

2.7 Hazards and Hazardous Materials

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
7. HAZARDS AND HAZARDOUS MATERIALS				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<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 checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting

Materials and waste may be considered hazardous if they are poisonous (toxicity), can be ignited by open flame (ignitability), corrode other materials (corrosivity), or react violently, explode or generate vapors when mixed with water (reactivity). The term “hazardous material” is defined in law 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 environment¹. In some cases, past industrial or commercial uses on a site can result in spills or leaks of hazardous materials and petroleum to the ground; thus resulting in soil and groundwater contamination. Federal and State laws require that soils having concentrations of contaminants such as lead, gasoline, or industrial solvents that are higher than certain acceptable levels must be handled and disposed as hazardous waste during excavation, transportation, and disposal. The

¹ State of California, Health and Safety Code, Chapter 6.95, Section 25501(o).

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

In addition to toxic substances, the California Public Utilities Commission (CPUC) generally provides information about Electric and Magnetic Fields (EMF) in its environmental documents, including this Mitigated Negative Declaration, to inform the public and decision makers; however, it does not consider EMF, in the context of CEQA, as an environmental impact because there is no agreement among scientists that EMF creates a potential health risk and because CEQA does not define or adopt standards for defining any potential risk from EMF. For informational purposes, additional information about EMF generated by transmission lines is provided in Appendix C.

Existing Environment

Existing Contamination

FirstSearch Technology Corporation (FSTC) conducted a regulatory database search of sites, adjacent to and in the vicinity of the new 1.6 mile right-of-way (ROW) associated with the Proposed Project, that are listed on agency files for the documented use, storage, generation, or releases of hazardous materials and/or petroleum products (FSTC, 2005). The database search process reviews several lists generated by federal, State, county, and/or city regulatory agencies for historically contaminated properties, and for businesses that use, generate, or dispose of hazardous materials or petroleum products in their operation. In addition, the database search reviews lists of active contaminated sites that are currently undergoing monitoring and remediation. The databases searched and reviewed by FSTC are listed in Table 2.7-1.²

The listed sites within 1.25 miles of the new 1.6 mile right-of-way (ROW) associated with the Proposed Project, provided in Table 2.7-2, have been subjected (or are suspected of being subjected) to a release of hazardous materials or petroleum products that have resulted in contamination of soil and/or groundwater. None of the sites identified are listed as being within three-quarters of a mile of the new 1.6 mile right-of-way (ROW) associated with the Proposed Project; however, one of the sites is within approximately 1,500 feet of the Weed Segment and three other sites are within ½ mile of the Weed Segment. The sites presented in Table 2.7-2 pose a limited risk of contaminating the soils and groundwater beneath the new 1.6 mile ROW associated with the Proposed Project and the Weed Segment.

The database search for contaminated sites did not cover the area of the Proposed Project northwest of Pole 10/44 or the Weed Segment south of Pole 3/46. However, the Applicant's transmission line ROW engineer has indicated that potential or existing contamination sources along the existing transmission line right-of-way (with the exception of a fenced wastewater pond located on the eastern edge of Grenada) do not exist. Onsite surveys conducted by POWER

² Potential sites of past historic hazardous materials use, storage, and/or contamination may have occurred prior to the activation of agency maintained databases.

**TABLE 2.7-1
 REGULATORY AGENCY DATABASES ACCESSED**

Database	Type of Record	Agency
NPL	National Priority List	EPA
CERCLIS / NFRAP	Sites currently or formerly under review by the EPA	EPA
RCRA TSD	RCRA permitted treatment, storage, disposal facilities	EPA
RCRA COR	RCRA Corrective Actions	EPA
RCRA GEN	RCRA registered small or large generators of hazardous waste	EPA
ERNS	Emergency Response Notification System of Spills	EPA
RADON	Radon Data from 1990-1991	EPA
STATE SITES	Potential or confirmed hazardous substance release sites	DTSC
SPILLS-1990	Sites that have records of spills, leaks, investigation, and cleanups	RWQCB
SWL	Active, closed and inactive landfills	CAIWMB, SWRCB, and County
UST/AST	Registered underground and aboveground storage tanks	CAEPA and County
LUST	Leaking Underground Storage Tanks	SWRCB and County

