Company (UPRR) railroad right of way.
- **Dewatering Activities:** Construction of the proposed project will require excavation below the ground surface for support structures or foundations secured deep into the ground. Depending on the location, trenching and excavation associated with these projects may reach depths that can expose the water table and create a direct path to the groundwater basin for contaminants to enter the groundwater system. Primary construction-related contaminants that could thereby reach groundwater would include oil and grease, and construction-related hazardous materials and dewatering effluent.

Absent controls, dewatering operations may temporarily impact existing beneficial uses of municipal and domestic supply, freshwater replenishment, and groundwater recharge in surface waters. Similarly, impacts on surface waters include discharge of pollutants and groundwater may be removed for construction purposes.

9.2.2 Regulatory Setting

Hazardous materials and hazardous wastes are regulated by various federal and state laws. These include not only specific statutes governing hazardous waste, but also a variety of laws regulating air and water quality, human health, and land use.

9.2.2.1 Federal

The primary federal laws regulating hazardous wastes/materials are the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA). The purpose of CERCLA, often referred to as Superfund, is to clean up contaminated sites so that public health and welfare are not compromised. RCRA provides for “cradle to grave” regulation of hazardous wastes. Other federal laws include:

- Community Environmental Response Facilitation Act of 1992,
- Clean Water Act,
- Clean Air Act,
- Safe Drinking Water Act,
- Occupational Safety and Health Act,
- Atomic Energy Act,
- Toxic Substances Control Act, and
- Federal Insecticide, Fungicide, and Rodenticide Act.

In addition to the acts listed above, Executive Order 12088 (Federal Compliance with Pollution Control) mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

The EPA is the principal federal regulatory agency responsible for the safe use and handling of hazardous materials. The key federal regulations pertaining to hazardous wastes are described below. Other applicable federal regulations are contained primarily in Titles 29, 40, and 49 of the CFR.

Resource Conservation and Recovery Act of 1976

The RCRA enables the EPA to administer a regulatory program that extends from the manufacture of hazardous materials to their disposal, thereby regulating the generation, transport, treatment, storage, and disposal of hazardous waste at all facilities and sites in the nation.

Comprehensive Environmental Response, Compensation, and Liability Act of 1980

The CERCLA, also known as Superfund, was enacted by Congress in 1980 to facilitate the cleanup of the nation’s toxic waste sites. In 1986, Superfund was amended by the Superfund Amendment and Reauthorization Act Title III (SARA Title III), also called the Emergency Planning and Community Right-to-Know Act or Community Right-to-Know laws.

SARA Title III states that past and present owners of land contaminated with hazardous substances can be held liable for the entire cost of the cleanup even if the material was dumped illegally when

the property was under different ownership. These regulations also establish reporting requirements that provide the public with important information on hazardous chemicals in their communities to enhance community awareness of chemical hazards and facilitate development of state and local emergency response plans.

Occupational Safety and Health Standards

Regulations for asbestos are contained in OSHA Standards (29 CFR). Regulations for lead-based paint are contained in the Lead-Based Paint Elimination Final Rule (24 CFR 33), governed by the U.S. Department of Housing and Urban Development.

Hazardous Materials Transportation Act

The transportation of hazardous materials is regulated by the Hazardous Materials Transportation Act (HMTA), which is administered by the Research and Special Programs Administration of the U.S. DOT. HMTA provides DOT with a broad mandate to regulate the transport of hazardous materials, with the purpose of adequately protecting the nation against risks to life and property that are inherent in the commercial transportation of hazardous materials. The HMTA governs the safe transportation of hazardous materials by all modes except for bulk transportation by water. The Research and Special Programs Administration carries out these responsibilities by prescribing regulations and managing a user-funded grant program for planning and training grants for states and Indian tribes. DOT regulations that govern the transportation of hazardous materials apply to any person who transports, ships, causes to be transported or shipped, or is involved in any way with the manufacture or testing of hazardous materials packaging or containers. DOT regulations pertaining to the actual movement govern every aspect of the movement, including packaging, handling, labeling, marking, placarding, operational standards, and highway routing. Additionally, DOT is responsible for developing curricula to train for emergency response and administers grants to states and Indian tribes for ensuring the proper training of emergency responders. HMTA was enacted in 1975 and was amended and reauthorized in 1990, 1994, and 2005.

9.2.2.2 State

California hazardous materials and wastes regulations are equal to or more stringent than federal regulations. The EPA has granted the state primary oversight responsibility to administer and enforce hazardous waste management programs. State regulations require planning and management to ensure that hazardous materials are handled, stored, and disposed of properly to reduce risks to human health and the environment. Several key state laws pertaining to hazardous materials and wastes are discussed below.

Title 22 of the California Code of Regulations

The DTSC regulates hazardous waste under the authority of the federal RCRA of 1976 and the HSC. The State of California has enacted legislation pertaining to the management of hazardous waste that is equivalent to, and in some cases more stringent than, corresponding federal laws and regulations. DTSC, a department of Cal/EPA, is responsible for the enforcement and implementation of hazardous waste laws and regulations. The state hazardous waste regulations are codified in 22 CCR, which addresses hazardous materials and wastes.

The Hazardous Waste Control Law of 1972 is the seminal hazardous waste control law in California. The Hazardous Materials Release Response Plans and Inventory Law of 1986 governs hazardous

materials handling, reporting requirements, and local agency oversight programs. Additionally, Section 65962.5 of the California Government Code directs the DTSC to compile a list of all hazardous waste facilities subject to corrective action pursuant to HSC 25187.5 HSC.

