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CHAPTER 4 – ENVIRONMENTAL IMPACT ASSESSMENT

4.7 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation	Less-Than-Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site that 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 the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) If located within an airport land use plan or within 2 miles of a public airport or public use airport for which such a plan has not been adopted, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) If located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation	Less-Than-Significant Impact	No Impact
h) If located in an area in which wildlands are adjacent to urbanized areas or in which residences are intermixed with wildlands, would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.7.0 Introduction

This section discusses potential hazards to public health and safety associated with construction, operation, and maintenance of the Sierra Pacific Power Company (SPPCo) 625 and 650 Line Upgrade Project (project). This analysis addresses existing hazardous materials contamination, fire potential, hazards to public and worker health and safety, and physical hazards. As described in this section, all impacts associated with hazards will be reduced to the less-than-significant level with the implementation of applicant-proposed measures (APMs).

4.7.1 Methodology

Information for this section was obtained by conducting a thorough review of state and federal databases that identify hazardous materials sites registered on one or more environmental oversight agency database lists. These lists included the following:

- California Department of Toxic Substances Control (DTSC) Cortese List (Envirostor Database)
- Toxic Alert for California Superfund sites
- United States (U.S.) Environmental Protection Agency (EPA) National Priorities List (NPL)
- Comprehensive Environmental Response, Compensation, and Liability Information System
- Leaking Underground Storage Tank (LUST)/Statewide Spills, Leaks, Investigations, and Cleanups (SLIC) sites (Geotracker Database)

Emergency evacuation and response plans and Office of Emergency Services (OES) websites for Placer County and the Town of Truckee were reviewed, and staff was contacted for emergency and evacuation routes data. The general plans for Placer County, the Town of Truckee, and Burton Creek State Park, in addition to the Tahoe Regional Planning Agency (TRPA) Regional Plan, the U.S. Forest Service (USFS) Tahoe National Forest Land And Resource Management Plan, and the USFS Lake Tahoe Basin Management Unit Forest Plan, as well as the community plans for Tahoe City, Kings Beach, and Martis Valley, were reviewed for relevant hazards and hazardous materials policies, plans, and programs.

4.7.2 Existing Conditions

Regulatory Background

Federal

United States. Environmental Protection Agency

The U.S. EPA has deemed specific wastes to be hazardous. These types of wastes are organized into the following three categories:

- F-List: Non-specific source wastes common in manufacturing and industrial processes. Wastes from the F-list are published under Title 40 Code of Federal Regulations (CFR) Section 261.31.
- K-List: Source-specific wastes from specific industries, including pesticide manufacturing and petroleum refining. K-list wastes are published under 40 CFR Section 261.32.
- P-List and U-List: Discarded commercial chemical products in an unused form. Wastes from the P- and U-lists are published under 40 CFR Section 261.33.

Wastes that have not been previously listed may still be considered hazardous if they exhibit one of the four characteristics stated in 40 CFR 261 Subpart C; namely ignitibility, corrosivity, reactivity, and toxicity.

Uniform Building Code and Uniform Fire Code

Federal fire protection codes are provided in the Uniform Building Code (UBC) and the Uniform Fire Code (UFC). The 1997 UBC established building materials, spacing, and other items or practices that must be used to minimize the risk of fires to structure and facilities. The 2009 edition of the UFC addresses fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards and safety measures, hazardous material storage and use, and other general and specialized fire-safety requirements.

Resource Conservation and Recovery Act

Developed by the U.S. EPA, the Resource Conservation and Recovery Act (RCRA) regulates hazardous and non-hazardous waste in an effort to reduce potential health and environmental issues associated with exposure to such materials. This law is implemented through Subtitle C, 42 U.S. Code (U.S.C.) Section 6921, *et seq.*, and its implementing regulations, 40 CFR Section 260, *et seq.* Subtitle C of the RCRA controls the generation, transportation, treatment, storage, and disposal of hazardous waste through a “cradle-to-grave” system of hazardous waste management techniques and requirements. Subtitle C applies to all states and to all hazardous waste generators. This law also specifies the quantity of waste that is governed under this regulation.

Comprehensive Environmental Response, Compensation, and Liability Act and Superfund Amendments and Reauthorization Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) and the Superfund Amendments and Reauthorization Act (SARA) (an amendment to CERCLA) identify requirements for planning, reporting, and notification concerning hazardous materials and hazardous material releases into the environment. SARA and CERCLA regulations are presented in 40 CFR Sections 302 through 355.

Part 302 mandates immediate notification to the Local Emergency Planning Committee (LEPC) when a hazardous material above its reportable quantities (RQ) is released into the environment. Notification must also be provided to the National Response Center in Washington, D.C. if CERCLA hazardous materials above RQ are released. These CERCLA-regulated materials are listed in the table in 40 CFR Section 302.4.

Part 311 requires a facility to develop a list of and/or provide Material Safety Data Sheets of hazardous material stored, handled, or used at the facility. A copy of this information must be provided to the State Emergency Response Center, LEPC, and local fire departments.

U.S.C., Title 42, Section 11023 and 40 CFR Section 372.30 identify annual reporting requirements associated with hazardous material released into the environment. Reporting requirements include both routine discharges and spill releases. Title III of SARA (identified as the Emergency Planning and Community Right-To-Know Act of 1986) mandates that states develop local chemical emergency preparedness programs as well as provide information on hazardous materials used at facilities in local communities. Additionally, SARA identifies requirements for planning, reporting, and notification concerning hazardous materials.

Clean Water Act and Clean Air Act

The Clean Water Act (CWA) and Clean Air Act (CAA) provisions address accidental releases of hazardous materials to surface waters and the atmosphere, respectively. Requirements for Spill Prevention Control and Countermeasure (SPCC) Plans were developed as one of the regulations under the CWA. Requirements of SPCC Plans are provided in 40 CFR Part 112 (Oil Spill Prevention).

SPCC Plans are intended to reduce the threat of spills of hydrocarbons to “navigable waters” of the U.S. The site-specific plan must identify design, control, training, and response requirements of a facility. A SPCC Plan is required for all facilities that store hydrocarbons and oils (e.g., gasoline, diesel, asphalt, and transformer liquids) exceeding 1,320 gallons in one or more containers. Recent changes to this regulation include all containers storing 55 gallons or more. Hazardous materials emission regulations under the CAA provisions are provided in 40 CFR Part 68 and are designated to prevent accidental releases of hazardous materials into the atmosphere. CAA requirements concerning the project are addressed in Section 4.3 Air Quality.

