3.7 Hazards and Hazardous Materials

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
7. HAZARDS AND HAZARDOUS MATERIALS Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
b) 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?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☒	☐	☐
d) 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, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☒	☐	☐
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) 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?	☐	☐	☒	☐

3.7.1 Environmental Setting

Materials and waste may be considered hazardous if they are poisonous (toxic), can be ignited by open flame (ignitable), corrode other materials (corrosive), or react violently, explode, or generate vapors when mixed with water (reactive). The term “hazardous material” is defined by the State of California, Health and Safety Code, Chapter 6.95, Section 25501(o) as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment. In some cases, past industrial or commercial uses on a site can result in spills or leaks of hazardous materials and petroleum to the ground; thus resulting in soil and groundwater contamination. Federal and State laws require that soils having concentrations of contaminants such as lead, gasoline, or industrial solvents that are higher than certain acceptable levels must be handled and disposed as hazardous waste during excavation, transportation, and disposal. The California Code of Regulations (CCR),

Title 22, Section 66261.20-24 contains technical descriptions of characteristics that would cause soil to be classified as a hazardous waste. The use of hazardous materials and disposal of hazardous wastes are subject to numerous laws and regulations at all levels of government.

In addition to toxic substances, the CPUC generally provides information about electric and magnetic fields (EMF) in its environmental documents, including this IS/MND, to inform the public and decision makers; however, it does not consider EMF, in the context of CEQA, as an environmental impact because there is no agreement among scientists that EMF creates a potential health risk and because CEQA does not define or adopt standards for defining any potential risk from EMF. The CPUC has implemented Decision D.06-01-042 requiring utilities to incorporate "low-cost" or "no-cost" measures for managing EMF from power lines up to approximately four percent of total project cost. Using the four percent benchmark, PG&E has incorporated low-cost and no-cost measures to reduce magnetic field levels along the proposed power lines (see Section 2.10, *Electric and Magnetic Fields Summary*). For informational purposes, additional information about EMF generated by power lines is provided in the project description and in Appendix A.

Existing Environment

The study area is located in unincorporated areas of Monterey and San Benito Counties, near the Cities of San Juan Bautista and Hollister. Portions of the Proposed Project are located within or adjacent to undeveloped open space, rural residential, and agricultural land uses. Activities in the vicinity of the rural residential and agricultural uses could have resulted in hazardous material releases in those areas. As such, regulatory database searches were conducted to identify any known hazardous material storage sites, use locations, and or illicit release sites.

Hazardous Materials Database Records Search

Internet searches were conducted using the Department of Toxic Substances Control's (DTSC's) EnviroStor (DTSC, 2010) and the State Water Resources Control Board's (SWRCB's) Geotracker (SWRCB, 2010) online databases that use Geographic Information System (GIS) for identifying sites that have known contamination or sites for which there may be reasons to investigate further.

The EnviroStor database includes facilities that are authorized to treat, store, dispose or transfer (TSDTF) hazardous waste and includes the following site types: Federal Superfund sites (National Priority List (NPL)); State response, including military facilities and State Superfund; voluntary cleanup; and school sites that are being evaluated by DTSC for possible hazardous materials contamination. The EnviroStor database also contains current and historical information relating to permitted and corrective action facilities. Geotracker contains regulatory data about leaking underground storage tanks (LUST), Department of Defense (DoD), spills-leaks-investigations-cleanups (SLIC) and landfill sites. The Geotracker database also contains information about public drinking water wells.

Data obtained from the EnviroStor and Geotracker databases indicates that no contamination has been identified along the Proposed Project segments or Hollister Substation. The closest hazardous materials site to any component of the Proposed Project is a closed LUST cleanup site approximately 1,500 feet north of the proposed Hollister Pole Segment where it crosses San Juan Highway (DTSC, 2010 and SWRCB, 2010).

It should also be noted that, although substation transformers now almost exclusively use mineral oil as an insulating agent, which is not considered a hazardous material, it is likely that transformer oil was historically used at Hollister Substation that contained several constituents of concern, including lead, petroleum hydrocarbons, and polychlorinated biphenyls (PCBs).