Transportation of hazardous materials/wastes is regulated by Caltrans within California (26 CCR). The California Highway Patrol and Caltrans enforce both federal and state regulations and respond with the county fire departments to hazardous materials transportation emergencies. Emergency responses are coordinated as necessary among federal, state, and local government authorities and private persons through a state-mandated emergency response plan.

Health and Safety Code

HSC 19827.5 HSC requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos.

Cal/EPA oversees the regulation and management of hazardous materials on a statewide level through the DTSC. In 1995, legislation went into effect that required Cal/EPA to consolidate permitting, inspection, and enforcement activities in several hazardous material and hazardous waste program areas.

9.2.2.3 Local

Certified Uniform Program Agency

Cal/EPA can delegate responsibility for many of its programs to a local government through certification as a certified uniform program agency (CUPA). A CUPA is responsible for implementing a unified hazardous materials and hazardous waste management program. HSC 25505 requires handlers of hazardous materials to submit business plans to the CUPA if hazardous materials inventories meet or exceed established thresholds. A CUPA can be a county, city, or JPA that demonstrates its ability to administer the program.

- The Sacramento County Environmental Management Department and the El Dorado County Environmental Management Department are the Cal/EPA-designated CUPAs for the project and project options area.

Sacramento County Environmental Management Department, Hazardous Materials Division

The Hazardous Materials Division of the Sacramento County Environmental Management Department (EMD) has been designated by the Cal/EPA as the CUPA for Sacramento County. As the CUPA, the Hazardous Materials Division is responsible for the implementation of the following six statewide environmental programs for Sacramento County:

- underground storage of hazardous substances,
- hazardous materials business plan requirements,
- hazardous waste generator requirements,
- California Accidental Release Prevention (CalARP) program,
- California Uniform Fire Code hazardous materials management plan, and
- aboveground storage tanks (spill prevention, control, and countermeasure [SPCC] plans only).

The Sacramento County EMD regulates more than 30,000 businesses in both incorporated cities and unincorporated areas of Sacramento County. As part of the Sacramento County EMD, the Hazardous Material advisory body has partial regulatory responsibility for the following programs: implementation of hazardous waste generators; under- and aboveground storage tanks; CalARP; solid waste facilities; land uses involving hazardous substances; and medical waste facilities (Sacramento County Environmental Management Department 2008).

El Dorado County Environmental Management Department, Solid Waste and Hazardous Materials Division

The Solid Waste and Hazardous Materials Division of the El Dorado County EMD has been designated by the Cal/EPA as the CUPA for El Dorado County. As the CUPA, the Solid Waste and Hazardous Materials Division is responsible for the implementation of the following six statewide emergency management programs for El Dorado County.

- hazardous materials release response plans and inventories (business plans),
- CalARP program,
- underground storage tank program,
- Aboveground Petroleum Storage Act requirements for SPCC plans,
- hazardous waste generator and on-site hazardous waste treatment (tiered permitting) programs, and
- California Uniform Fire Code (hazardous material management plans and hazardous material inventory statements).

The CUPA is intended to provide relief to businesses complying with the overlapping and sometimes conflicting requirements of formerly independently managed programs.

Fire Protection

Fire stations are typically the first responders to any hazardous material(s) spill incident. Fire suppression, including that relating to hazardous materials, is the responsibility of various fire districts. See Chapter 14, "Public Services and Utilities", for a discussion of local fire protection districts and departments throughout the study area.

Airport Land Use Compatibility Plans and Comprehensive Land Use Plans

SACOG is the designated airport land use commission (ALUC) for Sacramento County. The El Dorado County Transportation Committee has jurisdiction over airport land uses in El Dorado County. An ALUC is an agency established by state law in counties where there is an airport operated for the benefit of the general public. The purpose of the ALUC is to protect public health, safety, and welfare by ensuring the orderly development of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards in areas around public airports to the extent that these areas are not already devoted to incompatible uses. The ALUC is responsible for developing and maintaining Airport land use comprehensive plans (ALUCPs) for areas around each airport. City and county zoning and planning are required to conform to the ALUCP unless the city or county governing body specifically overrides the ALUCP by supermajority vote.

General Plans

Cities and counties have stated goals, objectives, and policies in their respective general plans related to hazards and hazardous materials. The proposed project must comply with the goals, objectives, and policies stated in respective city and/or county general plans. Table 9-1 lists the specific general plan elements/sections that apply to hazards and hazardous materials.

Table 9-1. Applicable Local General Plans

Jurisdiction	Document	Section
El Dorado County	General Plan (2004)	Health, Safety, and Noise Elements
Sacramento County	General Plan (1993)	Hazardous Materials Element
City of Elk Grove	General Plan (2009)	Safety Element
City of Folsom	General Plan (1993)	Safety and Hazardous Materials Elements
City of Rancho Cordova	General Plan (2006a)	Safety Element

Sources: City and County general plans as noted.

9.3 Impact and Mitigation Discussion

9.3.1 Thresholds of Significance

Appendix G of the State CEQA Guidelines identifies environmental issues to be considered when determining whether a project could have significant impacts on the environment. The proposed project and/or its options would have 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 involve handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school;
- be located on a site that is included on a list of hazardous materials sites compiled pursuant to California Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment;
- be located within an airport land use plan area or, where such a plan has not been adopted, be within 2 miles of a public or private airport or public or private use airport, and result in a safety hazard for people residing or working in the proposed project area;
- impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
- expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas and where residences are intermixed with wildlands.

9.3.2 Approach and Methods

This analysis is based on the ISA prepared for the proposed project and options. The ISA identified potential contaminant sources and/or recognized environmental conditions (RECs) that may adversely affect the Capital SouthEast Connector project and options. An REC is defined as the

presence or likely presence of any hazardous substance or petroleum product on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property (ASTM E 1527-05).