CAEPA: California Environmental Protection Agency
 CAIWMB: California Integrated Waste Management Board
 CERCLIS: Comprehensive Environmental Response, Compensation & Liability Information System
 DTSC: Department of Toxic Substances Control
 EPA: U.S. Environmental Protection Agency
 NFRAP: No Further Remedial Action Planned (archived CERCLIS sites)
 RCRA: Resource Conservation and Recovery Act
 RWQCB: Regional Water Quality Control Board
 SWL: Solid Waste Information System
 SWRCB: State Water Resources Control Board

SOURCE: FSTC, 2005

Engineers Inc. along the existing transmission line ROW support the reports of the Applicant's engineer in that those surveys revealed no visible or olfactory evidence of existing or potential contamination (e.g., stained soils, distressed vegetation, abandoned drums, etc.).

Except in residential areas (for which hazardous materials usage is generally minimal), the types of bulk hazardous materials currently stored and/or used in the Proposed Project and Weed Segment areas would most likely be petroleum hydrocarbons found in underground storage tanks, such as those at service stations or auto repair shops; or in aboveground storage tanks, such as those at farm or ranch operation centers. It should be noted that several miles of the Proposed Project's existing ROW, in the vicinity of Grenada, is located immediately adjacent to an active Union Pacific railroad track which can be sources of oil, lubricants, and diesel fuel contamination deposited over years of train traffic.

Wood Treatment Products

The existing transmission line poles 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

**TABLE 2.7-2
 HAZARDOUS MATERIALS RELEASE SITES NEAR THE NEW 1.6 MILE ROW
 ASSOCIATED WITH THE PROPOSED PROJECT AND THE WEED SEGMENT**

Site Name	Site Address	Direction from Project ^a	Regulatory Lists	Status
J.H Baxter & Co.	422 Mill Street	1 mile south of the new 1.6-mile ROW associated with the Proposed Project and ½ mile east of the Weed Segment ROW.	NPL	Final
International Paper Company	Not Available	0.9 mile south of the new 1.6-mile ROW associated with the Proposed Project and 1,500 feet east of the Weed Segment ROW.	SWL	Closed
Roseburg Forest Products	98 Mill Street	1 mile south of the new 1.6-mile ROW associated with the Proposed Project and ½ mile east of the Weed Segment ROW.	LUST	Leak being confirmed
Roseburg Lumber Co.	98 Mill Street	1 mile south of the new 1.6-mile ROW associated with the Proposed Project and ½ mile east of the Weed Segment ROW.	LUST	Leak being confirmed

^a The FSTC report included distances and directions which were determined to be slightly inaccurate. This column provides accurate representation of actual site location in relation to closest point of the project alignment. Note that Roseburg Forest Products and Roseburg Lumber Company are at the same address and may represent a duplicate listing of the same release.

SOURCE: FSTC, 2005

require specific handling procedures prescribed by State and federal regulations. These chemicals are typically applied to wood transmission line poles by the manufacturer at their facility and are let to set and dry prior to installation and/or use of the poles. When the chemicals have dried, leaching from the wood into the environment is generally considered to be negligible. Additionally, the base of some of the treated wood poles may be wrapped with copper naphthenate paper, also known as CuNap wrap.³ This paper has been accepted as a wood preservative for several decades and has been employed in nonpressure 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.

Airports

Two general aviation airports (Weed Airport and Montague-Yreka Rohrer Field Airport) are located in the vicinity of the Proposed Project and the Weed Segment. Weed Airport is approximately four miles northwest of the City of Weed adjacent to Interstate 5, and approximately three quarters of a mile west of the nearest portion of the Proposed Project. The Weed Airport is maintained and operated by Siskiyou County and is open to the public. It has one runway that is 5,000 feet long and 60 feet wide (Siskiyou, 2006). Montague-Yreka Rohrer Field

³ CuNap wrap is a self contained delivery system for copper naphthenate, the internationally recognized wood preservative that fights the damaging effects of moisture, decay and insect attack.

Airport is approximately one mile west of the City of Montague, and approximately 1.5 miles north of the northernmost segment of the Proposed Project. The Montague-Yreka Rohrer Field Airport has two runways; one is 2,080 feet long and 100 feet wide and the other is 3,360 feet long and 50 feet wide (Airport Data, 2006). The Montague-Yreka Rohrer Field Airport is maintained and operated by the cities of Montague and Yreka and is open to the public.

