3.8 Hazards and Hazardous Materials

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
8.	**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?	☐	☐	☒	☐

3.8.1 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 in California Health and Safety Code Section 25501(p) 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 products to the environment, 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, 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. See Section 3.8.2, *Regulatory Setting*.

Existing Environment

The Project is linear and extends from the community of Shingle Springs in El Dorado County to the City of Folsom in Sacramento County. The Project would mostly traverse the existing PG&E rights-of-way along Highway 50 and through the City of Folsom, the communities of El Dorado Hills, Cameron Park, and Shingle Springs, and the U.S. Bureau of Land Management parcel identified as the Pine Hill Preserve, located northwest of the Shingle Springs Substation. The developed portions of the Project area are predominantly residential with some light-industrial and commercial development. Rolling grasslands and oak woodlands dominate the areas outside the existing communities.

Hazardous Materials Database Records Search

Internet searches were conducted using the Department of Toxic Substances Control's (DTSC's) EnviroStor (DTSC, 2014) and the State Water Resources Control Board's (SWRCB's) Geotracker (SWRCB, 2014) 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 hazardous waste and includes the following site types: Federal Superfund sites (National Priority List; 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, Department of Defense, spills-leaks-investigations-cleanups and landfill sites. The Geotracker database also contains information about public drinking water wells.

Data obtained from the EnviroStor and Geotracker databases indicate there are two sites with contaminants within 0.25 mile of the Project alignment. The contaminants of concern at both sites are naturally occurring asbestos. The sites are located within the City of Folsom at 375 Dry Creek Road and 1970 Broadstone Parkway.

The Cortese List website at http://www.calepa.ca.gov/sitecleanup/corteselist/, which includes the GeoTracker and EnviroStor websites, was also checked for nearby listed sites such as landfills with known releases of contamination outside their property lines. The nearest listed active landfill site with contamination issues is at Mather Air Force Base over 10 miles southwest of Folsom.

TABLE 3.8-1
REGULATORY SITES LISTED WITHIN 0.25 MILE OF THE PROJECT

Site Name/ Address	Regulatory List	Site Summary
Russell Ranch Elementary School 375 Dry Creek Road	School Cleanup Site	Potential contaminants of concern includes naturally occurring asbestos.
Vista del Lago High School 1970 Broadstone Parkway	School Cleanup Site	Potential for soil contamination. Potential contaminants of concern includes naturally occurring asbestos.

Wood Treatment Products

The existing power line wood poles that would be removed under the 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.[8] 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.

Naturally Occurring Asbestos

Asbestos is a common name for a group of naturally-occurring fibrous silicate minerals that are made up of thin but strong, durable fibers. Asbestos is a known carcinogen and presents a public health hazard if it is present in the friable (easily crumbled) form. Naturally-occurring asbestos would most likely be encountered within mafic and ultramafic metamorphic rock units. Naturally occurring asbestos was identified in ultramafic rocks in nearby areas (Kleinfelder, 2011). Just southwest of Cameron Park, the proposed locations of Poles 25/195, 25/196, 25/197, and 24/193 would be located in or near areas that are composed on ultramafic rocks. The potential presence of naturally-occurring asbestos is addressed in *Section 3.3, Air Quality*.

Schools and Day Care Centers

Schools and day care centers are considered sensitive receptors for hazardous materials because children are more susceptible than adults to the effects of hazardous materials. Schools that are located within 0.25 mile of the Project alignment are listed in **Table 3.8-2**. There are no licensed day care centers located within 0.25 mile of the Project alignment.

Airports

The Cameron Airpark Airport is located approximately 1.5 miles north the Project alignment. A portion of the Project alignment would be located within areas designated under the Airport Land Use Compatibility Plan as being within the Airport Influence Area for the Cameron Airpark Airport (ALUC, 2012). With the exception of Cameron Airpark Airport, there are no other airport or private air strips within 3 miles of the Project.

[8] 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.