The ISA also assessed the potential of encountering hazardous waste and chemically affected soil or groundwater, the potential usage of hazardous materials, and the generation of hazardous waste during construction. The ISA is a screening study conducted to identify potential RECs, determine the appropriate level of any subsequent studies that may be required, and has been prepared with guidance provided in applicable sections of the American Society of Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments (E-1527-05), applicable sections of EPA Standards and Practices for All Appropriate Inquiries (40 CFR 312), and PRC 21092.6. The following steps were taken to establish existing conditions, evaluate the potential for impacts, and evaluate whether project-related activities have the potential to disturb hazardous materials.

9.3.2.1 Environmental Database Search

A limited database search was conducted using an Environmental Data Resources, Inc. (EDR) database dated July 26, 2010. At this stage of analysis for the EIR, only databases for major potential hazardous waste/materials risks were searched to determine the number of potential hazardous waste/materials sites that could affect the proposed project. These databases were searched within a study area of 250 feet from the centerline of the proposed project (500-foot corridor total) and are described as follows.

- **Federal National Priorities List (NPL)/Superfund:** This database lists those sites that pose an immediate public health hazard, and where an immediate response to the discovery was necessary. These listings are also found in the CERCLA database, also known as Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS).
- **State Response Sites (RESPONSE):** This database identifies confirmed release sites where the DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and have high potential risk. This database has replaced the Annual Work Plan (AWP) database. The AWP database is no longer active and previously was maintained by the DTSC to identify known hazardous substance sites targeted for cleanup.
- **State of California Solid Waste Facilities/Landfills (SWF/LF):** The sites listed in this database generally have been identified by the state as accepting solid wastes. The sites can be either active or closed.

Ranking

Hazardous waste and materials impacts were analyzed based on results of the EDR database search. Based on the result of the analysis, eight hazardous waste/materials sites were identified and are assumed to have potential impacts on the Capital Southeast Connector project. As a result, these sites are considered sites of concern and were evaluated and ranked as posing a high, medium, or low risk to the proposed project, as shown in Table 9-2.

Table 9-2. Sites of Concern Ranking

Rank	Represents
High	A site with contaminated soil or groundwater (an open case site) still under investigation to delineate the contamination.
Medium	A site with contaminated soil or groundwater (an open case site) currently undergoing remediation.
Low	A site that is closed with no open cases for soil or groundwater contamination, or a site that does not handle large or specialized hazardous waste and materials.

Source: Initial Site Assessment 2010 (Appendix E).

Environmental Data Resources Results

Table 9-3 lists the EDR sites identified in the ISA prepared for the proposed project (Appendix E) that may have the potential to affect the proposed project, alternatives, and design options. The list of sites includes the site name, address, the database where the site was listed, where within the project area the site is located, and rank. Listed hazardous materials sites were identified within 250-ft. from centerline on either side of the roadway corridor and the Off-Corridor Multi-Use Path.

Because preliminary right-of-way parcel acquisition determinations and engineering designs are not available at this stage of analysis, it is unknown whether a potential hazardous waste or material site will be fully or partially acquired, or whether it will be outside the eventual right-of-way. A determination of which sites will be fully or partially acquired will be made during site-specific environmental analysis.

Proposed Project

The results of the EDR database search identified three potential hazardous waste/materials sites in the proposed project area.

The Super Pallet Recycling (high risk site) is listed on the SWF/LF database, and is located at 10401 Grant Line Road in Elk Grove. According to the ISA, this landfill site is active and operates as a small volume construction and demolition wood debris chipping and grinding business. This landfill site is permitted to receive, process, handle, and dispose of construction, demolition, industrial, and mixed municipal waste. Site assessments are being conducted for this landfill facility to further investigate soil and groundwater contamination that had resulted from leaking underground storage tanks formerly operated by Transcon Lines.

The White Rock Road Disposal Site—North and White Rock Road Disposal Site—South (medium risk sites) are listed on the SWF/LF database, and are located northwest and southwest of the intersection of White Rock Road and Grant Line Road, respectively. Both landfill sites are closed. According to the Draft ISA (Environmental Data Resources 2010) remediation activities are being conducted for soil and groundwater contaminated with trichloroethylene (TCE), petroleum hydrocarbons, heavy metals, and waste oil.

Table 9-3. EDR Database—Identified Hazardous Waste/Material Sites

Site Name	Address	NPL/ Superfund	Response	SWF/LF	Location	Rank
Super Pallet Recycling	10401 Grant Line Road, Elk Grove, CA			X	Proposed Project, Bradshaw Road and Sunrise Boulevard Alignment Alternatives	High
Lopez Agricultural Services, Inc.	11499 Florin Road, Sacramento, CA			X	Off-Corridor Multi-Use Path	Low
Aerojet Investments, LTD	11505 Douglas Road, Rancho Cordova, CA		X		Bradshaw Road Alignment Alternative	High
Aerojet LRC Landfill	Aerojet Road off Hwy. 50, Rancho Cordova, CA			X	Off-Corridor Multi-Use Path	Low
Mather Air Force Base	Mather Air Force Base, Rancho Cordova, CA	X		X	Bradshaw Road and Sunrise Boulevard Alignment Alternatives and Off-Corridor Multi-Use Path	High
Elk Grove Disposal Site	Waterman Road/Bond Road, Elk Grove, CA			X	Off-Corridor Multi-Use Path	Low
White Rock Road Disposal—North	White Rock Road/Grant Line Road, Rancho Cordova, CA			X	Proposed Project, Bradshaw Road and Sunrise Boulevard Alignment Alternative	Medium
White Rock Road Disposal—South	White Rock Road/Grant Line Road, Rancho Cordova, CA			X	Proposed Project, Bradshaw Road and Sunrise Boulevard Alignment Alternative	Medium

Source: Environmental Data Resources 2010 (Appendix E).

