

## 1.9 HAZARDS, HAZARDOUS MATERIALS, AND PUBLIC SAFETY

The following discussion evaluates the potential changes in impacts associated with hazards, hazardous materials, and public safety and the conclusions from the Proponent's Environmental Assessment (PEA) with the incorporation of the Proposed Project's design modifications as described in the redlined version of Chapter 3 – Project Description. The table below summarizes the impact determinations from the PEA and the impact determinations with the incorporation of the design modifications.

Would the project:	PEA Impact Determination	Impact Determination with Design Modifications
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less-than-Significant Impact	Less-than-Significant Impact
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	Less-than-Significant Impact
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 Impact	Less-than-Significant Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	No Impact	No Impact
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 or excessive noise for people residing or working in the project area?	Less-than-Significant Impact	Less-than-Significant Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less-than-Significant Impact	Less-than-Significant Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Less-than-Significant Impact	Less-than-Significant Impact
h) Create a significant hazard to air traffic from the installation of new power lines and structures?	Less-than-Significant Impact	Less-than-Significant Impact
i) Create a significant hazard to the public or environment through the transport of heavy materials using helicopters?	Less-than-Significant Impact	Less-than-Significant Impact
j) Expose people to a significant risk of injury or death involving unexploded ordnance?	No Impact	No Impact
k) Expose workers or the public to excessive shock hazards?	Less-than-Significant Impact	Less-than-Significant Impact

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

*Construction, Operations and Maintenance*

LSPGC and PG&E Proposed Project Components

**Less-than-Significant Impact.** The design modifications would not require the use of materials that are different from what was assessed in the PEA. With the exception of the proposed Pacific Gas and Electric Company (PG&E) 500 Kilovolt (kV) Transposition Structures, the design modifications would occur within the same general alignment/locations assessed in the PEA. Further, the design modifications would not alter the type of utility infrastructure constructed and would not require additional quantities of hazardous materials used during construction or operations and maintenance (O&M) of the Proposed Project. The hazardous materials required during in-water work (e.g., fuels for vessels to support installation of the proposed LS Power Grid California, LLC [LSPGC] 230 kV Submarine Segment) would be reduced due to the reduction of cables from six to four, and this would shorten the in-water work window from approximately 7 months to 3 months. As a result, and consistent with the PEA, impacts would continue to be less than significant.

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

*Construction, Operations and Maintenance*

LSPGC and PG&E Proposed Project Components

**Less-than-Significant Impact.** With the exception of the proposed PG&E 500 kV Transposition Structures, all design modifications would occur within the corridor assessed in the Phase I Environmental Site Assessment (ESA), Corridor Study, and additional review of GeoTracker and EnviroStor described in the PEA. The State Water Resources Control Board's (SWRCB's) GeoTracker and California Department of Toxic Substances Control's EnviroStor were reviewed for hazardous material sites in the vicinity of the proposed PG&E 500 kV Transposition Structures.

The site of the proposed PG&E 500 kV Transposition Structure A would occur approximately 1 mile south of one Military Cleanup Site and two Military Underground Storage Tank (UST) Sites with open statuses. These sites are associated with the Travis Air Force Base (TAFB) Nike Battery 10 site used by the Department of Defense (DOD) as an air defense missile battery from 1956 to 1974. Potential contaminants of concern include diesel, heating oil/fuel oil, and total petroleum hydrocarbons. Construction of the proposed PG&E 500 kV Transposition Structure A would occur approximately 1 mile south of the sites and thus would not cause the release of hazardous materials into the environment. No other sites of the proposed PG&E 500 kV Transposition Structures construction would be located within 1 mile of open status hazardous material sites identified in GeoTracker and EnviroStor. As a result, and consistent with the PEA, impacts would continue to be less than significant. The additional hazardous materials sites are summarized in Table 1.9-1: Hazardous Materials Sites in the Proposed Project Area.