TABLE 3.8-2
SCHOOLS WITHIN 0.25 MILE OF THE PROJECT

School	Address
Blue Oak Elementary and Charter Montessori School	2391 Merrychase Drive Cameron Park
Camerado Springs School	2480 Merrychase Drive Cameron Park
Williams Brooks School	3610 Park Drive El Dorado Hills
Vista Del Lago High School	1970 Broadstone Parkway Folsom
Holy Trinity School Ministry	3115 Tierra de Dios Drive El Dorado Hills
The Phoenix Schools, Broadstone Preschool	76 Clarksville Road Folsom
Folsom Lake College	10 Collage Parkway Folsom

SOURCE: El Dorado County Office of Education, 2013; Holy Trinity School Ministry, 2014; Folsom Cordova United School District, 2014; Folsom Lake College, 2014

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 El Dorado County Fire Hazard Severity Zone Maps indicate that the Project would be located within "moderate," "high," and "very high" fire severity zones. The Project alignment between Shingle Springs and Cameron Park is located within an area designated with a very high fire classification. Conditions along this portion of the Project alignment represent a high risk for fire hazard (CAL FIRE, 2007a; 2007b).

3.8.2 Regulatory Setting

Federal

Hazardous Materials Management

The primary federal agencies with responsibility for hazardous materials management include the U.S. Environmental Protection Agency, U.S. Department of Labor Occupational Safety and Health Administration (OSHA), and the U.S. Department of Transportation. State and local agencies often have either parallel or more stringent regulations than federal agencies. In most cases, state law mirrors or overlaps federal law and enforcement of these laws is the responsibility of the state or of a local agency to which enforcement powers are delegated. For these reasons, the requirements of the law and its enforcement are discussed under either the state or local agency section.

Hazardous Materials Transportation

The U.S. Department of Transportation regulates hazardous materials transportation on all interstate roads. Within California, the state agencies with primary responsibility for enforcing federal and state regulations and for responding to transportation emergencies are the California Highway Patrol and California Department of Transportation. Together, federal and state agencies determine driver-training requirements, load labeling procedures, and container specifications. Although special requirements apply to transporting hazardous materials, requirements for transporting hazardous waste are more stringent, and hazardous waste haulers must be licensed to transport hazardous waste on public roads.

Occupational Safety

The federal Occupational Safety and Health Administration (OSHA) is the agency responsible for assuring worker safety in the handling and use of chemicals in the workplace. The federal regulations pertaining to worker safety are contained in Title 29 of the Code of Federal Regulations (CFR), as authorized in the Occupational Safety and Health Act of 1970. They provide standards for safe workplaces and work practices, including standards relating to hazardous materials handling. At sites known or suspected to have soil or groundwater contamination, construction workers must receive training in hazardous materials operations and a site health and safety plan must be prepared. The health and safety plan establishes policies and procedures to protect workers and the public from exposure to potential hazards at the contaminated site.

Oil Pollution Prevention

Part 112 of Subchapter D of Chapter I of Title 40 of the Federal Code of Regulations (40 CFR §112) establishes procedures, methods, equipment, and other requirements to prevent discharges from non-transportation-related onshore and offshore facilities into or upon the navigable waters of the United States or that may affect natural resources belonging to, appertaining to, or under the exclusive management authority of the United States. These regulations require facilities with a single tank or cumulative aboveground storage capacities of 1,320 gallons or greater of petroleum to prepare and implement a Spill Prevention, Control, and Countermeasure (SPCC) Plan (40 CFR §112.1). The purpose of an SPCC Plan is to form a comprehensive federal/state spill prevention program that minimizes the potential for discharges. The SPCC Plan must address all relevant spill prevention, control, and countermeasures necessary at the specific facility for which the SPCC Plan is written.

State

In January 1996, the California Environmental Protection Agency adopted regulations implementing a Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program). The program has six elements: hazardous waste generators and hazardous waste on-site treatment; underground storage tanks; aboveground storage tanks; hazardous materials release response plans and inventories; risk management and prevention programs; and Unified Fire Code hazardous materials management plans and inventories. The plan is implemented at the local level. The Certified Unified Program Agency is the local agency

that is responsible for the implementation of the Unified Program. In El Dorado County, the El Dorado County Department of Environmental Management, Hazardous Waste Division is the approved Certified Unified Program Agency. And for the City of Folsom, the Sacramento County Environmental Management Department is the approved Certified Unified Program Agency (CERS, 2014).

Hazardous Materials Management

The California Hazardous Materials Release Response Plans and Inventory Law of 1985 (Business Plan Act) requires that any business that handles hazardous materials prepare a business plan, which must include the following:

- Details, including floor plans, of the facility and business conducted at the site;
- An inventory of hazardous materials that are handled or stored on site;
- An emergency response plan; and
- A safety and emergency response training program for new employees with annual refresher courses.