Wildland Fire Conditions

The combination of highly flammable fuel, long dry summers and steep slopes creates a natural hazard of wildland fires in many areas of Siskiyou County. Wildland fires can result in death, injury, economic losses, and a large public investment in fire fighting efforts. Woodlands and other natural vegetation can be destroyed resulting in the loss of timber, wildlife habitat, scenic quality, and recreation. Soil erosion, sedimentation of fisheries and reservoirs, and downstream flooding can also result. The highest fire hazard in the project area is found in the mountainous areas in and around Weed, which exhibit high volumes of fuel.

Fire protection services for unincorporated Siskiyou County are provided by the California Department of Forestry (CDF). The Siskiyou Unit manages seven fire stations, and one conservation camp. During fire season, 13 Schedule “B” engines and two dozers are staffed. The County provides funding under the Amador plan for three stations to remain open year-round (CDF, 2006). Battalion 2, Shasta Valley, and Battalion 3, Butte Valley provide fire protection services within the vicinity of the Proposed Project area (CDF, 2006).

Fire protection services and emergency medical response services in the area of the Weed Segment are provided by the Weed Fire Department, which has one staffed fire station located at 128 Roseburg Parkway that includes two paid personnel and 30 volunteer personnel. Equipment includes three fire engines and one rescue truck. The Weed Fire Department responds to calls for service within the City limits, as well as calls within an additional 15 square miles as part of the automatic aid contract within the County. (Weed Fire Department, 2006). The Weed Fire Department participates in the Statewide Mutual Aid System and responds with one fire engine anywhere in the State as needed. The Weed Fire Department also maintains automatic aid agreements with the CDF, the Siskiyou County Fire Warden, and others (Weed Fire Department, 2006).

Regulatory Context

Table 2.7-3 provides a brief overview of federal and State laws and regulations with a more detailed discussion to follow.

State

Soil Contamination

Soils having concentrations of contaminants higher than certain acceptable levels must be handled and disposed as hazardous waste when excavated. The California Code of Regulations,

**TABLE 2.7-3
FEDERAL AND STATE LAWS AND REGULATIONS REGARDING HAZARDOUS MATERIALS**

Hazardous Materials Management	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. These laws require hazardous materials users to prepare written plans, such as Hazard Communication Plans, Hazardous Materials Business Plans, and Chemical Hygiene Plans. Laws and regulations require hazardous materials users to store these materials appropriately and to train employees to manage them safely. A number of agencies participate in enforcing hazardous materials management requirements.
Hazardous Waste Handling	The California Department of Toxic Substances Control (DTSC) regulates the generation, transportation, treatment, storage, and disposal of hazardous material waste. These laws impose "cradle-to-grave" regulatory systems that require generators of hazardous materials waste to handle it in a manner that protects human health and the environment to the extent possible. The DTSC permits and oversees hazardous materials waste treatment, long-term storage, and disposal facilities.
Hazardous Materials Transportation	The U.S. Department of Transportation (U.S. DOT) regulates the transportation of hazardous materials between states. 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 (CHP) and the California Department of Transportation (Caltrans). 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.
Soil and Groundwater Contamination	The Comprehensive Environmental Response, Compensation, and Liability Act and associated Superfund Amendments provide the U.S. EPA with the authority to identify hazardous sites, to require site remediation, and to recover the costs of site remediation from polluters. California has enacted similar laws intended to supplement the federal program. The DTSC is primarily responsible for implementing California's Superfund Law.
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 (OES), which coordinates the responses of other agencies, including Cal EPA, CHP, the Department of Fish and Game (DFG), the RWQCB, and the local fire department.

Title 22, Section 66261.20-24 contains technical descriptions of characteristics that would classify a soil as a hazardous waste.

Hazardous Materials Management

The California Hazardous Materials Release Response Plans and Inventory Law of 1985 (Business Plan Act) requires that businesses handling hazardous materials prepare a business plan. In January 1996, Cal EPA 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; USTs; ASTs; 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, and the agency responsible for the implementation of the Unified Program is called the Certified Unified Program Agency (CUPA).