Wood Treatment Products

The existing power line wood poles that would be removed under the Proposed Project are treated with chemicals that likely include pentachlorophenol, creosote, and chromated copper arsenate. These treatment chemicals are used in pressure treated wood to protect wood from rotting due to insects and microbial agents. These chemicals, for certain uses and quantities, can be considered to be hazardous materials, which require specific handling procedures prescribed by State and federal regulations. These chemicals are typically applied to utility wood poles by the manufacturer at their facility and are left to set and dry prior to installation and/or use of the poles. Additionally, the base of some of the treated wood poles may be wrapped with copper naphthenate paper, also known as CuNap wrap.[1] This paper has been accepted as a wood preservative for several decades and has been employed in non-pressure treatments of wood and other products. Copper naphthenate is a common preservative and its use has increased recently in response to environmental concerns associated with other wood treatment products.

Schools

The nearest school to any of the Proposed Project component locations is the Countryside Day-Care Preschool, located approximately 500 feet to the east-southeast from the southeast fenceline of Hollister Substation. No other school sites are located within a quarter mile of any component of the Proposed Project.

Airports

The Hollister Municipal Airport is located approximately 1.5 miles north of the eastern end of the proposed Hollister Pole Segment near the Hollister Substation. Portions of the Proposed Project would be located within areas designated under the Comprehensive Land Use Plan for the Hollister Municipal Airport. The City of Hollister owns and operates Hollister Municipal Airport, which supports general aviation activities. The airport is also the location of the California Department of Forestry Air Attack Base, which plays a role in suppressing wildfire in six counties (City of Hollister, 2010). With the exception of Hollister Municipal Airport, there are no other airport facilities within three miles of any component of the Proposed Project.

[1] CuNap wrap is a self contained delivery system for copper napthenate, the internationally recognized wood preservative that fights the damaging effects of moisture, decay, and insect attack.

Wildland Fire Conditions

The California Department of Forestry and Fire Protection (Cal Fire) has published Draft Fire Hazard Severity Zones for the State. These maps give fire hazards either a moderate, high, or very high rating classification. The Monterey County and San Benito County Fire Hazard Severity Zone Maps indicate that the Proposed Project would be located within "moderate," "high," and "very high" fire severity zones. The hilly area along the proposed Hollister Tower Segment in the vicinity of the Monterey/San Benito County line is the area that has the very high fire classification. Conditions along the proposed Hollister Tower Segment represent a high risk for fire hazard (Cal Fire, 2010).

3.7.2 Regulatory Setting

Federal

Occupational Safety and Health Administration

The federal Occupational Safety and Health Administration (OSHA) enforces regulations covering the handling of hazardous materials in the workplace. The regulations established in the Code of Federal Regulations (CFR) Title 29 are designed to protect workers from hazards associated with encountering hazardous materials at the work site. The regulations require certain training, operating procedures, and protective equipment to be used at work sites that could encounter hazardous materials.

Resource Conservation and Recovery Act

Under the federal Resource Conservation and Recovery Act (RCRA), individual states may implement their own hazardous waste programs in lieu of RCRA as long as the state program is at least as stringent as federal RCRA requirements and is approved by the U.S. Environmental Protection Agency (USEPA). The USEPA approved California's RCRA program, referred to as the Hazardous Waste Control Law (HWCL) in 1992.

Toxic Substance Control Act

The Toxic Substances Control Act (TSCA) of 1976 was enacted by Congress to give the USEPA the ability to track the 75,000 industrial chemicals currently produced or imported into the United States. The USEPA repeatedly screens these chemicals and can require reporting or testing of those that may pose an environmental or human-health hazard. The USEPA can ban the manufacture and import of those chemicals that pose an unreasonable risk.

CERCLA

The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) was developed to protect the water, air, and land resources from the risk created by past chemical disposal practices. This act is also referred to as the Superfund Act, and the sites listed under it are referred to as Superfund sites. Under CERCLA, the USEPA maintains a list, known as the Comprehensive Environmental Response, Compensation, and Liability Information

System (CERCLIS), of all contaminated sites in the nation that have in part or are currently undergoing clean-up activities. CERCLIS contains information on current hazardous waste sites, potential hazardous waste sites, and remediation activities. This includes sites that are on the National Priorities List (NPL) or being considered for the NPL.