Notes: NPL = National Priorities List.
SWF/LF = Solid Waste Facilities/Landfills.

Off-Corridor Multi-Use Path

The results of the EDR database search identified four potential hazardous waste/materials sites in the study area for the Off-Corridor Multi-Use Path.

Lopez Agricultural Services, Inc. (low risk site) is listed on the SWF/LF database, and is located at 11499 Florin Road in Sacramento. According to the EDR Radius Report, this landfill site is active and operates as a composting business. This landfill facility is permitted to receive, process, handle, and/or dispose of agricultural, construction, demolition, and green materials waste.

The Aerojet LRC Landfill (low risk site) is listed on the SWF/LF database, and is located southeast of the intersection of Folsom Boulevard and Aerojet Road in Rancho Cordova. This landfill site has been closed since January 1, 1993.

The Elk Grove Disposal Site (low risk site) is listed on the SWF/LF database, and is located slightly southwest of the intersection of Waterman Road and Bond Road in Elk Grove. This landfill site has been closed since January 1, 1980.

The former Mather Air Force Base (MAFB) (high risk site) is listed on the NPL and SWF/LF databases. MAFB encompasses approximately 6,000 acres, and is located southwest of the intersection of US Highway 50 and Sunrise Boulevard. The MAFB was established in 1918 as an air training command base for navigators to learn how to operate warfare systems. Other activities formerly operated at the base consisted of maintenance of vehicles, aircrafts and weapons. The MAFB also included a landfill facility that was used to dispose spent trichloroethylene (TCE) between 1958 and 1966. In 1993, the MAFB was officially closed. According to the DTSC EnviroStor database (accessed September 2010), 89 potentially contaminated sites have been identified on the MAFB. Soil and groundwater are contaminated with TCE, perchloroethylene (PCE), volatile organic compounds (VOC), and hydrocarbons associated with fuels. Site investigation and remediation activities for soil and groundwater contamination are ongoing. Multiple land use restrictions have been placed upon the property.

9.3.2.2 Data Analysis and Report Preparation

The hazardous waste/materials analysis for this program-level EIR was focused on a quantitative comparison of potential impacts from hazardous waste/materials. This analysis was limited to 250 feet from the centerline (500-foot corridor total) of the proposed project and design options. Because preliminary right-of-way parcel acquisition determinations and engineering designs are not available at this stage of analysis, potential contaminant sources identified in the EDR database review are assumed to have a potential impact on the project. During the tiered or project-level environmental documentation phase for the Capital SouthEast Connector, a determination of which sites will be fully or partially acquired will be made, and sites identified by the EDR database search will be assessed.

9.3.3 Impacts of the Proposed Project

This section describes potential impacts related to hazards and hazardous materials that could result from implementation of the proposed project and project options. This evaluation of impacts is at a program level. Components of the proposed project and project options may require further project level environmental review at a later time.

Impact HAZ-1: Potential to Create a Significant Hazard to the Public or the Environment through the Routine Transport, Use, or Disposal of Hazardous Materials

One of the core goals of the proposed project is to facilitate the movement of goods while relieving congestion on heavily used local roadways that currently serve the corridor. This includes the transport of hazardous materials throughout the region. Anticipated growth in the volume of goods movement means that the volume of hazardous materials being moved along these routes is likely to increase as well. However, many of the proposed improvements address both safety and congestion relief. The project will improve traffic safety and reduce potential congestion through its design. This will minimize the potential for hazardous materials spills as a result of transport accidents. This would be considered a less-than-significant impact, based on the transport of hazardous materials under the regulations and oversight previously described. No mitigation is required.

Impact HAZ-2: Potential to 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

Based on the nature of hazardous materials that will be used, stored, or disposed of during construction (e.g., diesel-fueled equipment, contaminated soil) of the proposed project, there is a possibility that upset and accident conditions involving the release of hazardous materials into the environment could occur. Small quantities of potentially toxic substances (e.g., petroleum and other chemicals used to operate and maintain construction equipment) would be used in the project area and transported to and from the area during construction. Accidental releases of small quantities of these substances could contaminate soils and degrade the quality of surface water and groundwater, resulting in a public safety hazard. However, the handling and disposal of these materials would be governed according to regulations enforced by local fire departments, CUPAs, the California Division of Occupational Safety and Health, and the DTSC, as previously discussed. In addition, regulations under the federal CWA require contractors to avoid allowing the release of materials into surface waters as part of their SWPPP and NPDES permit requirements (see Chapter 10, "Hydrology and Water Quality," for a discussion of SWPPPs). Based on the regulatory scheme, this impact would be less than significant, and no mitigation is required.

Impact HAZ-3: Potential to Emit Hazardous Emissions or Involve Handling Hazardous or Acutely Hazardous Materials, Substances, or Waste within 0.25 Mile of an Existing or Proposed School

There are more than 10 elementary, middle, secondary, and post-secondary schools and colleges/university as well as special education and adult schools in the project area, as shown in Figure 14-1. Hazardous materials used in construction of the proposed project in the vicinity of a school, or other sensitive receptors such as hospitals and residences, accidentally could be released. In the event of a hazardous materials spill or release, notification and cleanup operations would be performed in compliance with applicable local government hazardous materials risk management plans. Also, implementation of the SWPPP by contractors would also reduce the potential of a spill incident from occurring. The project will not use large quantities of hazardous materials, and any uses will be transitory. This impact would be less than significant. No mitigation is required.

Impact HAZ-4: Potential to 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.