Hazardous Waste Handling

The California Environmental Protection Agency (Cal/EPA) DTSC regulates the generation, transportation, treatment, storage, and disposal of hazardous waste. State and federal laws require detailed planning to ensure that hazardous materials are properly handled, used, stored, and disposed of, and, in the event that such materials are accidentally released, to prevent or to mitigate injury to health or the environment. Laws and regulations require hazardous materials users to store these materials appropriately and to train employees to manage them safely.

Under the federal Resource Conservation and Recovery Act of 1976 (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. In California, the DTSC regulates the generation, transportation, treatment, storage, and disposal of hazardous waste. The hazardous waste regulations establish criteria for identifying, packaging, and labeling hazardous wastes; prescribe management of hazardous waste; establish permit requirements for hazardous waste treatment, storage, disposal, and transportation; and identify hazardous waste that cannot be disposed of in landfills.

Occupational Safety

The California Department of Industrial Relations Division of Occupational Safety and Health (Cal/OSHA) assumes primary responsibility for developing and enforcing workplace safety regulations in California. Because California has a federally approved OSHA program, it is required to adopt regulations that are at least as stringent as those found in Title 29 of the CFR.

Cal/OSHA regulations concerning the use of hazardous materials in the workplace require employee safety training, safety equipment, accident and illness prevention programs, hazardous substance exposure warnings, and emergency action and fire prevention plan preparation. Cal/OSHA enforces hazard communication program regulations, which contain training and information

requirements, including procedures for identifying and labeling hazardous substances, and communicating hazard information relating to hazardous substances and their handling. The hazard communication program also requires that Material Safety Data Sheets (MSDSs) be available to employees, and that employee information and training programs be documented. These regulations also require preparation of emergency action plans (escape and evacuation procedures, rescue and medical duties, alarm systems, and training in emergency evacuation).

Emergency Response

California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local government and private agencies. Responding to hazardous materials incidents is one part of this plan. The plan is administered by the State Office of Emergency Services, which coordinates the responses of other agencies.

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."

Cortese List

The provisions of Section 65962.5 of the California Government Code are commonly referred to as the "Cortese List" (after the legislator who authored the legislation that enacted it). The Cortese List is a planning document used by state and local agencies to comply with CEQA requirements in providing information about the location of hazardous materials release sites. Section 65962.5 requires Cal/EPA to develop an updated 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 must provide additional information about hazardous materials releases for the Cortese List.

NPDES Construction General Permit

The Regional Water Quality Control Board (RWQCB) administers the stormwater permitting program in the Central Valley Region pursuant to authority delegated under the federal Clean Water Act's National Pollutant Discharge Elimination System (NPDES) program. Construction activities disturbing 1 acre or more of land are subject to the permitting requirements of the NPDES General Permit for Discharges of Storm Water Runoff Associated with Construction Activity (Construction General Permit) and must apply for Construction General Permit coverage. For all new projects, applicants must electronically file permit registration documents using the Stormwater Multiple Applications and Report Tracking Systems (SMARTS), and must include a Notice of Intent, risk assessment, site map, and Storm Water Pollution Prevention Plan (SWPPP) to be covered by the General Construction Permit prior to beginning construction. The risk assessment and SWPPP must be prepared by a state-qualified SWPPP Developer. Additional details of the Construction General Permit are provided in *Section 3.9, Hydrology and Water Quality*.

California Fire Code

The California Fire Code is contained within Title 24, Chapter 9 of the California Code of Regulations. Based on the International Fire Code, the California Fire Code is created by the California Buildings Standards Commission and regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. Similar to the International Fire Code, the California Fire Code and the California Building Code (CBC) use a hazards classification system to determine the appropriate measures to incorporate to protect life and property.

The state's Fire Prevention Standards for Electric Utilities (14 Cal. Code Regs. §§1250-1258), provides specific exemptions from electric pole and tower firebreak and electric conductor clearance standards, and specifies when and where standards apply.