State

California Code of Regulations

The California Code of Regulations (CCR), Title 22, Section 66261.20-24, contains technical descriptions of characteristics that would classify wasted material, including soil, as hazardous waste. When excavated, soils with concentrations of contaminants higher than certain acceptable levels must be handled and disposed as hazardous waste.

State Water Resources Control Board

The SWRCB and the Regional Water Quality Control Boards (RWQCBs) administer the requirements of the Clean Water Act that regulate pollutant discharges into waterways of the U.S. The Central Coast RWQCB (CCRWQCB) enforces site cleanup regulations for illicit discharges that have resulted in contamination of groundwater in the Proposed Project area.

California Hazardous Materials Release Response Plans and Inventory Law

The California Hazardous Materials Release Response Plan and Inventory Law of 1985 (Business Plan Act) requires that businesses that store hazardous materials onsite prepare a business plan and submit it to local health and fire departments. The business plan must include details of the facility and business conducted at the site, an inventory of hazardous materials that are handled and stored onsite, an emergency response plan, and a safety and emergency response training program for new employees with an annual refresher course.

California Occupational Safety and Health Administration

In California, the California Occupational Safety and Health Administration (Cal OSHA) regulates worker safety similar to the federal OSHA. OSHA has developed worker safety regulations for the safe abatement of lead-based paint and primers (Lead in Construction Standard, Title 8 CCR 1532.1).

Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

In January 1996, Cal EPA adopted regulations, which implemented a Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program). The program has six elements, including: (1) hazardous waste generators and hazardous waste onsite treatment; (2) underground storage tanks (USTs); (3) aboveground storage tanks (ASTs); (4) hazardous materials release response plans and inventories; (5) risk management and prevention programs; and (6) Unified Fire Code hazardous materials management plans and inventories. The plan is implemented at the local level and the agency responsible for implementation of the Unified

Program is called the Certified Unified Program Agency (CUPA). In Monterey County, the Monterey County Environmental Health Division is the designated CUPA, and in San Benito County, the San Benito County Health and Human Services Agency Public Health Division is the designated CUPA.

Department of Toxic Substance Control

DTSC is responsible for regulating the use, storage, transport, and disposal of hazardous substances in the State. DTSC maintains a Hazardous Waste and Substances Site List for site cleanup. This list is commonly referred to as the Cortese List. Government Code section 65962.5 requires the Cal EPA to update the Cortese List at least annually. DTSC is responsible for a portion of the information contained in the Cortese List. Other State and local government agencies are required to provide additional hazardous material release information for the Cortese List.

Hazardous Waste Management and Handling

Under RCRA, individual states may implement their own hazardous waste programs in lieu of RCRA as long as the state program is at least as stringent as federal RCRA requirements. The USEPA must approve state programs intended to implement federal regulations. In California, Cal EPA and DTSC, a department within Cal EPA, regulate the generation, transportation, treatment, storage, and disposal of hazardous waste. The USEPA approved California's RCRA program, called the Hazardous Waste Control Law (HWCL), in 1992. DTSC has primary hazardous material regulatory responsibility, but can delegate enforcement responsibilities to local jurisdictions that enter into agreements with DTSC for the generation, transport, and disposal of hazardous materials under the authority of the HWCL.

The hazardous waste regulations establish criteria for identifying, packaging, and labeling hazardous wastes; prescribe the management of hazardous wastes; establish permit requirements for hazardous waste treatment, storage, disposal, and transportation; and identify hazardous wastes that cannot be disposed of in ordinary landfills. Hazardous waste manifests must be retained by the generator for a minimum of three years. Hazardous waste manifests provide a description of the waste, its intended destination, and regulatory information about the waste. A copy of each manifest must be filed with the State. The generator must match copies of hazardous waste manifests with receipts from treatment, storage, and disposal facilities.

Contaminated soils and other hazardous materials removed from a site during construction or remediation may need to be handled as hazardous wastes.

Hazardous Materials Transportation

The State of California has adopted U.S. Department of Transportation (USDOT) regulations for the intrastate movement of hazardous materials; State regulations are contained in 26 CCR. In addition, the State of California regulates the transportation of hazardous waste originating in the State and passing through the State (26 CCR). Both regulatory programs apply in California.