As identified above, the proposed project corridor is adjacent to three hazardous materials sites. These three sites may also be included on a list of hazardous materials sites compiled pursuant to Government code Section 65962.5, and will be further evaluated during the tiered or project-level environmental document phase of the capital Southeast Connector project. One area of potential or confirmed contamination within the boundaries of the study area defined for the ISA include potential soil and groundwater contamination from leaking underground storage tanks. If disturbance of soil and/or groundwater in these areas are required as part of construction activities, any contaminated soil or groundwater found could represent a significant risk to human health and the environment. This is a significant impact. Implementation of Mitigation Measure HAZ-1 would reduce this impact to a less-than-significant level.

Mitigation Measure HAZ-1: Perform a Phase I Environmental Site Assessment prior to Demolition and Construction Activities and Remediate If Required

Prior to construction, the JPA or local jurisdictions will conduct appropriate environmental review during the tiered or project-level environmental documentation phase, including a Phase I environmental site assessment in conformance with the ASTM Standard Practice E1527-05. All environmental investigation, sampling, and remediation activities associated with properties in the project area will be conducted under a work plan approved by the regulatory oversight agency and will be conducted by a registered environmental assessor (pursuant to 22 CCR 69200) consistent with Phase I and Phase II environmental site assessments as detailed below. The results of any investigation and/or remediation activities conducted in the project area will be included in the project-level EIR.

A Phase I environmental site assessment should, at a minimum, include:

- an on-site visit to determine current conditions (e.g., vegetative dieback, chemical spill residue, presence of above- or underground storage tanks, etc.);
- an evaluation of possible risks posed by neighboring properties;
- interviews with persons knowledgeable about the site's history (e.g., current or previous property owners, property managers, etc.);
- an examination of local planning files to check prior land uses and any permits granted.
- file searches with appropriate agencies (e.g., SWRCB, fire department, county health department) having oversight authority relative to water quality, groundwater and soil contamination;
- examination of historical aerial photography of the site and adjacent properties;
- review of Sanborn-Perris fire insurance maps;
- a review of current and historic topographic maps of the site to determine drainage patterns; and
- an examination of chain-of-title for environmental liens and/or activity and land use limitations.

If the Phase I environmental site assessment indicates likely site contamination, a Phase II environmental site assessment will be performed (also by a registered environmental assessor).

A Phase II environmental site assessment would include:

- collection of original surface and/or subsurface samples of soil, groundwater, and building materials to analyze for quantities of various contaminants; and
- an analysis to determine the vertical and horizontal extent of contamination (if the evidence from sampling shows contamination).

If contamination is uncovered as part of Phase I or II environmental site assessments, remediation will be required. If materials such as ACM, LBP, or other hazardous building materials like mercury switches, or PCB-containing equipment are identified, these materials will be properly managed and disposed of prior to or during the demolition process.

Any contaminated soil identified on a project site must be properly disposed of in accordance with DTSC regulations in effect at the time.

Hazardous wastes generated by the proposed project will be managed in accordance with the California Hazardous Waste Control Law (HSC, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulation (Title 22, CCR, Division 4.5).

If, during construction/demolition of structures, soil or groundwater contamination is suspected the construction/demolition activities will cease and appropriate health and safety procedures will be implemented, including the use of appropriate personal protective equipment (e.g., respiratory protection, protective clothing, helmets, goggles).

Impact HAZ-5: Potential Safety Hazard for People Residing or Working in the Project Area Due to Vicinity of Project Within a Airport Land Use Plan, Public Airport or Private Airstrip.

The project could create a potential hazard because of the number of new or newly expanded transportation project facilities that would lie within 2 miles of an airport.

These airports include: Mosier Airport, Flying B Ranch Airport, and Mather Airport, formerly Mather Air Force Base. Nearly all of these airports have an adopted comprehensive land use compatibility plan (CLUP) or ALUCP. In general, hazards associated with airports can be grouped into two categories: air hazards and ground hazards.

Air hazards jeopardize the safety of an airborne aircraft and expose passengers, pilots, and crews to danger. Examples of air hazards include tall structures, glare-producing objects, bird and wildlife attractants, radio waves from communication centers, or other features that have the potential to interfere with takeoff or landing procedures, posing a risk to aircraft. Ground hazards jeopardize the safety of current and future residents or workers in the vicinity of an airport.

The most obvious ground hazard is a crash, which may produce a serious, immediate risk to those residing in or using areas adjacent to the airport. Most accidents occur during takeoff and landing. Therefore, the higher the density around an airport, including transportation facilities, the higher the risk associated with this type of hazard. This impact is considered to be significant. Implementation of Mitigation Measure HAZ-2 would reduce this impact to a less-than-significant level.

Mitigation Measure HAZ-2: Ensure Compliance with Emergency Response and Evacuation Plans

Prior to project-specific design approval, the JPA or local jurisdiction will confer with SACOG, as the designated ALUC, to ensure that the project is consistent with any CLUP or ALUCP in effect at the time of consideration of the project-specific design.

Impact HAZ-6: Impair Implementation of or Physically Interfere with an Adopted Emergency Response Plan or Emergency Evacuation Plan

During construction, emergency access to and in the vicinity of the proposed project potentially could be affected by lane closures, detours, and construction-related traffic. This is considered a significant impact. However, implementation of Mitigation Measure HAZ-3 would reduce this impact to a less-than-significant level.