Other State Regulations

The California Code of Regulations contains additional requirements that would apply to the Project, including:

- High Voltage Electrical Safety Orders (8 Cal. Code Regs. §2700 et seq.), which establish essential requirements and minimum standards for installation, operation, and maintenance of electrical equipment to provide practical safety and freedom from danger.
- Fire Prevention Standards for Electric Utilities (14 Cal. Code Regs. §§1250-1258), which provide specific exemptions from electric pole and tower firebreak and electric conductor clearance standards, and specifies when and where standards apply. It establishes minimum clearance requirements for flammable vegetation and materials surrounding structures.

Local

El Dorado County General Plan

The El Dorado County General Plan (2004) identifies policies regarding hazards and hazardous materials in the Health, Safety, and Noise elements of the General Plan. Relevant policies from the El Dorado County General Plan include:

Objective 6.2.3: Adequate Fire Protection

***Policy 6.2.3.6*:** All new development and public works projects shall be consistent with applicable State Wildland Fire Standards and other relevant State and federal fire requirements.

Objective 6.6.1: Regulation of Hazardous Materials

***Policy 6.6.1.2*:** The Hazardous Waste Management Plan shall serve as the implementation program for management of hazardous waste in order to protect the health, safety, property of residents and visitors, and to minimize environmental degradation while maintaining economic viability.

***Policy 6.6.1.2*:** Prior to the approval of any subdivision of land or issuing of a permit involving ground disturbance, a site investigation, performed by a Registered Environmental Assessor or other person experienced in identifying potential hazardous wastes, shall be submitted to the County for any subdivision or parcel that is located on a known or suspected contaminated site included in a list on file with the Environmental

Management Department as provided by the State of California and federal agencies. If contamination is found to exist by the site investigations, it shall be corrected and remediated in compliance with applicable laws, regulations, and standards prior to the issuance of a new land use entitlement or building permit.

Objective 6.8.1: Safety Hazards Exposure

***Policy 6.8.1.1*:** All development within the Airport Safety Zones of the Placerville Airport, the Cameron Park Air Park Airport, the Georgetown Airport, and the City of South Lake Tahoe Airport shall comply with Airport Land Use Commission height, noise, and safety policies and maps as set forth in each airport's comprehensive land use plan. Where there is a difference between the County development standards and the development standards of the Comprehensive Land Use Plan, as applied to proposed development, the standards that will most reduce airport-related safety hazards shall apply.

El Dorado County Code of Ordinance

The El Dorado County Code of Ordinance establishes policies regarding hazards and hazardous materials in Chapter 8 Health and Safety.

El Dorado County Multi-Jurisdiction Hazard Mitigation Plan

The El Dorado County Multi-Jurisdiction Hazard Mitigation Plan was adopted by the El Dorado County Board of Supervisors in November 2004. The Plan was developed in accordance with current rules and regulations governing local hazard mitigation plans. The purpose of the Plan is to protect life, safety and property by reducing the potential for future damages and economic losses that result from natural hazards. The Plan identifies and analyzes existing hazards including floods, earthquakes/landslides, erosion, wildfire, and winter storm hazards (El Dorado County, 2004).

Sacramento County Multi-Hazard Mitigation Plan

The Sacramento County Multi-Hazard Mitigation Plan was adopted in 2004 and includes the City of Folsom. The Plan is based on a hazard identification and risk assessment of all the potential natural hazards that could impact Sacramento County. The Plan also includes a review of the County's current capabilities with regards to reducing hazard impacts (Sacramento County, 2004).

City of Folsom General Plan

The City of Folsom General Plan (1988) identifies policies regarding hazards and hazardous materials in the Hazards Materials elements of the General Plan.

3.8.3 Applicant Proposed Measures

PG&E proposes the following APMs to minimize impacts related to hazards and hazardous materials. This analysis assumes that these APMs would be implemented to reduce impacts related to hazards and hazardous materials discussed below.

APM HAZ-1: Hazardous-Substance Control and Emergency Response

PG&E will implement a Hazardous Substance Control and Emergency Response Plan, which will identify methods and techniques to minimize exposure of the public and construction workers to potentially hazardous materials during all phases of project

implementation. The Hazardous Substance Control and Emergency Response Plan shall be submitted to the CPUC prior to the start of construction activities. The procedures require PG&E to provide worker training in hazardous-substance control and emergency response that is appropriate to the workers' roles. The procedures also require implementation of appropriate control methods and approved containment and spill-control practices for construction and materials stored in the project area. If it is necessary to store chemicals, the chemicals will be managed in accordance with all applicable regulations. Material safety data sheets will be maintained and kept available in the project area, as applicable.