**Table 1.9-1: Hazardous Materials Sites in the Proposed Project Area**

<b>Hazardous Materials Sites</b>	<b>Site Type</b>	<b>Database</b>	<b>Record Date</b>	<b>Approximate Distance from the Proposed Project (miles)</b>	<b>Closest Proposed Project Component</b>	<b>Associated Risk</b>	<b>Reason</b>
Private Residence (T0609500431)	Military UST	SWRCB GeoTracker	April 1995	1.0	PG&E 500 kV Transposition Structure A	Low Risk	The cleanup status of this site is “open - site assessment.” Potential contaminants of concern are diesel, heating oil/fuel oil, and total petroleum hydrocarbons. Potential media of concern are an aquifer, other groundwater, soil, soil vapor, and surface water. The Proposed Project would not cross the site.
Private Residence (T0609500430)	Military UST	SWRCB GeoTracker	April 1995	1.0	PG&E 500 kV Transposition Structure A	Low Risk	The cleanup status of this site is “open - site assessment.” Potential contaminants of concern are diesel, heating oil/fuel oil, and total petroleum hydrocarbons. Potential media of concern are an aquifer, other groundwater, soil, soil vapor, and surface water. The Proposed Project would not cross the site.
Nike Battery 10 (J09CA097) (T0609597117)	Military Cleanup Site	SWRCB GeoTracker	October 2007	1.0	PG&E 500 kV Transposition Structure A	Low Risk	The cleanup status of this site is “open - site assessment.” No contaminants of concern are specified. Potential media of concern are an aquifer, other groundwater, soil, soil vapor, and surface water. The Proposed Project would not cross the site.

Sources: SWRCB 2025a, 2025b, 2025c.

**Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?**

*Construction, Operations and Maintenance*

LSPGC and PG&E Proposed Project Components

**No Impact.** The design modifications to the LSPGC Proposed Project components and the proposed PG&E 500 kV Interconnection would occur within the same Proposed Project area assessed in the PEA. Construction and O&M of the proposed PG&E 500 kV Transposition Structures would not occur within 0.25 mile of an existing or proposed school. As a result, and consistent with the PEA, no impact would occur.

**Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

*Construction, Operations and Maintenance*

LSPGC and PG&E Proposed Project Components

**No Impact.** The design modifications to the LSPGC Proposed Project components and the proposed PG&E 500 kV Interconnection would occur within the corridor assessed in the Phase I ESA, Corridor Study, and an additional review of GeoTracker and EnviroStor described in the PEA. No hazardous material sites were revealed that would pose a risk to human health or the environment. A review of GeoTracker and EnviroStor did not reveal any known hazardous material sites at the locations of the proposed PG&E 500 kV Transposition Structures. As a result, and consistent with the PEA, no impact would occur.

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

*Construction, Operations and Maintenance*

LSPGC and PG&E Proposed Project Components

**Less-than-Significant Impact.** The design modifications to the LSPGC Proposed Project components and the proposed PG&E 500 kV Interconnection would occur within TAFB Compatibility Zone D. The Federal Aviation Administration (FAA) determinations for the Proposed Project design evaluated in the PEA determined no hazard to air navigation and the DOD's review concluded minimal impact to military operations. The design modifications to the LSPGC Proposed Project components and proposed PG&E 500 kV Interconnection would be located in close proximity to the original component locations and would be of similar heights to the structures previously evaluated.

The proposed PG&E 500 kV Transposition Structures A and B and adjacent work areas would be located within TAFB Compatibility Zone C.<sup>1</sup> The proposed PG&E 500 kV Transposition Structure A would be located approximately 1.3 miles north of the northeast edge of the TAFB runway. The proposed PG&E 500 kV Transposition Structure C would be located within TAFB Compatibility Zone D. The proposed PG&E 500 kV Transposition Structure D and its adjacent work areas are located approximately 3.4 miles northeast from Byron Airport and would not be located within any compatibility zone designated for Byron Airport in the Contra Costa County Airport Land Use Compatibility Plan (Contra Costa County Airport Land Use Commission [ALUC] 2000). A Solano County ALUC review is required for objects more than 100 feet above ground level in TAFB Compatibility Zone C and greater than 200 feet above ground level in TAFB Compatibility Zone D. PG&E would be responsible for coordination with the Solano County ALUC for review of the proposed PG&E 500 kV Transposition Structures A, B, and C. PG&E would also be responsible for submitting any FAA noticing for PG&E Proposed Project components.