The two State agencies with primary responsibility for enforcing federal and State regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol (CHP) and the California Department of Transportation (Caltrans). The CHP enforces hazardous materials and hazardous waste labeling and packing regulations to prevent leakage and spills of material in transit and to provide detailed information to cleanup crews in the event of an accident. Vehicle and equipment inspection, shipment preparation, container identification, and shipping documentation are the responsibility of the CHP, which conducts regular inspections of licensed transporters to assure regulatory compliance. Caltrans has emergency chemical spill identification teams at as many as 72 locations throughout the State that can respond quickly in the event of a spill.

Common carriers are licensed by the CHP, pursuant to California Vehicle Code Section 32000. This section requires the licensing of every motor (common) carrier who transports, for a fee, in excess of 500 pounds of hazardous materials at one time, and every carrier, if not for hire, who carries more than 1,000 pounds of hazardous material of the type requiring placards.

Every hazardous waste package type used by a hazardous materials shipper must undergo tests that imitate some of the possible rigors of travel. Every package is not put through every test. However, most packages must be able to be kept under running water for a time without leaking, dropped fully loaded onto a concrete floor, compressed from both sides for a period of time, subjected to low and high pressure, and frozen and heated alternately.

Hazardous Materials Emergency Response

Pursuant to the Emergency Services Act, California has developed an Emergency Response Plan to coordinate emergency services provided by federal, State, and local governmental agencies and private persons. Response to hazardous materials incidents is one part of this plan. The plan is administered by the State Office of Emergency Services (OES). The OES coordinates the responses of other agencies, including the USEPA, CHP, California Department of Fish and Game (CDFG), the RWQCBs, the local air districts (in this case, the Monterey Bay Unified Air Pollution Control District (MBUAPCD)), and local agencies.

Pursuant to the Business Plan Law, local agencies are required to develop “area plans” for the response to releases of hazardous materials and wastes. These emergency response plans depend to a large extent on the Business Plans submitted by people who handle hazardous materials. An area plan must include pre-emergency planning and procedures for emergency response, notification, and coordination of affected governmental agencies and responsible parties, training, and follow up.

California Public Utilities Code

California Public Utilities Code Section 21658 prohibits structural hazards associated with utility poles and lines near airports. Should a power line be located in the vicinity of an airport or exceed 200 feet in height, a Notice of Proposed Construction or Alteration (Form 7460-1) is required by the Federal Aviation Administration (FAA) in accordance with Federal Aviation Regulation, Part 77 “Objects Affecting Navigable Airspace.”

3.7.3 Applicant Proposed Measures

PG&E proposes the following applicant proposed measures (APMs) to minimize impacts related to hazards and hazardous materials. The impact analysis in this IS/MND assumes that these APMs would be implemented to reduce impacts related to hazards and hazardous materials discussed below.

APM HAZ-1: Stop work if hazardous substances are encountered during construction. If hazardous substances are unexpectedly encountered during trenching, grading, or excavating work, work will be stopped until the material is properly characterized and appropriate measures are taken to protect human health and the environment. If excavation of hazardous materials is required, the materials will be handled, transported, and disposed of in accordance with federal, state, and local regulations.

APM HAZ-2: Conduct groundwater sampling and testing if suspected contaminated groundwater is encountered during construction. If suspected contaminated groundwater is encountered in the proposed project construction areas, samples will be collected and submitted for analysis of petroleum hydrocarbons, metals, volatile organic compounds, and semi-volatile organic compounds. If necessary, groundwater will be collected during construction, contained, and disposed of in accordance with all applicable regulations.

APM HAZ-3: Develop and implement a Helicopter Lift Plan. PG&E will require the helicopter vendor to prepare a Helicopter Lift Plan for approval by the FAA prior to any construction helicopter operations. Any specific transportation needs (e.g., temporary road closures) will be identified in the plan and will be coordinated with the appropriate jurisdictions.

APM HAZ-4: Develop and implement a Fire Risk Management Plan. PG&E follows a standard practice of developing and implementing a Fire Risk Management Plan that addresses fire-suppression equipment and procedures to be used during construction and training of construction and maintenance crews. Additionally, fire suppression equipment and materials will be kept adjacent to all areas of work and in staging areas, and will be clearly marked. Detailed information for responding to fires will be provided in the project's Fire Risk Management Plan. Information contained in the plan and the locations of fire-suppression materials and equipment will be included in the employee environmental training discussed in APM BIO-1.