Project construction may require blading/leveling of the soil surface and excavation or auguring to a depth of approximately 24 feet. However, if soils suspected of contamination (based on visual, olfactory, or other evidence) are removed during grading or excavation/auguring activities, the excavated soil will be tested. If they are contaminated above hazardous-waste levels, those soils will be contained and disposed of at a licensed waste facility. Any known or suspected contaminated soil will undergo testing and investigation procedures, supervised by a qualified person as appropriate, to meet the requirements of State and federal regulations.

All hazardous materials and hazardous wastes will be handled, stored, and disposed of in accordance with all applicable regulations, by personnel qualified to handle hazardous materials. The hazardous-substance-control and emergency-response procedures will include but will not be limited to the following measures:

- proper disposal of potentially contaminated soils;
- establishment of project area–specific buffers for construction vehicles and equipment located near sensitive resources; and
- implementation of emergency-response and reporting procedures to address spills of hazardous materials.

APM HAZ-2: Smoking and Fire Rules

Smoking will be permitted only in designated smoking areas or within the cabs of vehicles or equipment.

APM HAZ-3: Fire Risk Management

Project personnel will be directed to park away from dry vegetation. During fire season in designated SRAs, all motorized equipment driving off paved or maintained gravel/dirt roads will have federally approved or State-approved spark arrestors. All off-road vehicles will be equipped with a backpack pump (filled with water) and a shovel. Fire-resistant mats and/or windscreens will be used when welding. In addition, during fire "red flag" conditions (as determined by CAL FIRE), welding will be curtailed. Every fuel truck will carry a large fire extinguisher with a minimum rating of 40 B:C, and all flammable materials will be removed from equipment parking and storage areas.

3.8.4 Environmental Impacts and Mitigation Measures

a) Whether the Project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials: *LESS THAN SIGNFICANT*.

While the Project would not require long-term operational use, storage, treatment, disposal, or transportation of significant quantities of hazardous materials, hazardous materials would be used during construction activities. For example, Project construction could require the use of hazardous chemicals, such as gasoline, diesel fuel, oils and lubricants, paints and thinners, solvents, and other chemicals. Impacts could occur if construction-related activities were to result in hazards or the release of hazardous materials and could be considered potentially significant but for PG&E's commitment to implement APM HAZ-1, which requires the development and implementation of a Hazardous Substance Control and Emergency Response Plan to minimize the potential for, and effect of, spills of hazardous material during construction. In addition, the hazardous materials used on the construction site would be used in accordance with manufacturer recommendations. Because PG&E and its contractors would be required to comply with all hazardous materials laws and regulations for the transport, use, and disposal of hazardous materials, the impacts associated with the potential to create a significant hazard to the public or the environment would be less than significant.

b) Whether the Project would 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 SIGNFICANT*.

Accidents or mechanical failure involving heavy equipment could result in the accidental release of small quantities of fuel, lubricants, hydraulic fluid, or other hazardous substances. These types of spills on construction sites are typically in small quantities, localized, and are cleaned up in a timely manner. Construction contractors are responsible for their hazardous materials and are required under their contract to properly store and dispose of these materials in compliance with state and federal laws. As discussed in *Chapter 2, Project Description* and *Section 3.9, Hydrology and Water Quality*, the Project would require a Stormwater Pollution Prevention Plan (SWPPP), which outlines best management practices (BMPs) to avoid runoff of stormwater and pollutants. The BMPs would include protection measures to contain a potential release and to prevent any such release from reaching an adjacent waterway or stormwater collection system. These would minimize the potential adverse effects to groundwater and soils. Given the use of BMPs as required by the construction contractors and implementation of APM HAZ-1, the threat of exposure to the public or contamination to soil and groundwater from construction-related hazardous materials is considered less than significant.

Project construction activities would involve excavating, trenching, and grading, as well as the use of certain hazardous materials such as gasoline, diesel fuel, oils, lubricants, solvents, and glues. If hazardous materials were present in excavated soil or are inadvertent release into the environment, it could expose construction workers and the public to contaminated soil and groundwater and chemical vapors during construction. Depending on the nature and extent of any contamination encountered, adverse health effects could result if proper precautions were not taken.