Occupational Safety and Health Act

The Occupational Safety and Health Act (OSHA) hazardous materials regulations govern worker safety. Separate OSHA standards have been developed for construction and industrial workers.

Generally, 29 CFR Part 1926 governs construction worker safety, while 29 CFR Part 1910 applies to industrial workers.

United States Department of Transportation

The U.S. Department of Transportation regulations govern the interstate transport of hazardous materials and wastes through the implementation of the Hazardous Materials Transportation Act (HMTA). The provisions of the HMTA contain requirements for hazardous materials shipments and packaging, and guidelines for marking, manifesting, labeling, packaging, placarding, and spill reporting. Specific regulations dealing with hazardous materials are covered under 49 CFR Section 173.50, *et seq.*, 49 CFR 173.56 (Hazardous Material Regulations, Shippers – General Requirements for Shipping and Packaging), and 49 CFR Part 397 (Transportation of Hazardous Materials; Driving and Parking Rules).

Tahoe Regional Planning Agency Community Wildfire Protection Plan

The TRPA Community Wildfire Protection Plan describes the community wildfire protection plans for the four fire protection districts on the California side of the Lake Tahoe Basin—Fallen Leaf Fire Department, Lake Valley Fire Protection District, Meeks Bay Fire Protection District, and the North Tahoe Fire Protection District. The plan was created to provide district-wide planning information to identify wildfire hazards, including proposed fuel mitigation projects to address those hazards. The community wildfire protection plans will ensure local efforts respond to, and collaborate with, federal, state, and regional direction and effort, identify and prioritize wildfire fuel treatments, and contribute to the conservation of the Lake Tahoe Basin.

State

Division of Occupational Safety and Health

Construction and industrial worker safety issues are covered under the California OSHA (Cal-OSHA) of 1970. Most of these regulations are provided in Title 8 of the California Code of Regulations (CCRs) and enforced by Cal-OHSA. Any explosives necessary for construction and other activities must comply with the Cal-OSHA regulations presented in Title 8 CCR Division 1, Chapter 4. Requirements for vehicles transporting explosives on public highways are provided in the California Vehicle Code, Division 14. A contractor with a valid California “Blaster License,” pursuant to Cal-OSHA Article 8, Section 1550 through 1580, must conduct all blasting. The OSHA regulates hazards and hazardous materials in the workplace at the federal level, while the Cal-OSHA regulates them at the state level.

Department of Toxic Substances Control

The DTSC is responsible for regulating hazardous waste, cleaning up existing contamination, and identifying ways to reduce hazardous waste within California. The DTSC regulates under the RCRA and the California Health and Safety Code.

The Regional Water Quality Control Board (RWQCB) develops and enforces water quality objectives and implementation plans to protect beneficial uses of the state’s waters (Water Code §13000, *et seq.*). The project is located within the jurisdiction of the Lahontan RWQCB. The Lahontan RWQCB is the primary regulatory agency with jurisdiction over stormwater

discharges, as well as activities that have the potential to impact the quality of surface water or groundwater.

California Hazardous Materials and Waste Codes

California laws and regulations associated with the storage, handling, use, and/or disposal of hazardous materials are provided in various sections of California's Health and Safety Code (H&SC) and CCRs. The federal RCRA allows individual states to develop their own programs to regulate hazardous waste discharges. The state program, however, must be at least as stringent as RCRA requirements.

California has developed its own hazardous waste control program through the passage of the California Hazardous Waste Control Law (HWCL). It should be noted, however, that the HWCL includes hydrocarbon wastes (e.g., oils, lubricants, and greases) that are not classified as hazardous waste under the federal RCRA regulations. California regulations also cover universal wastes (e.g., batteries, mercury control devices, dental amalgams, aerosol cans, and lamps/cathode ray tubes), which are also not specified in federal regulations. This regulation is found in Section 25100, *et seq.* of the H&SC. Administration and enforcement of the HWCL is the responsibility of the DTSC.

H&SC, Section 25500, *et seq.*, known as the Hazardous Materials Release Response Plans and Inventory Act, and the regulations in Title 19 CCR Section 2620, *et seq.*, require that local governments be responsible for the regulation of facilities that store, handle, or use hazardous materials above threshold quantities (TQs). The TQs for identified hazardous materials are 55 gallons for liquids, 500 pounds for solids, and 200 cubic feet for compressed gases measured at standard temperature and pressure. The law mandates that facilities storing these hazardous materials in excess of their TQs prepare a Hazardous Material Business Plan (HMBP). The HMBP must identify the facility's internal response requirements to accidental spills, such as emergency contacts, hazardous material inventory and quantities, control methods, emergency response, and training. The law also requires that the HMBP be submitted to the local administering agency (normally the local fire department or public health agency). All spills from a facility must be reported to both the local administrative agency and the Governor's OES.

California H&SC, Section 25249.5, *et seq.*, the Safe Drinking Water and Toxics Enforcement Act (Proposition 65), regulates cancer-causing and reproduction-impairing chemicals. Users of regulated chemicals identified under this law are responsible for informing the public regarding potential exposure to such materials. The law is intended to prevent discharges or releases of specified hazardous materials into a "source of drinking water" and provides a periodically updated listing of chemicals of concern. Proposition 65 is administered through California's Office of Environmental Health Hazard Assessment.

The California Unified Hazardous Waste and Hazardous Material Management Regulatory Program Act is located in California H&SC, Section 25404, *et seq.* This act established requirements for dealing with hazardous waste locally by creating the Certified Unified Program Agency (CUPA). This responsibility is delegated through a Memorandum of Understanding between the California EPA and the local agency. Placer County's Environmental Health

Division is the designated CUPA for all areas of the county except for the City of Roseville. The Nevada County Environmental Health Department is the designated CUPA for Nevada County.

California Building Code

Most state fire regulations for structures and other facilities are covered in the California Building Code (CBC). The CBC specifies acceptable design and construction requirements associated with fire protection for various facilities or structures. The CBC supplements the UBC and provides information for California-specific changes.

These regulations are enforced by county or city building departments. Fire-related concerns and regulations are administered by the California Department of Forestry and Fire Protection, the Office of the State Fire Marshal, and by local county or city fire chiefs or marshals.

Public Resource Code

Several regulations have been adopted in the Public Resource Code (PRC) that cover safety aspects of electrical transmission lines. The most notable examples of these regulations are as follows:

- PRC Section 4292 requires clearing of flammable vegetation to reduce fire hazards around specific structures that support certain connectors or types of electrical apparatus. This cleared area (10-foot radius) is required to be kept clear of flammable vegetation during the entire fire season.
- PRC Section 4293 requires specific clearance between conductors and vegetation. The clearance required increases as the line voltage increases. This code also requires the removal of trees adjacent to electrical transmission lines that may present a hazard if they fall on the line.