Hazardous Waste Management and Handling

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

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

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

Hazardous Materials Transportation

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

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

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

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

Hazardous Materials Emergency Response

Pursuant to the Emergency Services Act, California has developed an Emergency Response Plan to coordinate emergency services provided by federal, State, and local governmental agencies and private persons. Response to hazardous materials incidents is one part of this plan. The plan is administered by the State OES. The OES coordinates the responses of other agencies, including the U.S. EPA, CHP, DFG, the RWQCBs, the local air pollution control districts (in this case, the Siskiyou County Air Pollution Control District (SCAPCD)), and local agencies.

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

Local

Siskiyou County

Environmental Health Services Division

The Siskiyou County Public Health Department, Environmental Health Services Division’s role is to protect the health and welfare of the general public and environment through prevention and control of disease and pollutants. The Environmental Health Services Division is divided into three programs: Consumer Protection, Hazardous Materials Management/CUPA, and Land Use.

The Hazardous Materials Management Group implements the Unified Program (UP) at the local government level pursuant to Title 27 § 15110(a)(2). The Environmental Health Services became the Certified Unified Program Agency (CUPA) on January 1, 1997. The Environmental Health Services Division is certified by the Cal EPA Secretary to implement the Unified Program specified by Health and Safety Code (H&S Code § 25404(a)(1)(A) within Siskiyou County. The CUPA program regulates underground tanks, hazardous materials (including but not limited to: hazardous substances, hazardous waste, and any material which a handler or the CUPA has reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment, H&S Code § 25501) and any unauthorized release of hazardous material. In addition, the Hazardous Material Management Group regulates medical waste and final disposal/transfer activities of solid waste. A County-wide 911 system is in place, which is served in the unincorporated areas of by the Siskiyou County Sheriff’s Department.

Siskiyou County General Plan

Pursuant to the Policy 37 of the Energy Element, energy facilities shall prepare and periodically update emergency plans for reasonably foreseeable accidents and emergency incidents, and such plans shall be coordinated with local public safety agencies (Siskiyou County, 1993).

City of Weed

City of Weed General Plan

The Safety Element of the General Plan includes the following policies related to fire safety and emergency services (City of Weed, 1987).

Policy E. Existing and proposed land use development proposals should be reviewed as to fire safety.

Policy F. The potential for and emergency services response to toxic or hazardous materials spills on the highway and railroad should be evaluated.

Policy G. Emergency response plans should be adequate to meet conditions expected in a “worst case” emergency scenario.

Policy H. City zoning and building ordinances shall be reviewed to ensure adequate protection from safety hazards.

Hazards and Hazardous Materials Impacts and Mitigation Measures

- a) **Hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials: *Less than significant with mitigation.***

Impact 2.7-1: Construction activities associated with the Proposed Project and the Weed Segment would require the use of certain materials such as fuels, oils, solvents, and other chemical products that, in large quantities, could pose a potential hazard to the public or the environment if improperly used or inadvertently released. This would be a less than significant impact with implementation of Mitigation Measures 2.7-1a through 2.7-1e.

During project construction activities, limited quantities of miscellaneous hazardous substances, such as gasoline, diesel fuel, hydraulic fluid, solvents, oils, etc. would be used to fuel and maintain vehicles and motorized equipment. Accidental spill of any of these substances could impact water and/or groundwater quality. Temporary bulk above-ground storage tanks and 55-gallon drums may be used for fueling and maintenance purposes. As with any liquid, during handling and transfer from one container to another, the potential for an accidental release would exist. Depending on the relative hazard of the material, if a spill were to occur of significant quantity, the accidental release could pose a hazard to construction workers, the public, as well as the environment. While the project would not require long-term operational use, storage, treatment, disposal, or transport of significant quantities of hazardous materials, hazardous materials would be used during project construction activities.

Mitigation Measure 2.7-1a: PacifiCorp and/or its contractor(s) shall implement construction best management practices including but not limited to the following:

- Follow manufacturer's recommendations on use, storage, and disposal of chemical products used in construction;
- Avoid overtopping construction equipment fuel gas tanks;
- During routine maintenance of construction equipment, properly contain and remove grease and oils; and
- Properly dispose of discarded containers of fuels and other chemicals.