Data obtained from the DTSC's EnviroStor and SWRCB's Geotracker databases indicate that no contamination has been identified along the Project alignment. However, there is a potential that undocumented releases of hazardous materials (e.g., petroleum hydrocarbons from underground storage tanks, etc.) could occur along the Project alignments. Implementation of APM HAZ-1 would ensure that potential impacts associated with releasing previously unidentified hazardous materials into the environment would be less than significant. For mitigation to reduce impacts related to existing contaminated groundwater, refer to *Section 3.9, Hydrology and Water Quality*.

c) Whether the Project would 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 SIGNFICANT*.

Construction of the Project would occur within 0.25 mile of seven schools. Project construction 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 in areas located at designated sites during construction of the Project. To avoid potential impacts, PG&E has committed to implementing stormwater permitting requirements, which would impose performance standards on the construction activities that would ensure the risk of release of hazardous materials during construction would be low. Therefore, the potential for a hazardous materials release during construction to result in increased exposure to hazardous materials at the nearby schools is remote; therefore, this impact is less than significant.

Project construction would result in short-term emissions of diesel particulate matter from diesel powered construction equipment and vehicle exhaust. Because the health risks associated with diesel particulate matter are generally associated with chronic exposure, it can be assumed that short-term emissions generated during Project construction would have a less than significant impact on the children and staff associated with the schools and day care centers in the Project area. Furthermore, implementation of APM HAZ-1 and APM HAZ-3 would reduce potential impacts to schools located within 0.25 mile of the Project.

d) Whether the Project would 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 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 Project alignment, 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 SIGNICANT*.

A portion of the Project alignment is located within areas designated under the Land Use Compatibility Plan for the Cameron Airpark 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. Due to the proximity of the Project alignment to the Cameron Airpark Airport, PG&E has submitted electronic Notifications to the FAA of Proposed Construction or Alterations associated with the Project. In addition, pursuant to 14 CFR Part 77, PG&E would be required to electronically submit FAA Form 7460-2, Notice of Actual Construction or Alteration, within 5 days after the construction reaches its greatest height. Compliance with FAA notification requirements would ensure this impact 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 2 miles of the Project alignment. Accordingly, there would be no impacts related to private airstrip safety hazards associated with the Project. No impact would occur.

g) Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan: *NO IMPACT*.

Project construction may require temporary road closures or rolling stops for locations where lines cross over roadways before conductor installation. Road closures that must occur on private and public roads typically would not exceed a few minutes in duration and would be coordinated with the county, city, or landowner/manager depending on jurisdiction. Furthermore, the temporary and short-term closures would be coordinated with the California Department of Transportation as appropriate. Implementation of APM TRA-2 (Temporary Traffic Controls) would ensure that Project construction would not interfere with such plans and further minimize impacts to traffic and transportation in the Project area.

Project operations would involve routine maintenance of lines, substation and switching stations. As maintenance needs arise, repairs and preventative maintenance would fulfilled by the PG&E transmission line crew (approximately five trained employees). Regardless, vehicular traffic to the Project sites would not increase such that it could impair or interfere with an adopted emergency response or evacuation plan. Therefore, the Project would not impair implementation of or physically interfere with emergency response or evacuation plans. No impact would result.

h) Whether the Project would 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 SIGNFICANT*.

The Project alignment is located in areas considered moderate to very high wildfire hazard areas. The primary risks of potential fire hazards for the Project involve the use of vehicles and equipment during construction. Heat or speaks emitted from equipment in the area can ignite dry vegetation and cause a fire. Although portions of the Project alignment traverse through areas of moderate to very high wildlife hazard severity, implementation of APM HAZ-2 and APM HAZ-3

would reduce the potential hazards related to wildland fire through such measures as the use of spark arrestors, backpack water pumps, fire extinguishers, and fire-resistant mats and/or windscreens to be used during welding activities. During "red flag" conditions as determined by CAL FIRE, welding would be prohibited. This would ensure that potential fire hazard impacts would be less than significant.

References

California Department of Forestry and Fire Protection (CAL FIRE), 2007a. Fire and Resource Protection Program (FRAP), *Fire Hazard Severity Zones in State Responsibility Areas, El* Dorado *County*, November 7, 2007. [http://frap.fire.ca.gov/webdata/maps/el_dorado/fhszs_map.9.pdf]

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