Local

Placer County

In Placer County, the administrator for the CUPA is the Placer County Environmental Health Division, with the exception of the City of Roseville. The CUPA for the City of Roseville is the City of Roseville Fire Department. Hazardous materials are addressed under various county codes and regulations. The Environmental Health Division is responsible for inspecting all hazardous materials facilities, hazardous waste facilities, underground storage tank facilities, groundwater monitoring wells, waste tires, and solid waste in Placer County. Programs under the Environmental Health Division include HMBPs, underground storage tank permitting and inspections, tiered permitting, the accidental release prevention program, aboveground storage tank inspection, and the hazardous waste generation program.

The regulations for storage and use of explosives in the county are provided in the Placer County Code, Section 9.32.010. The Placer County Fire Code has adopted provisions that are included in the CBC and UFC, in addition to requirements from PRC 4290, which include road standards for fire equipment access; standards for signs identifying streets, roads, and buildings; and minimum private water supply reserves for emergency fire use. In addition, the North Tahoe Fire

Protection District has developed a fire protection code, which includes provisions for the storage of flammable liquids in aboveground tanks, and liquefied petroleum and natural gas installations.

Nevada County

In Nevada County, the administrator for the CUPA is the Nevada County Environmental Health Department, which is responsible for coordination of hazardous waste generator programs, underground storage tank management programs, hazardous materials storage programs, and the solid waste local enforcement agency program. This department is also responsible for managing LUST site investigation and cleanup.

Town of Truckee

The Town of Truckee created an Emergency Operations Plan to address the town's responsibilities in emergencies associated with natural disaster, human-caused emergencies, and technological incidents. These emergencies include earthquakes, hazardous materials events, snow emergencies, flooding, terrorist acts, and wildfires. The plan also provides direction for coordination of response and recovery effort within the town and with local, state, and federal agencies.

Truckee-Tahoe Airport Land Use Compatibility Plan

The Truckee-Tahoe Airport Land Use Compatibility Plan (ALUCP) was created to promote compatibility between the Truckee-Tahoe Airport and the surrounding land uses. The Truckee-Tahoe ALUCP provides policies specific to the types of actions reviewed by the ALUCP, project review process, compatibility criteria for land use actions, noise compatibility policies, airspace protection policies, safety compatibility criteria, overflight policies, and general plan consistency with the compatibility plan. Section 4.15 Transportation and Traffic provides a detailed discussion of the Truckee-Tahoe ALUCP.

Existing Hazardous Sites

The following subsections describe the types and amounts of hazardous materials known to be present within 0.25 mile of each project component. Most of the project components are located in rural areas of Placer County with limited development and industrial uses, where historical land use is not likely to contribute to hazardous materials contamination; however, the 132/650 Line Double-Circuit travels through an industrially developed area in the Town of Truckee.

According to the California DTSC Site List (Cortese List); Superfund Sites list; and Internet searches of federal, state, and local hazardous materials databases, 19 sites with past or current hazardous materials cases were identified within 0.25 mile of the project components, as shown in Figure 4.7-1: Existing Hazardous Materials Sites and depicted in Table 4.7-1: Hazardous Materials Sites Records Review. Of the 19 sites identified, one is crossed by the 132/650 Line Double-Circuit and four are within close proximity (250 feet) to one or more project components and are discussed in more detail as follows.