Mitigation Measure HAZ-3: Prepare a Traffic Management Plan and Construction Scheduling

The JPA or local agencies, as applicable, will require that the contractor(s) prepare a traffic management plan (TMP) during the final stage of project design to ensure there is no interference with emergency vehicles/services or response/evacuation plans. The plan will list procedures, specific emergency response, and evacuation measures to be followed during emergencies. The contractor will prepare this manual, subject to review and approval by the JPA or local agency, and distribute the approved plan to contract workers involved in the proposed project before construction and during operation of the project. Implementation of the approved plan will be a requirement of the construction contract. The JPA or local agency will provide project maps to emergency personnel (e.g., fire protection agencies, police and sheriff departments, California Highway Patrol) that describe construction activities as well as access roads to ensure proper emergency response to all parts of the proposed project.

Standards found in Caltrans' TMP guidelines (2009) outline the basic requirements for such plans. The JPA or local jurisdictions will require the following measures to be implemented as part of project construction.

- The contractor will be required to prepare and implement a TMP that identifies the locations of temporary detours and signage to facilitate local traffic patterns and through-traffic requirements.
- The contractor will provide emergency service providers (i.e., law enforcement, fire protection, and ambulance services) adequate notice of any street closures during the construction phases of the proposed project.
- Construction activities will be coordinated to avoid blocking or limiting access to homes and businesses to the extent possible. Residents will be notified in advance about potential access or parking effects before construction activities begin. Facilities such as traffic lights, turn pockets, or common driveway access will be provided continued access. Alternative methods of providing access could also be provided, such as relocation of existing access driveways, provision of frontage roads, construction of joint parking areas and pedestrian access from parking areas.
- A comprehensive marketing campaign throughout the larger market area will be provided to ensure that customers know that businesses are operating during construction, and how to reach them. This would include signage posted well outside the impacted area, on routes leading into the construction area.
- Any interchange, ramp, or road closures required during construction will, to the extent possible, be limited to nighttime hours to reduce effects on businesses within or adjacent to the project limits.
- Construction activities will be coordinated to avoid blocking or limiting access to businesses in or adjacent to the project area during business hours. Businesses will be notified in advance concerning construction activities before construction begins near businesses.
- The TMP will be prepared to address short-term disruptions in existing circulation patterns during construction. For example, the TMP will identify the locations of temporary detours or temporary roads to facilitate local traffic circulation and through-traffic requirements.

Impact HAZ-7: Expose People or Structures to a Significant Risk of Loss, Injury, or Death Involving Wildland Fires

According to the county Natural Hazards Disclosure maps of Sacramento and El Dorado counties, the easternmost portion of the project is in an area that may contain substantial forest fire risks and hazards (California Department of Forestry and Fire Protection 2000). There are two aspects considered regarding wildfires in the project area. The first is the potential for a construction-related wildfire. This would be addressed through adherence of BMPs throughout construction of the project. In addition, structures that would be constructed as part of the proposed project would be designed to meet all fire code requirements that would address ignition-resistive construction and sufficient water supply and pressure. The other aspect is a wildfire associated with road access (e.g., cigarette thrown from car window or vehicles in dry grass along shoulder). However, this potential impact is relatively low and routinely handled by fire protection agencies. Therefore, impacts associated with wildland fires would be less than significant. No mitigation is required.

9.3.4 Impacts of the Off-Corridor Multi-Use Path Alternative

Impact HAZ-1: Potential to Create a Significant Hazard to the Public or the Environment through the Routine Transport, Use, or Disposal of Hazardous Materials

As an expansion of existing recreational facilities, this implementation of this alternative would not increase the potential for hazardous materials spills as compared to the proposed project. Based on the transport of hazardous materials under the regulations and oversight previously described, this impact is considered less than significant.

Impact HAZ-2: Potential to 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

Although accidental releases of small quantities of hazardous materials could be released into the environment, state, and local regulations would require contractors to avoid allowing the release of materials into surface waters as part of their SWPPP and NPDES permit requirements. Therefore, this impact is less than significant. Implementation of this alternative would not reduce or avoid potential impacts in comparison to the proposed project. Therefore, this impact is considered less than significant.

Impact HAZ-3: Potential to Emit Hazardous Emissions or Involve Handling Hazardous or Acutely Hazardous Materials, Substances, or Waste within 0.25 Mile of an Existing or Proposed School

In the event of a hazardous materials spill or release, notification and cleanup operations would be performed in compliance with applicable local government hazardous materials risk management plans. Also, implementation of the SWPPP by contractors would also reduce the potential of a spill incident from occurring. The project will not use large quantities of hazardous materials, and any uses will be transitory. Implementation of this alternative would not reduce or avoid potential impacts in comparison to the proposed project. Therefore, this impact is considered less than significant.

Impact HAZ-4: Potential to 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

There are four hazardous materials sites near the Off-Corridor Multi-Use Path. However, as described above, Mitigation Measure HAZ-1 would reduce this impact to less than significant.

Impact HAZ-5: Potential Safety Hazard for People Residing or Working in the Project Area Due to Vicinity of Project Within a Airport Land Use Plan, Public Airport or Private Airstrip

This alternative could create a potential hazard because of the number of new or newly expanded transportation project facilities that would lie within 2 miles of an airport. As described above, Mitigation Measure HAZ-2 would reduce this impact to less than significant.

Impact HAZ-6: Impair Implementation of or Physically Interfere with an Adopted Emergency Response Plan or Emergency Evacuation Plan

During construction, emergency access to and in the vicinity of the Off-Corridor Multi-Use Path Alternative potentially could be affected by lane closures, detours, and construction-related traffic. This is considered a significant impact. As described above, Mitigation Measure HAZ-3 would reduce this impact to a less-than-significant level.

Impact HAZ-7: Expose People or Structures to a Significant Risk of Loss, Injury, or Death Involving Wildland Fires

The easternmost segment of this alternative is located in an area that may contain substantial forest fire risks and hazards (California Department of Forestry and Fire Protection 2000). Regardless, adherence of BMPs as previously described throughout construction of the project would reduce this impact to less than significant.