3.7.4 Environmental Impacts and Mitigation Measures

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials: *LESS THAN SIGNIFICANT WITH MITIGATION*.

During construction of the Proposed Project, limited quantities of miscellaneous hazardous substances, such as gasoline, diesel fuel, hydraulic fluid, solvents, oils, etc., would be used to fuel and maintain vehicles and motorized equipment. Accidental spill of any of these substances could impact water and/or groundwater quality. Temporary bulk above-ground storage tanks and

55-gallon drums may be used for fueling and maintenance purposes. As with any liquid, during handling and transfer from one container to another, the potential for an accidental release would exist. Depending on the relative hazard of the material, if a spill were to occur of significant quantity, the accidental release could pose a hazard to construction workers, the public, as well as the environment.

While the Proposed Project would not require long-term operational use, storage, treatment, disposal, or transport of significant quantities of hazardous materials, hazardous materials would be used during construction activities. PG&E has committed to implementing APM HYDRO-2, which requires development and implementation of a plan to minimize the potential for, and effects of, spills of hazardous materials during construction. However, additional mitigation would be required to describe the general requirements of the plan and to include adequate performance standards. Implementation of Mitigation Measures 3.7-1 through 3.7-5 (see below) would reduce these impacts associated with the use, storage, disposal, and/or transport of hazardous materials to a less-than-significant level.

In addition, as part of the Proposed Project, existing wood power line poles would be removed and new steel poles would be installed. The removed wood poles are chemically treated and would require storage and or disposal. Improper storage and or disposal of these poles could result in a hazard to the public or the environment. Mitigation Measure 3.7-1 would be required to ensure that the wood poles would be disposed of at appropriate landfills, consistent with the requirements of HSC 25143.1.4(b). Impacts would be mitigated to less than significant.

Mitigation Measure 3.7-1: PG&E and/or its contractors shall implement construction best management practices, including but not limited to, the following:

- Follow manufacturer's recommendations on use, storage, and disposal of chemical products used in construction;
- Avoid overtopping construction equipment fuel gas tanks;
- Use tarps and adsorbent pads under vehicles when refueling to contain and capture any spilled fuel;
- During routine maintenance of construction equipment, properly contain and remove grease and oils;
- Properly dispose of discarded containers of fuels and other chemicals; and
- If wood poles removed from the Hollister Pole Segment are not recycled or reused, they shall be disposed of at a landfill facility that is authorized to accept treated wood pole waste in accordance with HSC 25143.1.4(b).

Mitigation Measure 3.7-2: PG&E shall prepare a Hazardous Substance Control and Emergency Response Plan (Plan) and implement it during construction to ensure compliance with all applicable federal, State, and local laws and guidelines regarding the handling of hazardous materials. The Plan shall prescribe hazardous material handling procedures to reduce the potential for a spill during construction, or exposure of the workers or public to hazardous materials. The Plan shall also include a discussion of

appropriate response actions in the event that hazardous materials are released or encountered during excavation activities. The Plan shall be submitted to the CPUC for review and approval prior to the commencement of construction activities.

Mitigation Measure 3.7-3: PG&E shall prepare and implement a Health and Safety Plan to ensure the health and safety of construction workers and the public during construction. The plan shall include information on the appropriate personal protective equipment to be used during construction.

Mitigation Measure 3.7-4: PG&E shall ensure that a Workers Environmental Awareness Program is established and implemented to communicate environmental concerns and appropriate work practices to all construction field personnel. The training program shall emphasize site-specific physical conditions to improve hazard prevention, and shall include a review of the Health and Safety Plan and the Hazardous Substance Control and Emergency Response Plan. The CPUC mitigation monitor shall attend the first training session. PG&E shall submit documentation to the CPUC prior to the commencement of construction activities that each worker on the project has undergone this training program.

Mitigation Measure 3.7-5: PG&E shall ensure that oil-absorbent material, tarps, and storage drums shall be used to contain and control any minor releases. Emergency spill supplies and equipment shall be kept at the project staging area and adjacent to all areas of work, and shall be clearly marked. Detailed information for responding to accidental spills and for handling any resulting hazardous materials shall be provided in the project's Hazardous Substance Control and Emergency Response Plan (see Mitigation Measure 3.7-2), which shall be implemented during construction.