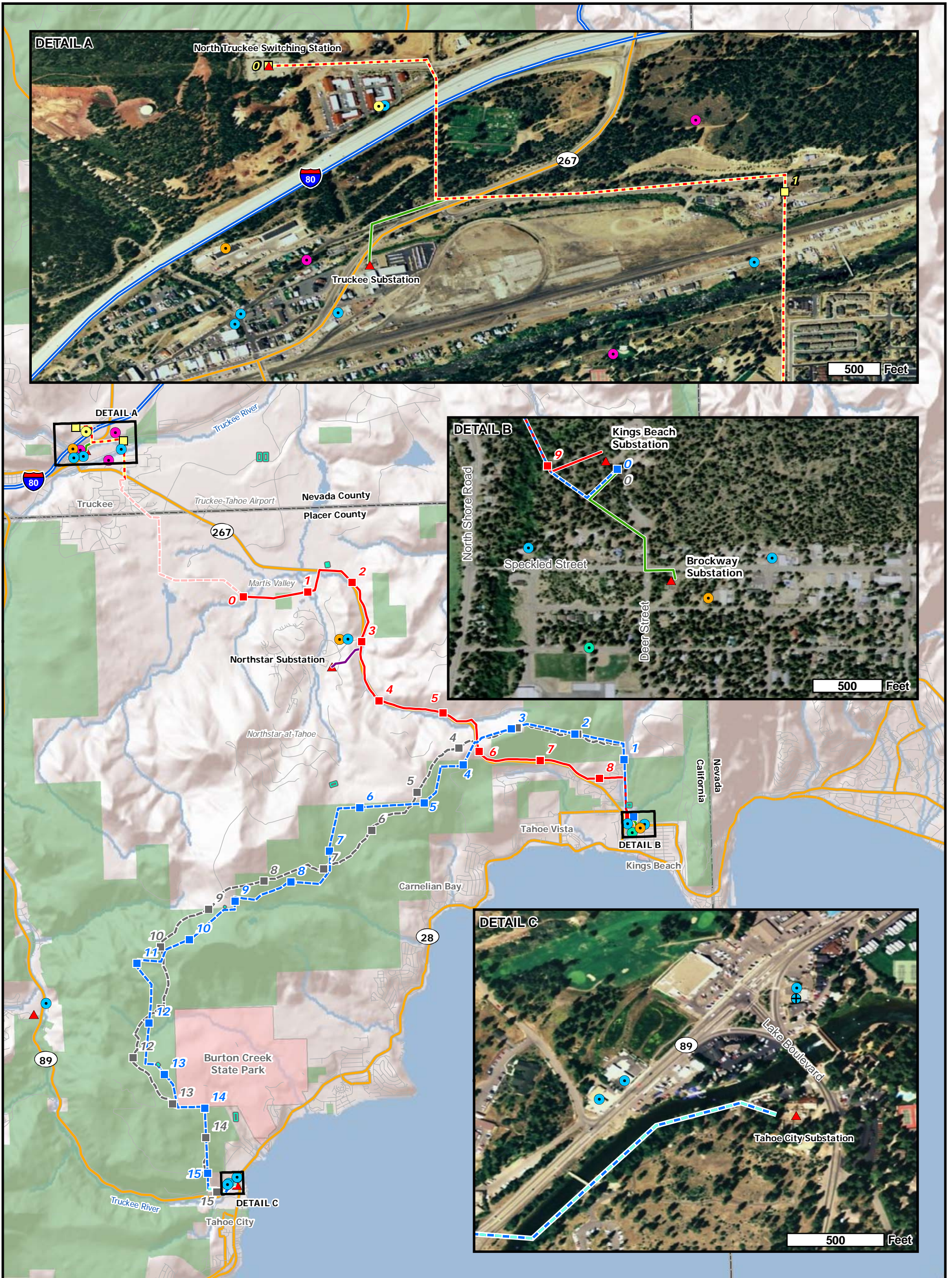


Figure 4.7-1: Existing Hazardous Material Site Map

625 and 650 Line Upgrade Project

- New 625 Line
- Existing 625 Line
- 625/629 Double-Circuit
- 650 Line to be Rebuilt
- 650 Line Previously Upgraded
- 132/650 Double-Circuit to be Rebuilt
- 650 Line to be Removed
- Northstar Fold
- ▲ Substation/Switching Station
- Milepost (Color Coded by Line)
- Staging Area
- Evaluation Site
- LUST
- SLIC
- School Investigation Site
- Voluntary Clean-Up Site

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Table 4.7-1: Hazardous Materials Sites Records Review

Hazardous Materials Site	Project Component	Approximate Milepost	Approximate Location	Type of Site
Chevron Service Station	New 625 Line	15.7	0.1 mile north	LUST
	Existing 625 Line	15.3	0.1 mile north	
	Tahoe City Substation	Not Applicable (NA)	0.1 mile west	
Rippey Commercial LLC	New 625 Line	15.8	0.1 mile east	LUST
	Existing 625 Line	15.4	0.1 mile east	
	Tahoe City Substation	NA	0.1 mile north	
Unocal Station	New 625 Line	15.8	0.1 mile east	LUST
	Existing 625 Line	15.4	0.1 mile east	
	Tahoe City Substation	NA	0.1 mile north	
Shell Service Station	New 625 Line	15.7	0.1 mile north	LUST
	Existing 625 Line	15.3	0.1 mile north	
	Tahoe City Substation	NA	0.1 mile west	
Sierra Pacific Power, Remote Fueling Facility	New 625 Line	0.05	0.2 mile southeast	SLIC
	Existing 625 Line	0.05	0.2 mile southeast	
	650 Line	9.0	0.2 mile southeast	
	650 Line to be Removed	NA	0.1 mile southeast	
	Brockway Substation	NA	0.1 mile southeast	
	Kings Beach Switching Station	NA	0.2 mile south	
Patterson-Tippin Property	New 625 Line	0.0	0.2 mile southeast	LUST
	Existing 625 Line	0.0	0.2 mile southeast	
	650 Line	9.1	0.2 mile southeast	
	650 Line to be Removed	NA	0.10 mile east	
	Brockway Substation	NA	0.10 mile east	
	Kings Beach Switching Station	NA	0.2 mile southeast	
Serpa Property	New 625 Line	0.05	0.1 mile south	LUST
	Existing 625 Line	0.05	0.1 mile south	
	650 Line	9.0	0.1 mile south	

Hazardous Materials Site	Project Component	Approximate Milepost	Approximate Location	Type of Site
Serpa Property (cont.)	650 Line to be Removed	NA	0.1 mile south	LUST
	Brockway Substation	NA	0.2 mile northwest	
	Kings Beach Switching Station	NA	0.1 mile south	
	Kings Beach Staging Area	NA	0.3 mile south	
Kings Beach Student Activity Center	New 625 Line	0.05	0.2 mile south	School Investigation
	Existing 625 Line	0.05	0.2 mile south	
	650 Line	9.0	0.2 mile south	
	650 Line to be Removed	0.0	0.1 mile south	
	Brockway Substation	NA	0.1 mile south	
Sha Neva	132/650 Line Double-Circuit	0.3	0.1 mile west	LUST/ Evaluation
	North Truckee Switching Station	NA	0.2 mile southeast	
	650 Line to be Removed	0.0	0.2 mile north	
Quintana Property	132/650 Line Double-Circuit	1.1	0.1 mile west	LUST
Former Truckee Dump Site	132/650 Line Double-Circuit	0.9	0.1 mile north	Voluntary Cleanup
Truckee River Regional Park	132/650 Line Double-Circuit	1.2 to 1.4	Crossed	Voluntary Cleanup
	650 Line to be Removed	0.0	0.2 mile south	
	Truckee Substation	NA	0.2 mile south	
Northstar Gas Station	Northstar Fold	NA	0.2 mile northwest	LUST/SLIC
	650 Line	2.95	0.2 mile west	
Sierra Mountaineer	Truckee Substation	NA	0.2 mile west	LUST
	650 Line to be Removed	0.0	0.2 mile west	

Hazardous Materials Site	Project Component	Approximate Milepost	Approximate Location	Type of Site
Berry-Hinkley Industrial Cardlock	Truckee Substation	NA	0.1 mile southwest	LUST
	132/650 Line Double-Circuit	0.5	0.3 mile southwest	
	650 Line to be Removed	0.0	0.1 mile southwest	
Donner Park Interchange	Truckee Substation	NA	0.2 mile west	SLIC
	650 Line to be Removed	0.0	0.2 mile west	
Caltrans Bridge Street	Truckee Substation	NA	0.2 mile west	LUST
	650 Line to be Removed	0.0	0.2 mile west	
Truckee Townhomes	Truckee Substation	NA	0.1 mile west	Voluntary Cleanup
	132/650 Line Double-Circuit	0.5	0.2 mile west	
	650 Line to be Removed	0.0	0.1 mile west	
Orozco Residence	Squaw Valley Substation	NA	0.2 mile northeast	LUST

Source: Envirostor Database, 2009

The 132/650 Line Double-Circuit crosses the eastern boundary of the Truckee River Regional Park for approximately 0.2 mile from approximate milepost (MP) 1.2 to MP 1.4. An approximately 18-acre portion of the Truckee River Regional Park is a voluntary cleanup site that has been active since October 2, 2007. The area located approximately 400 feet west of the 132/650 Line Double-Circuit is a former burn dump, which may contain traces of lead and dioxin. A Removal Action Completion Report for the site is due to the DTSC this year.

Two gasoline service stations—Shell Service Station and Chevron Service Station—are located approximately 0.1 mile north of the existing 625 Line and of the new 625 Line at approximate MPs 15.3 and 15.7, respectively. These facilities were identified as LUST cleanup sites and have open remediation cases as of September 1, 2005 and November 1, 2006, respectively.