Mitigation Measure 2.7-1b: *Hazardous Substance Control and Emergency Response Plan* – PacifiCorp shall prepare a Hazardous Substance Control and Emergency Response Plan (the Plan) for the Proposed Project and Weed Segment and implement it during construction to ensure compliance with all applicable federal, state, and local laws and guidelines regarding the handling of hazardous materials. The Plan shall prescribe hazardous material handling procedures to reduce the potential for a spill during construction, or exposure of the workers or public to hazardous materials. The Plan shall also include a discussion of appropriate response actions in the event that hazardous materials are released or encountered during excavation activities. The Plan shall be submitted to the CPUC for review and approval prior to the commencement of construction activities.

Mitigation Measure 2.7-1c: *Health and Safety Plan* – PacifiCorp shall prepare and implement a Health and Safety Plan to ensure the health and safety of construction workers and the public during construction. The plan shall include information on the appropriate personal protective equipment to be used during construction.

Mitigation Measure 2.7-1d: *Worker Environmental Awareness Program (WEAP)* – PacifiCorp shall ensure that an environmental training program is established and delivered to communicate environmental concerns and appropriate work practices to all construction field personnel. The training program shall emphasize site-specific physical conditions to improve hazard prevention, and shall include a review of the Health and Safety Plan and the Hazardous Substance Control and Emergency Response Plan. PacifiCorp shall submit documentation to the CPUC mitigation monitor prior to the commencement of construction activities that each worker on the project has undergone this training program.

Mitigation Measure 2.7-1e: *Emergency Spill Supplies and Equipment* – PacifiCorp shall ensure that oil-absorbent material, tarps, and storage drums shall be used to contain and control any minor releases. Emergency spill supplies and equipment shall be kept adjacent to all areas of work, and shall be clearly marked. Detailed information for responding to accidental spills and for handling any resulting hazardous materials shall be provided in the project's Hazardous Substance Control and Emergency Response Plan (see Mitigation Measure 2.7-1b), which shall be implemented during construction.

Significance after Mitigation: Less than significant.

- b) **Hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment: *Less than significant with mitigation.***

Construction

Impact 2.7-2: Construction activities could release previously unidentified hazardous materials into the environment. This would be a less than significant impact with implementation of Mitigation Measure 2.7-2.

It is not anticipated that construction or operation of the Proposed Project and the Weed Segment would create a significant hazard to the public due to project upset or accidental release of hazardous materials into the environment. Accidental release of hazardous materials routinely used during construction activities are addressed in section a), above. No contamination has been identified in the immediate vicinity of the Proposed Project or the Weed Segment, although portions of the Weed Segment would be within 1,500 feet of a closed landfill site and one half mile from a National Priority List site as well as two Leaking Underground Storage Tank (UST) sites. Contamination associated with these sites may have the potential to migrate; however, implementation of the Proposed Project and the Weed Segment would not involve significant grading or large excavations that would be likely to unearth previously unknown contamination. Therefore, the potential release and mobilization of previously identified and unidentified hazardous materials would be relatively low.

Moreover, pursuant to Mitigation Measures 2.7-1c, PacifiCorp would implement appropriate safety measures to ensure the safety of construction workers. In addition, implementation of Mitigation Measure 2.7-2 (below) 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 2.8, Hydrology and Water Quality.

Mitigation Measure 2.7-2: PacifiCorp's Hazardous Substance Control and Emergency Response Plan shall include provisions that would be implemented if any subsurface hazardous materials are encountered during construction. Provisions outlined in the plan shall include immediately stopping work in the contaminated area and contacting appropriate resource agencies, including the CPUC designated monitor, upon discovery of subsurface hazardous materials. The plan shall include the phone numbers of county and state agencies and primary, secondary, and final cleanup procedures. The Hazardous Substance Control and Emergency Response Plan shall be submitted to the CPUC for review and approval prior to the commencement of construction activities.

Significance after Mitigation: Less than significant.

Treated wood poles associated with the 69kV line to be removed under the Proposed Project and the Weed Segment would either be reused (by the public or PacifiCorp employees) or disposed of as waste pursuant to PacifiCorp's Waste Management Guideline for Treated Wood (PacifiCorp, 2006). If the wood would be reused, PacifiCorp would provide the recipient with a bill of sale and a Consumer Information Sheet that describes the type of preservative used on the specific pole. If the poles are not reusable, then the poles would be disposed of in metal containers at PacifiCorp's storage yard in Yreka. PacifiCorp has an existing contractor that would haul the poles to the City of Yreka's public landfill. The poles would ultimately be shipped to Bio Mass in White City, Oregon. Bio Mass would grind the wood and use it as alternative fuel for its electricity generation facility. If the existing wood poles are wrapped with CuNap wrap, the wrap would be removed, placed in Department of Transportation (DOT)-approved containers, labeled as hazardous waste with project information, and transported to an appropriate consolidation area (PacifiCorp, 2006). Impacts related to the removal and disposal of treated wood would be less than significant.