Significance after Mitigation: Less than Significant.

b) 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: *LESS THAN SIGNIFICANT IMPACT*.

Data obtained from the DTSC's EnviroStor and SWRCB's Geotracker databases indicate that no contamination has been identified along the Proposed Project segments or at Hollister Substation. However, there is a potential that undocumented releases of hazardous materials (e.g., petroleum hydrocarbons from underground storage tanks, etc.) could have occurred along the Proposed Project alignments. Implementation of APM HAZ-1 and HAZ-2 would ensure that potential impacts associated with releasing previously unidentified hazardous materials into the environment would be less than significant by outlining steps to take in the event of encountering previously unidentified hazardous materials. For mitigation to reduce impacts related to existing contaminated groundwater, refer to Section 3.8, *Hydrology and Water Quality*.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school: *LESS THAN SIGNIFICANT WITH MITIGATION*.

The nearest school in the vicinity of the Proposed Project segments or Hollister Substation is the Countryside Day-Care Preschool, located approximately 0.1 mile (500 feet) from the fenceline of

Hollister Substation. Reconstruction of the proposed Hollister Pole Segment in this area would not change the existing conditions, which are not adversely affected by PG&E's current operations and maintenance activities. No new long-term significant sources of hazardous emissions or hazardous materials would be introduced by the Proposed Project. However, construction of the Proposed Project would result in short-term emissions of diesel particulate matter (DPM) from diesel powered construction equipment and vehicle exhaust. Because health risks associated with DPM are generally associated with chronic exposure, it can be assumed that short-term emissions generated during construction of the Proposed Project would have a less than significant impact on the children and staff associated with the Countryside Day-Care Preschool. (See Section 3.3 b for more information about potential impacts on sensitive receptors associated with DPM.)

In addition to air pollutant emissions, the Proposed Project would require the short-term use of various hazardous materials during construction. Equipment that would contain hazardous materials such as grease, fuel, oil, etc., would be stored and dispatched from laydown (staging) areas to be located at designated sites during construction of the Proposed Project. To avoid potential impacts in the study area, PG&E has committed to implementing APM HYDRO-2, which requires the preparation and implementation of a spill prevention, control, and countermeasure plan. As noted above, APM HYDRO-2 would be supplemented with additional mitigation to ensure that impacts would effectively be reduced to less than significant. Therefore, implementation of Mitigation Measures 3.7-1 through 3.7-5 (see above) would also ensure that potential impacts on nearby schools from hazardous materials would be reduced to a level that would be less than significant.

d) 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, would it create a significant hazard to the public or the environment: *NO IMPACT*.

The Proposed Project would not be located on a known hazardous materials site pursuant to Government Code Section 65962.5. Given the distances of the known sites to the Proposed Project, there would be no impact that would occur related to known hazardous materials sites creating a significant hazard to the public or the environment. No impact would occur.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area: *LESS THAN SIGNIFICANT WITH MITIGATION*.

A portion of the proposed Pole Segment and the Hollister Substation are located within areas designated under the Comprehensive Land Use Plan for the Hollister Municipal Airport. Federal Aviation Regulation (FAR) Part 77 regulates structure heights near airports through established threshold heights of protected air space. These surfaces are defined by horizontal planes above specific ground elevations and or sloped planes at specific ratios. The overall intent of protected air space is to protect airplanes and structures from interface hazards. An aeronautical study of the Proposed Project, under the provisions of 49 USC Section 44718 was performed by the FAA.

A Determination of 'No Hazard to Air Navigation' was issued for 45 locations along the Hollister Pole Segment, including Poles 20/01 through 22/06b. A check also was conducted for Poles 18/14 through 20/00, but these locations did not qualify for the aeronautical study. On all but two locations, Poles 22/00 and 22/01, the aeronautical study revealed that the structures did not exceed obstruction standards and would not be a hazard to air navigation, and that marking and lighting were not necessary. For Poles 22/00 and 22/01, PG&E has indicated that it has purchased a lighting system to comply with FAA conditions to its Determinations of No Hazard to Air Navigation for the Proposed Project, as stated in aeronautical studies prepared by FAA (PG&E, 2009; FAA, 2009a; and FAA, 2009b). Implementation of Mitigation Measure 3.7-6 is required to ensure that PG&E adheres to FAA conditions for the Proposed Project. Implementation of FAA conditions for Poles 22/00 and 22/01 would ensure that aviation safety impacts would be reduced to less than significant.