The 650 Line to be removed and the Brockway Substation are located approximately 230 feet west of the Sierra Pacific Power Remote Fueling Facility. This site has been identified as a SLIC site due to potential diesel contamination; however, this case was closed on November 19, 2003.

The Quintana property is located approximately 220 feet west of the 132/650 Line Double-Circuit at approximate MP 1.1 and has been identified as a LUST cleanup site due to potential heating oil contamination. The case for the Quintana Property has been closed since September 18, 2006.

Contaminated Soil and Groundwater

No soil or groundwater contamination was identified at any of the project component locations. The project is located within two groundwater basins—the Martis Valley groundwater basin and the Tahoe Valley groundwater basin. The groundwater quality in the Martis Valley groundwater basin is considered good to excellent and is capable of supporting a variety of beneficial uses. The groundwater quality in the Tahoe Valley groundwater basin is unknown due to limited published groundwater quality information. However, the inorganic quality of the groundwater in the Lake Tahoe Basin is excellent.

Fire Hazards

The 132/650 Line Double-Circuit, the Truckee Substation, and the North Truckee Switching Station are located in an area designated as very high for wildland fire threat according to the Town of Truckee General Plan. Although the 132/650 Line Double-Circuit and substations are located in an urban area, the facilities are surrounded by available fuels, increasing the risk of a wildland fire.

According to the California Department of Forestry and Fire Protection's Fire Resource Assessment Program fire severity zone Geographic Information System (GIS) data, shown in Figure 4.7-2: Potential Fire Threat Map, the project is located within moderate to very high fire severity zones, which are defined as follows:

- **Moderate:** Wildland areas that support areas of typically low fire frequency and relatively modest fire behavior or developed/urbanized areas with a very high density of non-burnable surfaces.

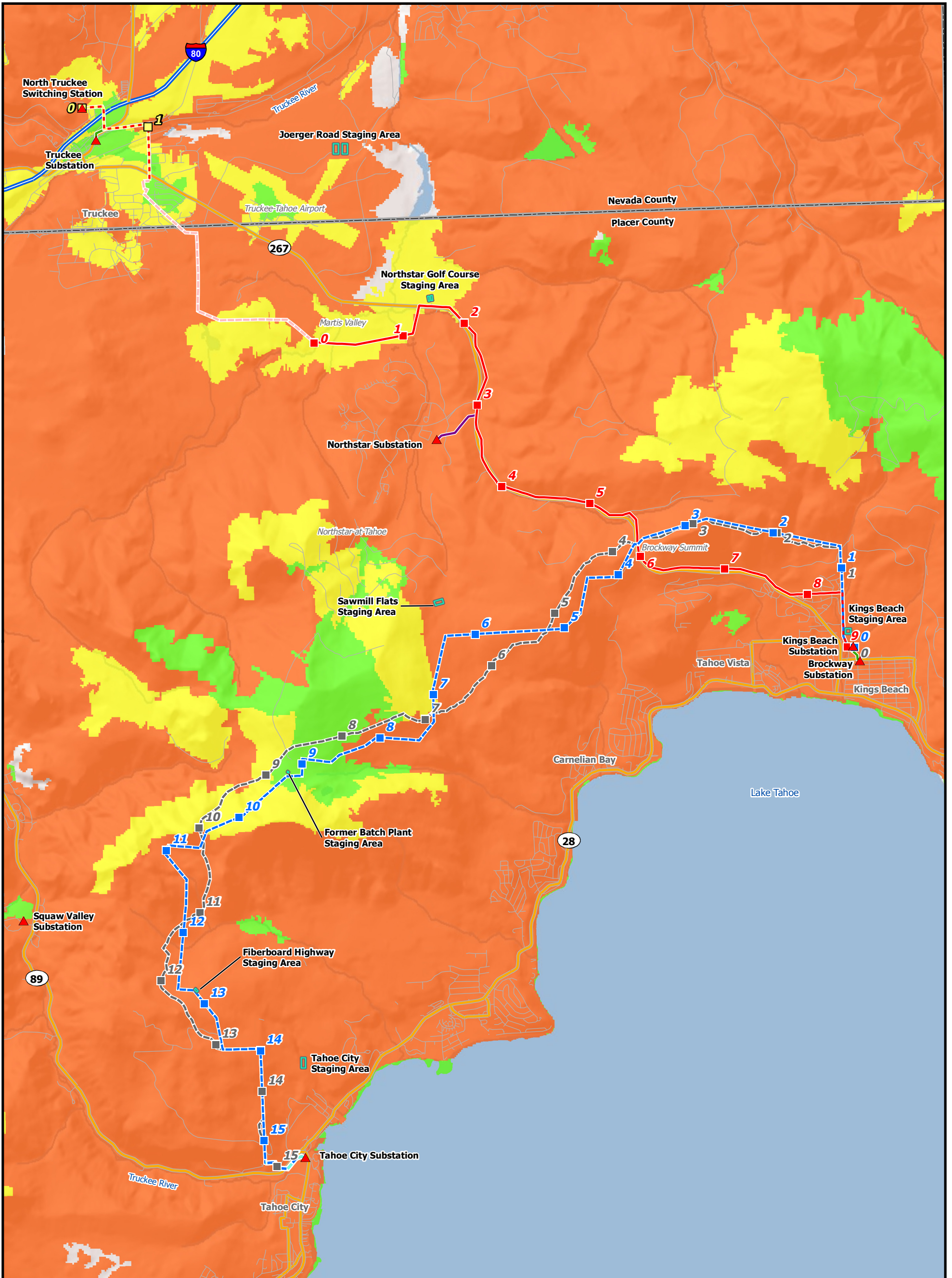


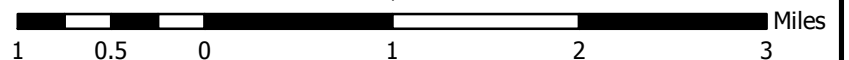
Figure 4.7-2: Fire Threat Potential Map

625 and 650 Line Upgrade Project

- | | |
|--------------------------------------|--------------------------------|
| New 625 Line | Substation |
| Existing 625 Line | Staging Area |
| 625/629 Double-Circuit | Milepost (Color Coded by Line) |
| 650 Line to be Rebuilt | Very High Fire Threat |
| 650 Line Previously Upgraded | High Fire Threat |
| 132/650 Double-Circuit to be Rebuilt | Moderate Fire Threat |
| 650 Line to be Removed | |
| Northstar Fold | |



1:65,000



- High: Wildland areas that support medium to high hazard fire behavior and roughly average burn probabilities or developed/urbanized areas with moderate vegetation cover and more limited non-burnable cover.
- Very High: Wildland areas that support high to extreme fire behavior or developed/urban areas typically with at least 70 percent vegetation density.