Construction activities would be performed at a distance from airport activity that would be sufficient to minimize safety concerns to construction personnel. The LSPGC and PG&E Proposed Project components would be located in the vicinity of a few existing residences north of the Sacramento River and in the vicinity of the proposed PG&E 500 kV Transposition Structures; adherence to FAA recommendations and Solano County ALUC recommendations would minimize the risk of aircraft-related hazards that could impact residents in the area.

The design modifications would not change the O&M of Proposed Project components described in the PEA, and the proposed PG&E 500 kV Transposition Structures would be incorporated into PG&E's existing O&M practices.

As a result, and consistent with the PEA, impacts would continue to be less than significant.

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

#### *Construction, Operations and Maintenance*

#### LSPGC and PG&E Proposed Project Components

**Less-than-Significant Impact.** The design modifications would occur within the same counties assessed in the PEA and would not introduce activities that would impact the implementation of the Solano County, Sacramento County, or Contra Costa County Emergency Operation Plans (EOPs). The design modifications would occur in the sparsely populated regions of Solano County, Sacramento County, and Contra Costa County and would not impact the Solano County, Sacramento County, or Contra Costa County EOPs. Although the City of Pittsburg is more densely populated, the scope of construction in the vicinity of PG&E's existing Pittsburg Substation would continue to be limited and implementation of the Contra Costa County EOP would not be impacted. The design modifications would not change the O&M of the Proposed Project components described in the PEA, and the proposed PG&E 500 kV Transposition

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<sup>1</sup> TAFB Compatibility Zones C and D prohibit land uses that would create hazards to flight, including physical, visual, and electronic forms of interference.

Structures would be incorporated into PG&E's existing O&M practices. As a result, and consistent with the PEA, impacts would continue to be less than significant.

**Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?**

*Construction, Operations and Maintenance*

LSPGC and PG&E Proposed Project Components

**Less-than-Significant Impact.** The design modifications would not locate structures within a California Department of Forestry and Fire Protection (CAL FIRE) Fire Hazard Severity Zone (FHSZ) or a California Public Utilities Commission- (CPUC-) designated High Fire Threat District (HFTD). The nearest State Responsibility Area to the Proposed Project is located approximately 1.9 miles southwest of the proposed PG&E 500 kV Transposition Structure D, and it is designated as a high FHSZ. The proposed PG&E 500 kV Transposition Structure D would be located approximately 3 miles northeast of a Tier 2 CPUC HFTD. Vegetation clearance and trimming, temporary lane closures, and traffic control would occur as described in the PEA. The design modifications would not change the O&M of the Proposed Project components described in the PEA, and the proposed PG&E 500 kV Transposition Structures would be incorporated into PG&E's existing O&M practices. As a result, and consistent with the PEA, impacts would continue to be less than significant.

**Would the project create a significant hazard to air traffic from the installation of new power lines and structures?**

*Construction, Operations and Maintenance*

LSPGC and PG&E Proposed Project Components

**Less-than-Significant Impact.** As previously discussed, the design modifications to the proposed LSPGC Proposed Project components and the proposed PG&E 500 kV Interconnection would occur within TAFB Compatibility Zone D. The FAA determinations for the Proposed Project design evaluated in the PEA determined that there would be no hazard to air navigation and the DOD's review concluded minimal impact to military operations. The design modifications to the LSPGC Proposed Project components and proposed PG&E 500 kV Interconnection would be located in close proximity to the original component locations and would be of similar heights to the structures previously evaluated.