> **Mitigation Measure 3.7-6:** PG&E shall incorporate the Federal Aviation Administration (FAA) conditions outlined in FAA Aeronautical Studies 2009-AWP-1446-OE (FAA, 2009a) and 2009-AWP-1447-OE (FAA, 2009b), including:
>
> - Poles 22/00 and 22/01 shall be marked or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, *Obstruction Marking and Lighting, red lights*.
> - Notices of Actual Construction or Alternative, shall be completed and returned to the FAA within five days after the construction reaches its greatest height.
> - Poles 22/00 and 22/01 shall not exceed 82 feet above ground level (i.e., 381 feet above mean sea level).
>
> **Significance after Mitigation:** Less than Significant.

In addition, excavated soils, foundation forms, concrete, towers, tubular steel poles, light duty steel poles, and miscellaneous tools and materials would be transported in and out of the construction areas by helicopter. Helicopters may also be used to transport construction workers to some pole/tower sites. Operation of these helicopters over populated areas would pose a risk to structures and persons on the ground. To comply with requirements of the FAA, PG&E has committed to implementing APM HAZ-3, which would require the helicopter vendor to develop and implement a Helicopter Lift Plan. Implementation of the APM HAZ-3 would ensure that safety impacts associated with helicopter operations would be less than significant.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area: *NO IMPACT*.

There are no private airstrips located within the vicinity of any portion of the Proposed Project. Accordingly, there would be no impacts related to private airstrip safety hazards associated with the Proposed Project. No impact would occur.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan: *LESS THAN SIGNIFICANT IMPACT*.

In the vicinity of Watsonville, San Juan Road is a designated tsunami evacuation route pursuant to the *Monterey County Operational Area Tsunami Incident Response Plan* (Monterey County, 2007). This portion of San Juan Road is outside of the Proposed Project area; therefore, there would be no potential that the Proposed Project could impair emergency tsunami evacuation efforts in Monterey County. No other adopted emergency response or evacuation plans apply to the Proposed Project.

However, several private and public roadways, including but not limited to, Avenue Del Piero, State Route 156, San Juan Highway, Buena Vista Road, and Wright Road, would be crossed by the Proposed Project and would likely need to be temporarily closed or have traffic flow otherwise restricted during power line stringing activities. These roadways could be used by people evacuating the area during an emergency. However, in the event of an emergency, construction crews would cease all work and would remove any equipment that would impede the flow of traffic. Access for emergency vehicles would be maintained throughout project construction. Although construction activities may require temporary road closures, appropriate traffic management and control plans would be followed pursuant to Mitigation Measure 3.15-1 (see Section 3.15, *Transportation and Traffic*), and encroachment permits would be obtained from Caltrans or San Benito County, depending on the jurisdiction of the road. Therefore, the Proposed Project would not physically interfere with emergency response or evacuation plans. Impacts would be less than significant.

h) 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: *LESS THAN SIGNIFICANT IMPACT*.

The Proposed Project is located in areas considered moderate to very high wildfire hazard areas. The primary risks of potential fire hazards for the Proposed Project involve the use of vehicles and equipment during construction. Heat or sparks emitted from equipment in the area can ignite dry vegetation and cause a fire. Construction crews would use existing roads along most parts of the segments to access pole and tower sites or new access roads that would be constructed for the Proposed Project. After construction, the PG&E vegetation management inspector would continue to inspect and document vegetation conditions annually; however, where needed, vegetation inspections may be conducted more frequently (see Project Description, Section 2.8.3, *Maintenance Procedures*, for more information about PG&E's proposed vegetation management practices). To maintain appropriate clearance under the power line, vegetation removal would continue to be performed on an annual basis or as needed. Implementation of APM HAZ-4, which would require development and implementation of a fire risk management plan, would ensure that potential fire hazard impacts would be less than significant.

References

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