9.3.5 Impacts of the Project Options

9.3.5.1 Kammerer Road Bypass Option

Impact HAZ-1: Potential to Create a Significant Hazard to the Public or the Environment through the Routine Transport, Use, or Disposal of Hazardous Materials

Implementation of the Kammerer Road Bypass Option would not reduce or avoid potential impacts in comparison to the proposed project. That is, like the proposed project, this design will help improve traffic safety and reduce potential congestion which, in turn, will minimize the potential for hazardous materials spills as a result of transport accidents. Based on the transport of hazardous materials under the regulations and oversight previously described, this impact is considered less than significant.

Impact HAZ-2: Potential to 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

Although accidental releases of small quantities of hazardous materials could be released into the environment, state, and local regulations would require contractors to avoid allowing the release of

materials into surface waters as part of their SWPPP and NPDES permit requirements. Therefore, implementation of the Kammerer Road Bypass Option is considered less than significant.

Impact HAZ-3: Potential to Emit Hazardous Emissions or Involve Handling Hazardous or Acutely Hazardous Materials, Substances, or Waste within 0.25 Mile of an Existing or Proposed School

In the event of a hazardous materials spill or release, notification and cleanup operations would be performed in compliance with applicable local government hazardous materials risk management plans. Also, implementation of the SWPPP by contractors would also reduce the potential of a spill incident from occurring. The project will not use large quantities of hazardous materials, and any uses will be transitory. Implementation of the Kammerer Road Bypass Option would not reduce or avoid potential impacts in comparison to the proposed project. Therefore, this impact is considered less than significant.

Impact HAZ-4: Potential to 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

No hazardous materials sites were identified within this option. Therefore, implementation of the Kammerer Road Bypass would have no impact regarding hazardous materials sites.

Impact HAZ-5: Potential Safety Hazard for People Residing or Working in the Project Area Due to Vicinity of Project Within a Airport Land Use Plan, Public Airport or Private Airstrip

This option could create a potential hazard because of the number of new or newly expanded transportation project facilities that would lie within 2 miles of an airport. As described above, Mitigation Measure HAZ-2 would reduce this impact to less than significant.

Impact HAZ-6: Impair Implementation of or Physically Interfere with an Adopted Emergency Response Plan or Emergency Evacuation Plan

During construction, emergency access to and in the vicinity of the proposed project potentially could be affected by lane closures, detours, and construction-related traffic. This is considered a significant impact. As described above, Mitigation Measure HAZ-3 would reduce this impact to a less-than-significant level.

Impact HAZ-7: Expose People or Structures to a Significant Risk of Loss, Injury, or Death Involving Wildland Fires

This option is not near a wildland fire area. Therefore, the implementation of the Kammerer Road Bypass would not increase the impact of significant risk of loss, injury or death involving wildland fires for people or structures. There is no impact.

9.3.5.2 Deer Creek Causeway Options 1 and 2

Impact HAZ-1: Potential to Create a Significant Hazard to the Public or the Environment through the Routine Transport, Use, or Disposal of Hazardous Materials

The implementation of the Deer Creek Causeway Options would have essentially the same impact as the proposed project, although the level of risk would be slightly higher because of the work would occur primarily within the floodplain and Deer Creek. However, because of the regulations in place, the impact would be less than significant.

Impact HAZ-2: Potential to 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

Although accidental releases of small quantities of hazardous materials could be released into the environment, state, and local regulations would require contractors to avoid allowing the release of materials into surface waters as part of their SWPPP and NPDES permit requirements. Therefore, this impact is less than significant. Implementation of the Deer Creek Causeway Options would not reduce or avoid potential impacts in comparison to the proposed project. Therefore, this impact is considered less than significant.

Impact HAZ-3: Potential to Emit Hazardous Emissions or Involve Handling Hazardous or Acutely Hazardous Materials, Substances, or Waste within 0.25 Mile of an Existing or Proposed School

In the event of a hazardous materials spill or release, notification and cleanup operations would be performed in compliance with applicable local government hazardous materials risk management plans. Also, implementation of the SWPPP by contractors would also reduce the potential of a spill incident from occurring. The project will not use large quantities of hazardous materials, and any uses will be transitory. Implementation of the Deer Creek Causeway Options would not reduce or avoid potential impacts in comparison to the proposed project. Therefore, this impact is considered less than significant.

Impact HAZ-4: Potential to 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

There are no hazardous materials sites within the Deer Creek Causeway Options. There is no impact.

Impact HAZ-5: Potential Safety Hazard for People Residing or Working in the Project Area Due to Vicinity of Project Within a Airport Land Use Plan, Public Airport or Private Airstrip

This option could create a potential hazard because of the number of new or newly expanded transportation project facilities that would lie within 2 miles of an airport. As described above, Mitigation Measure HAZ-2 would reduce this impact to less than significant.

Impact HAZ-6: Impair Implementation of or Physically Interfere with an Adopted Emergency Response Plan or Emergency Evacuation Plan

During construction, emergency access to and in the vicinity of the proposed project potentially could be affected by lane closures, detours, and construction-related traffic. This is considered a significant impact. As described above, Mitigation Measure HAZ-3 would reduce this impact to a less-than-significant level.

Impact HAZ-7: Expose People or Structures to a Significant Risk of Loss, Injury, or Death Involving Wildland Fires

This option is not near a wildland fire area. Therefore, the implementation of the Deer Creek Causeway Options would not increase the impact of significant risk of loss, injury or death involving wildland fires for people or structures. There is no impact.