Schools

The project area is served by the Tahoe Truckee Unified School District (TTUSD), which oversees 12 schools, including five elementary schools, two middle schools, three high schools, one alternative school teaching both middle and high school students, and one adult school.

The Brockway Substation and the 650 Line to be removed are located approximately 0.2 mile north of the Head Start Preschool Program, the Kings Beach Elementary School, and the Kings Beach Preschool. The Forest Charter School is located approximately 0.2 mile south of the North Truckee Switching Station, and 0.2 mile north of the 650 Line to be removed. In addition, the Truckee Substation and the 650 Line to be removed are located approximately 0.2 mile northeast of the Church of the Mountains Preschool.

The Squaw Valley Academy is a boarding school located in Olympic Valley, approximately 0.2 mile southwest of the Squaw Valley Substation. It accommodates students in 6th through 12th grade.

Airports and Airstrips

The Truckee-Tahoe Airport is located approximately 0.7 mile east of the 132/650 Line Double-Circuit, approximately 1 mile north of the 650 Line, approximately 1.4 miles southeast of the Truckee Substation, and approximately 1.6 miles southeast of the North Truckee Switching Station. The Truckee-Tahoe Airport is described in more detail in Section 4.15 Transportation and Traffic. There are no private airstrips located within the project area. The nearest private airstrip—Bailey Ranch—is located approximately 11 miles east of the project.

Emergency/Evacuation Plans

Placer County

The Placer County OES implements the Placer Operational Area East Side Emergency Evacuation Plan. This plan was designed to conduct a physical evacuation of one or more communities in the unincorporated Placer County area on the eastern side of the county that is necessitated by a larger incident, most probably a forest fire or flood. In addition, this plan was developed to help increase preparedness and facilitate the efficient and rapid evacuation of threatened communities in the far eastern end of the county. The plan provides details regarding the functions that are normally present in typical evacuation scenarios, which include evacuation alerts, evacuation emergency medical services and public information, traffic control, transportation, communication, and animal services. Interstate 80 (I-80), U.S. Route 50, and State Routes (SR) 89 and 267 comprise the major evacuation routes in Placer County. The plan also describes evacuation responsibilities by local and state agencies.

Town of Truckee

The Town of Truckee Emergency Operations Plan includes the Nevada County Evacuation Guide (Annex B). The Evacuation Guide was designed to provide information to emergency responders in order to coordinate and implement the evacuation of citizens from a hazardous area and provides citizens basic information to develop community-based preparedness guidelines. The plan includes evacuation levels one through four, which range from shelter-in-place (level one) to no safe evacuation (level four). The plan provides primary and secondary evacuation routes and road closure levels ranging from an area threatened by an emergency situation (level one) to access restricted to emergency personnel only (level three). I-80 and SRs 267 and 89, in addition to prime arterials, are the primary evacuation routes within Nevada County.

4.7.3 Impacts

Significance Criteria

Standards of significance were derived from Appendix G of the California Environmental Quality Act (CEQA) Guidelines. Project impacts will be considered significant if they:

- Create a hazard to public health or the environment by the routine transport, use, or disposal of hazardous materials
- Create a hazard to the public or the environment by reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment
- Emit hazardous emissions or handle hazardous materials within 0.25 mile of a school
- Are located at a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a hazard to the public or the environment
- Are located within 2 miles of a public or private airport and will result in a safety hazard for people residing or working in the area
- Impair implementation of, or physically interfere with, an adopted emergency response or evacuation plan
- Expose people or structures to a risk of loss, injury, or death related to wildland fires

Question 4.7a – Hazardous Material Transport, Use, or Disposal

Construction – Less-than-Significant Impact

A list of typical chemicals used during construction is provided in Table 4.7-2: Hazardous Materials Typically Used for Construction. Use of hazardous materials during construction may pose potential health and safety hazards to construction workers, nearby residents, and the environment surrounding the project. Potential impacts from the use of hazardous materials are generally associated with accidental spills or other unauthorized releases as a result of vegetation clearing, grading, and access road construction; pole removal and installation; conductor pulling, splicing, and tensioning; as well as upgrades and modifications to the substations. Other potential impacts involving the use of hazardous materials during construction are associated with temporary storage sites, transportation of hazardous materials to and from worksites, and refueling and servicing of equipment. With the implementation of APM-HAZ-01, which includes proper storage, handling, and disposal of hazardous materials, as well as worker

training, as discussed in Section 4.7.4 Applicant-Proposed Measures, this potential impact will be less than significant.

Table 4.7-2: Hazardous Materials Typically Used for Construction

Hazardous Materials	
2-Cycle Oil	Lubricating Grease
ABC Dry Chemical Fire Extinguisher	Mastic Coating
Acetylene Gas	Methyl Alcohol
Air Tool Oil	Oxygen
Antifreeze	Paint
Automatic Transmission Fluid	Paint Thinner
Battery Acid	Petroleum Products
Bee Bop Insect Killer	Prestone II Antifreeze
Canned Spray Paint	Puncture Seal Tire Inflator
Connector Grease	Safety Fuses
Contact Cleaner 2000	Safety Solvent
Diesel Fuel and Gasoline	Soundless Chemical Demolition Agents
Gas Treatment	Starter Fluid
Helicopter Aviation Fuel	Wagner Brake Fluid
Insulating Oil	WD-40

Operation and Maintenance – Less-than-Significant Impact

Use of hazardous materials during operation and maintenance of the project has the potential to pose health and safety hazards to workers, residents, and the environment adjacent to the transmission lines and substations. These potential hazardous material impacts are associated with possible spills during routine or emergency maintenance along the transmission line routes and at the substations. In addition, two new 120/14.4-kV transformers containing approximately 3,000 to 5,000 gallons of mineral oil will be required at the Kings Beach Substation, one new 120/60/14.4-kilovolt (kV) transformer containing approximately 3,000 to 5,000 gallons of mineral oil will be required as part of the Northstar Substation upgrade, and one new 120/14.4-kV transformer containing approximately 3,000 to 5,000 gallons of mineral oil will be required as part of the Tahoe City Substation rebuild. The potential exists for a transformer to leak due to age, major natural events, or collisions from operation and maintenance equipment. To reduce the impacts from a potential leak, SPPCo will install lined secondary containment basins surrounding the footing of all oil-filled equipment at the aforementioned substations.