The proposed PG&E 500 kV Transposition Structures A and B and adjacent work areas would be located within TAFB Compatibility Zone C. The proposed PG&E 500 kV Transposition Structure C would be located within TAFB Compatibility Zone D. The proposed PG&E 500 kV Transposition Structure D and its adjacent work areas would not be located within any compatibility zone designated for Byron Airport in the Contra Costa County Airport Land Use Compatibility Plan (Contra Costa County ALUC 2000). PG&E would be responsible for coordination with the Solano County ALUC for review of the proposed PG&E 500 kV Transposition Structures A, B, and C. PG&E would also be responsible for submitting any FAA noticing for PG&E Proposed Project components.

Adherence to FAA recommendations and Solano County ALUC recommendations would minimize the risk of aircraft-related hazards that could impact residents in the area. Furthermore, north of the Sacramento River, numerous wind turbines exist in the vicinity of the Proposed Project that are significantly taller than the LSPGC and PG&E Proposed Project components; thus, it is unlikely that the addition of infrastructure of a lesser height would pose a hazard to TAFB or other aircraft operations in the northern portion of the Proposed Project area.

The design modifications would not change the O&M of Proposed Project components described in the PEA, and the proposed PG&E 500 kV Transposition Structures would be incorporated into PG&E's existing O&M practices.

As a result, and consistent with the PEA, impacts would continue to be less than significant.

### **Would the project create a significant hazard to the public or environment through the transport of heavy materials using helicopters?**

#### *Construction, Operations and Maintenance*

##### LSPGC and PG&E Proposed Project Components

**Less-than-Significant Impact.** The design modifications would require similar helicopter usage as described in the PEA. Installation of the proposed PG&E 500 kV Transposition Structures are not anticipated to require use of helicopters. As described in the PEA, LSPGC would implement applicant-proposed measure HAZ-1 and PG&E would implement Construction Measure HAZ-3, which require complying with all applicable FAA regulations, coordinating helicopter operations with local airports before and during construction of LSPGC Proposed Project components, and managing helicopter use and landing zones to minimize impacts on local residents. Helicopter flight paths would avoid residences or other occupied areas.

The design modifications would not change the O&M of Proposed Project components described in the PEA, and the proposed PG&E 500 kV Transposition Structures would be incorporated into PG&E's existing O&M practices.

As a result, and consistent with the PEA, impacts would continue to be less than significant.

### **Would the project expose people to a significant risk of injury or death involving unexploded ordnance?**

#### *Construction, Operations and Maintenance*

##### LSPGC and PG&E Proposed Project Components

**No Impact.** The design modifications to the proposed LSPGC Proposed Project components and proposed PG&E 500 kV Interconnection would occur within the corridor assessed in the Phase I ESA, Corridor Study, and additional review of GeoTracker and EnviroStor described in the PEA. The results of the Phase I ESA and Corridor Report did not indicate the presence of any unexploded ordnance (UXO) sites within 1 mile of the LSPGC and PG&E Proposed Project components. Review of GeoTracker and EnviroStor for the proposed PG&E 500 kV Transposition Structures did not reveal any UXO sites within 1 mile of the components. As a result, and consistent with the PEA, no impact would occur.

## Would the project expose workers or the public to excessive shock hazards?

### *Construction, Operations and Maintenance*

#### LSPGC and PG&E Proposed Project Components

**Less-than-Significant Impact.** The design modifications would comply with CPUC General Order 95 guidelines for safe ground clearances established to protect the public from electric shock, and measures to minimize potential exposure to shock hazards would be implemented as described in the PEA. All authorized personnel working on site would be trained according to Occupational Safety and Health Administration safety standards. The design modifications would not change the O&M of the Proposed Project components described in the PEA, and the proposed PG&E 500 kV Transposition Structures would be incorporated into PG&E's existing O&M practices. As a result, and consistent with the PEA, impacts would continue to be less than significant.

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