9.3.5.3 Sheldon Reduced Access Roadway Option**Impact HAZ-1: Potential to Create a Significant Hazard to the Public or the Environment through the Routine Transport, Use, or Disposal of Hazardous Materials**

Implementation of the Reduced Access Roadway Option would not reduce or avoid potential impacts in comparison to the proposed project. That is, like the proposed project, this design will help improve traffic safety and reduce potential congestion which, in turn, will minimize the potential for hazardous materials spills as a result of transport accidents. Based on the transport of hazardous materials under the regulations and oversight previously described, this impact is considered less than significant.

Impact HAZ-2: Potential to 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

Although accidental releases of small quantities of hazardous materials could be released into the environment, state, and local regulations would require contractors to avoid allowing the release of materials into surface waters as part of their SWPPP and NPDES permit requirements. Therefore, this impact is less than significant. Implementation of the Reduced Access Roadway Option would not reduce or avoid potential impacts in comparison to the proposed project. Therefore, this impact is considered less than significant.

Impact HAZ-3: Potential to Emit Hazardous Emissions or Involve Handling Hazardous or Acutely Hazardous Materials, Substances, or Waste within 0.25 Mile of an Existing or Proposed School

In the event of a hazardous materials spill or release, notification and cleanup operations would be performed in compliance with applicable local government hazardous materials risk management plans. Also, implementation of the SWPPP by contractors would also reduce the potential of a spill incident from occurring. The project will not use large quantities of hazardous materials, and any uses will be transitory. Implementation of the Reduced Access Roadway Option would not reduce or avoid potential impacts in comparison to the proposed project. Therefore, this impact is considered less than significant.

Impact HAZ-4: Potential to 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

No hazardous materials sites were identified within this option. Therefore, implementation of this option would have no impact regarding hazardous materials sites.

Impact HAZ-5: Potential Safety Hazard for People Residing or Working in the Project Area Due to Vicinity of Project Within a Airport Land Use Plan, Public Airport or Private Airstrip

This option could create a potential hazard because of the number of new or newly expanded transportation project facilities that would lie within 2 miles of an airport. As described above, Mitigation Measure HAZ-2 would reduce this impact to less than significant.

Impact HAZ-6: Impair Implementation of or Physically Interfere with an Adopted Emergency Response Plan or Emergency Evacuation Plan

During construction, emergency access to and in the vicinity of the proposed project potentially could be affected by lane closures, detours, and construction-related traffic. This is considered a significant impact. As described above, Mitigation Measure HAZ-3 would reduce this impact to a less-than-significant level.

Impact HAZ-7: Expose People or Structures to a Significant Risk of Loss, Injury, or Death Involving Wildland Fires

This option is not near a wildland fire area. Therefore, the implementation of the Reduced Access Roadway Option would not increase the impact of significant risk of loss, injury or death involving wildland fires for people or structures. There is no impact.

9.3.5.4 Sheldon High Access Roadway Option

Impact HAZ-1: Potential to Create a Significant Hazard to the Public or the Environment through the Routine Transport, Use, or Disposal of Hazardous Materials

Implementation of the Sheldon High Access Roadway would not reduce or avoid potential impacts in comparison to the proposed project. This design, like the proposed project, will help improve traffic safety and reduce potential congestion which, in turn, will minimize the potential for hazardous materials spills as a result of transport accidents. Based on the transport of hazardous materials under the regulations and oversight previously described, this impact is considered less than significant.

Impact HAZ-2: Potential to 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

Although accidental releases of small quantities of hazardous materials could be released into the environment, state, and local regulations would require contractors to avoid allowing the release of materials into surface waters as part of their SWPPP and NPDES permit requirements. Therefore, this impact is less than significant. Implementation of the Sheldon High Access Roadway would not

reduce or avoid potential impacts in comparison to the proposed project. Therefore, this impact is considered less than significant.

Impact HAZ-3: Potential to Emit Hazardous Emissions or Involve Handling Hazardous or Acutely Hazardous Materials, Substances, or Waste within 0.25 Mile of an Existing or Proposed School

In the event of a hazardous materials spill or release, notification and cleanup operations would be performed in compliance with applicable local government hazardous materials risk management plans. Also, implementation of the SWPPP by contractors would also reduce the potential of a spill incident from occurring. The project will not use large quantities of hazardous materials, and any uses will be transitory. Implementation of the Sheldon High Access Roadway would not reduce or avoid potential impacts in comparison to the proposed project. Therefore, this impact is considered less than significant.

Impact HAZ-4: Potential to 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

There are three hazardous materials sites near the Off-Corridor Multi-Use Path. However, as described above, Mitigation Measure HAZ-1 would reduce this impact to less than significant.

Impact HAZ-5: Potential Safety Hazard for People Residing or Working in the Project Area Due to Vicinity of Project Within a Airport Land Use Plan, Public Airport or Private Airstrip

This option could create a potential hazard because of the number of new or newly expanded transportation project facilities that would lie within 2 miles of an airport. As described above, Mitigation Measure HAZ-2 would reduce this impact to less than significant.

Impact HAZ-6: Impair Implementation of or Physically Interfere with an Adopted Emergency Response Plan or Emergency Evacuation Plan

During construction, emergency access to and in the vicinity of the proposed project potentially could be affected by lane closures, detours, and construction-related traffic. This is considered a significant impact. As described above, Mitigation Measure HAZ-3 would reduce this impact to a less-than-significant level.

Impact HAZ-7: Expose People or Structures to a Significant Risk of Loss, Injury, or Death Involving Wildland Fires

The easternmost segment of this option is located in an area that may contain substantial forest fire risks and hazards (California Department of Forestry and Fire Protection 2000). Regardless, adherence of BMPs as previously described throughout construction of the project would reduce this impact to less than significant.