Mineral oil storage or use in aboveground storage containers in levels exceeding 1,320 gallons in one or multiple containers at a site is regulated under the CWA. As part of the CWA's Oil Spill Prevention, Control, and Countermeasures Program, these regulations require the preparation of

a site-specific SPCC Plan, which SPPCo has developed for each substation. These plans will be updated upon completion of project construction and contain the proper procedures for storage, handling, spill response, and disposal of hazardous materials, including fueling, maintenance, spill containment, leak inspection, and clean-up procedures. The plans also identify the spill-response materials that must be maintained in vehicles and substation sites during construction.

The project involves rebuilding existing facilities; the potential impacts will not differ substantially from the operation and maintenance activities already taking place at these facilities. Additionally, no hazardous materials are required for operation and maintenance other than the fluids that are currently used to operate maintenance vehicles, which include gasoline, diesel, antifreeze, motor oil, transmission fluid, etc. Furthermore, vehicle use for operation and maintenance activities will be considerably less than during construction. With the implementation of APM-HAZ-01 and the implementation of a SPCC Plan at each substation, this potential impact will be reduced to a less-than-significant level.

Question 4.7b – Reasonably Foreseeable Upset and Accident Conditions

Construction – Less-than-Significant Impact

The project will include the decommissioning of the existing Brockway Substation and the removal of all existing equipment. Fuel residues, such as gasoline, diesel, and mineral oil may exist at the substation site and could be encountered in the soil during the dismantling of the substation and/or associated ground-disturbing activities. Therefore, the decommissioning of the substation poses a potential risk of releasing existing hazardous substances and exposing people to potential health hazards. Implementation of APM-HAZ-02 and APM-HAZ-03, including conducting a Phase I and Phase II environmental site assessment (ESA) for hazardous materials at the Brockway Substation, will reduce the impact to a less-than-significant level.

Additionally, as discussed in response to Question 4.7a, a potential exists for hazardous materials that will be used in construction vehicles and equipment to inadvertently be released through spills or leaks. Implementation of APM-HAZ-01, including worker training, as well as the implementation of a SPCC Plan for each substation and adherence to state and federal regulations concerning hazardous materials handling and transport, will reduce the potential for spills and the associated impact. As a result, the impact will be less than significant.

Operation and Maintenance – Less-than-Significant Impact

Use of hazardous materials during operation and maintenance of the proposed facilities has the potential to cause an impact as a result of spills or accidental releases of materials during normal operation or routine or emergency maintenance activities. However, chemical use will normally be considerably less than during construction. In addition, because the project involves rebuilding existing facilities, the operation and maintenance activities will not differ substantially from those already taking place at these facilities. As discussed in the response to Question 4.7a, SPPCo will implement the existing SPCC Plans for each substation to prevent and address any accidental release of hazardous materials, thereby reducing the impact from operation and maintenance to a less-than-significant level.

Question 4.7c – Hazardous Substances in Close Proximity to Schools***Construction – Less-than-Significant Impact***

There are no schools directly adjacent to the transmission line rights-of-way (ROWs) or substations. However, six schools lie within approximately 0.25 mile of the project—three within 0.25 mile of the existing Brockway Substation, five within 0.25 mile of the 650 Line to be removed, and one within 0.25 mile of the existing Truckee Substation, 132/650 Line Double-Circuit, Squaw Valley Substation, and North Truckee Switching Station. The nearest schools are the Kings Beach Elementary School and the Kings Beach Preschool—located approximately 0.2 mile from the Brockway Substation—and the Forest Charter School—located approximately 0.2 mile from the North Truckee Switching Station. However, only minor construction activities will occur within the existing substation fence lines. Therefore, it is unlikely that hazardous substances used during construction would affect this school. In addition, due to the quantities of hazardous materials typically used for construction, it is also unlikely that a hazardous material spill would affect a school located between 0.1 mile and 0.2 mile from the project.

SPPCo will use fuel trucks to refuel vehicles during construction and will not store any hazardous materials along the project ROW. Therefore, in accordance with the CWA’s Oil Spill Prevention, Control and Countermeasures Program, a SPCC Plan is not required for construction activities along the project ROW. Furthermore, as discussed in response to Question 4.7a, hazardous materials that are released or encountered during construction activities at the substations will be contained and managed in accordance with the SPCC Plan for each substation and state and federal regulations. Therefore, the impact to schools from potentially hazardous substances is anticipated to be less than significant.

Operation and Maintenance – No Impact

As previously discussed, the nearest school is located approximately 0.2 mile from the project. However, the 650 Line will be removed at this location, so no future operation and maintenance will be required in this area. In addition, operation and maintenance activities at the Truckee Substation will not differ from those currently being conducted. As a result, there will be no impact.

Question 4.7d – Existing Hazardous Materials Sites***Construction – Less-than-Significant Impact***

The 132/650 Line Double-Circuit crosses the eastern boundary of the Truckee River Regional Park for approximately 0.25 mile from approximate MP 1.2 to MP 1.4. As previously discussed, an 18-acre portion of the Truckee River Regional Park is an active voluntary cleanup site that is scheduled to be certified for productive economic use in 2010. Because construction is not scheduled to begin until 2011 and the transmission line is located along the eastern boundary of the park, no impact is anticipated.

As depicted in Table 4.7-1: Hazardous Materials Sites Records Review, of the other four hazardous materials sites identified within 250 feet of the project, one is a closed LUST cleanup site and one is a closed SLIC site. Two are active LUST cleanup sites; however, they are located across the Truckee River from the project and do not pose a risk to the project. Though highly

unlikely, any existing hazardous materials encountered during excavation or other ground-disturbing activities will be handled and disposed of according to all applicable state and federal laws. As a result, the impact is anticipated to be less than significant.

Operation and Maintenance – No Impact

No known existing contamination sites are crossed by any of the project components; therefore, operation and maintenance activities for the project will have no impact. Because most of the project facilities are existing, operation and maintenance activities will continue along the transmission line ROWs and substations in the same manner as they did prior to construction of the project. In addition, the new 625 Line is not in close proximity to any hazardous sites. Therefore, the potential for uncovering existing hazardous materials sites during the operation and maintenance phase is unlikely, and no impact will occur.

Question 4.7e – Public Airport Hazards – *Less-than-Significant Impact*

The 132/650 Line Double-Circuit, the 650 Line, the Truckee Substation, and the North Truckee Switching Station are approximately 0.7 mile, 1.2 miles, 1.4 miles, and 1.6 miles, respectively, from the Truckee-Tahoe Airport, and are within its Airport Influence Area Boundary. The Northstar Fold and the Northstar Substation are within the Airport Influence Area Boundary; however, they are located more than 2 miles from the airport. The project components within the Airport Influence Area Boundary are located within compatibility zones C, D, E, and within the height review overlay zone, which includes criteria for prohibited uses and development conditions. Height review is required for structures exceeding 50 feet in zone C, 100 feet in zones D and E, and 35 feet in the height review overlay zone. However, the project components are not considered prohibited uses within these zones because they are characterized as critical community infrastructure according to the Truckee-Tahoe ALUCP. The transmission lines within the Airport Influence Area Boundary are existing facilities that will be increased in height approximately 7 to 12 feet, thereby slightly increasing the potential for a hazard. Because the 132/650 Line Double-Circuit and the 650 Line are existing and are not located within the direct pathway of the runways, the impact will be less than significant. Further, SPPCo will consult with the Foothill Airport Land Use Commission on the height increase prior to construction, as described further in APM-HAZ-04 in Section 4.7.4 Applicant-Proposed Measures and as required by the ALUCP. The Joerger Road staging area is located approximately 340 feet north of the northern runway for the Truckee-Tahoe Airport. Because the staging area will be located approximately 80 feet downhill from the airport and all construction equipment will be less than 20 feet in height, aircraft flight patterns will not be impacted. Additional discussion of airports is presented in Section 4.15 Transportation and Traffic.

Question 4.7f – Private Airstrip Hazards – *No Impact*

The project will not be located within close proximity to a private airstrip. As previously discussed, the nearest airstrip is located 11 miles east of the project. Thus, no impact will occur.

Question 4.7g – Emergency Evacuation and Response Plan Interference – *No Impact*

None of the project components will be constructed within public roadways. However, the transmission lines will span I-80, SR 267, and SR 89, in addition to a number of other roadways. As described in detail in Section 4.15 Transportation and Traffic, emergency access will not be

directly impacted during construction because all streets will remain open to emergency vehicles at all times. In addition, in the event of an emergency requiring evacuation, SPPCo will ensure that all potential routes are open and accessible for public use. Thus, no impact will occur.

Question 4.7h – Wildland Fires

Construction – Less-than-Significant Impact

Fire potential in the project area ranges from moderate to very high due to the abundance of available fuel. The potential for a wildland fire to occur will be slightly increased due to the increased number of vehicles and personnel on site during construction. Vehicles and equipment will primarily use existing paved and dirt access roads. Some new access and spur roads will be established, as necessary, to accommodate construction. These access and spur roads will be cleared of vegetation when constructed to reduce the potential for fire. All temporary work space will be cleared of vegetation prior to use. In addition, the work to upgrade the existing substations and switching stations will occur within their existing outer fence lines, with the exception of the Kings Beach Switching Station. Some activities will occur outside of the existing facility's fence line; however, all work will occur within the larger SPPCo-owned parcel that houses the Kings Beach Diesel Generation Station. While most work will occur in cleared areas, heat or sparks from construction vehicles or equipment, or on-site cigarette smoking by construction crewmembers have the potential to ignite dry vegetation and cause a fire. However, APM-HAZ-05 and APM-HAZ-07, which are described in more detail in Section 4.7.4 Applicant-Proposed Measures, will be implemented as a part of the project. These APMs require the implementation of a Fire Prevention and Suppression Plan, and allow smoking only in designated cleared areas or enclosed vehicles, respectively. The implementation of the APMs will reduce the potential impact from fire to the less-than-significant level.

Operation and Maintenance – No Impact

Operation and maintenance activities along all transmission line ROWs, including vegetation management and annual hazard tree inspections, will continue to occur in the same manner as prior to the project. Tree and vegetation trimming or removal to maintain the 40-foot-wide easement will be implemented in accordance with California Public Utilities Commission (CPUC) General Order No. 95 (GO 95), Rule 35 and PRC Section 4293. Hazard trees (dead, dying, diseased, decaying, or bug-infested trees) will be removed as part of the vegetation-management activities. Because the vegetation management activities will take place concurrently with ROW clearing, the potential for wildfires during operation and maintenance of the project will be greatly reduced.

The mechanical and structural design and construction of the new and upgraded transmission lines must meet the requirements of the CPUC GO 95 Rules for Overhead Electric Line Construction. Although energized conductors can create the potential for a fire hazard, SPPCo takes into account normal and unusual structural loading in its designs under GO 95 to prevent these fire hazards. Vehicles will use existing roads to access project components for operation and maintenance activities, which will reduce the potential for vehicle heat to ignite dry vegetation and start a fire. In addition, the poles will be constructed of steel rather than wood, further reducing the potential for the line to be compromised by a fire. Therefore, the potential

for operation and maintenance of the proposed transmission line to cause a wildland fire will be less than significant.

4.7.4 Applicant-Proposed Measures

As required by regulation, SPPCo will adhere to the SPCC Plans that have been previously completed for each substation. These plans will be updated upon completion of project construction and contain the proper procedures for storage, handling, spill response, and disposal of hazardous materials for the operation of the modified substations. In addition, the following measures are proposed to reduce impacts to the less-than-significant level:

- APM-HAZ-01: Prior to construction, all SPPCo, contractor, and subcontractor project personnel will receive training regarding the appropriate work practices necessary to effectively implement the APMs to comply with the applicable environmental laws and regulations associated with hazardous materials.
- APM-HAZ-02: Phase I and Phase II ESAs will be conducted on the existing Brockway Substation parcel to determine if there is any surface or subsurface contamination. If contamination is found to be present, remediation will occur in accordance with recommendations of the Phase II ESA and all applicable federal, state, and local regulations.
- APM-HAZ-03: During the Brockway Substation decommissioning process, the existing equipment to be removed will be tested in accordance with federal, state, and local standards to determine appropriate recycle, reuse, or disposal alternatives.
- APM-HAZ-04: SPPCo will coordinate with the Foothill Airport Land Use Commission to obtain approval of the height increase for the 132/650 Line Double-Circuit and the 650 Line in order to ensure that the project will not create a new airport hazard in accordance with the Truckee-Tahoe ALUCP.
- APM-HAZ-05: Prior to construction, SPPCo will prepare a Fire Suppression and Prevention Plan that will discuss necessary fire equipment to be stored at the project staging areas, appropriate protective wear, preconstruction and construction fire prevention measures, fire-fighting methods, and notification procedures in the event of a fire. This plan will be submitted to the USFS and TRPA for review and approval prior to the start of construction.
- APM-HAZ-06: Smoking will only be allowed in designated cleared areas or enclosed vehicles to reduce the potential for wildfires.

4.7.5 References

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