Equipment and material that would be removed from the Lucerne and Weed substations would be removed using standard utility practices, while adhering to all federal, state, and local laws in regards to hazardous materials containment, control, and transport. The transformer that would be removed from the Lucerne Substation would be taken to PacifiCorp's Distribution Equipment Maintenance Center, located in Medford, Oregon, where the transformer oil would be processed and disposed. PacifiCorp has existing contracts with waste disposal vendors (e.g., ONYX and Clean Harbors) who would provide waste management services for the Proposed Project and the Weed Segment, including characterization, profiling, manifesting, transportation, and disposal of toxic wastes generated during construction (PacifiCorp, 2006). Impacts related to the removal, disposal, and/or recycling of existing substation and other transmission equipment would be less than significant.

Operations

During operations of the Proposed Project and the Weed Segment, a potential would exist that a transformer could fail, resulting in a spill of mineral oil. However, the project substations would meet federal Spill Prevention, Control, and Countermeasures (SPCC) requirements, as outlined in Title 40 of the Code of Federal Regulations, Part 112 (PacifiCorp, 2005). All spilled oil would be properly characterized and collected and transported to an approved disposal site in accordance with applicable requirements. Pursuant to USEPA requirements, PacifiCorp would inspect the equipment and any required spill containment facilities on a monthly basis (PacifiCorp, 2005). Implementation of the SPCC requirements described above would ensure that potential impacts related to a transformer malfunction oil spill would be less than significant.

- c) **Result in hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school: *Less than significant.***

No existing or proposed elementary schools have been identified within one-quarter mile of the Lucerne or Weed Substations. The Grenada Elementary and Grenada Community Day schools are located approximately 1,000 feet (approximately 0.20 mile) from the Proposed Project ROW in Grenada. However, construction and operation of the Proposed Project would not be expected to result in releases of hazardous emissions, substances, or waste that might impact either school because PacifiCorp would be required to adhere to Mitigation Measures 2.7-1a through 2.7-1e (see above), including the development and implementation of hazardous materials best management practices, a Hazardous Substance Control and Emergency Response Plan, a Health and Safety Plan, and a Worker Environmental Awareness Program. Implementation of the Proposed Project and the Weed Segment would result in less than significant impacts to nearby schools.

- d) **Located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment: *Less than significant.***

The Proposed Project and the Weed Segment would not be located on a site with known hazardous materials contamination. If contaminated materials are encountered during project construction activities, implementation of Mitigation Measure 2.7-2a would reduce potential impacts associated with release of previously unknown hazardous materials to less than significant levels.

- 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, result in safety hazards for people residing or working in the project area: *Less than significant.***

Two general aviation airports, Weed Airport and Montague-Yreka Rohrer Field Airport, are located within two miles (0.75 and 1.5 miles, respectively) of the Proposed Project ROW; however, no general aviation airports are located within two miles of the Weed Segment. The Proposed Project would involve construction of poles in the vicinity of these airports that would average ten feet higher than the existing 69kV poles that are proposed to be removed. The proposed transmission line design would comply with Federal Aviation Administration (FAA) procedures as final pole locations, types, and heights would be submitted to the FAA for it to make a hazard determination. Additionally, a Notice of Proposed Construction or Alteration form (FAA Form 7460-1) would be filed with the FAA, as required (PacifiCorp, 2006). The FAA can require modifications to the proposed project, such as installation of high-visibility devices. Because the Proposed Project would comply with FAA aviation safety rules and procedures, the Proposed Project would not result in significant aviation safety hazards; therefore, impacts would be less than significant.

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

There are no known private airstrips located within two miles of the Proposed Project or the Weed Segment areas. Accordingly, there would be no private airstrip safety hazards associated with implementation of the Proposed Project or the Weed Segment.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan: *Less than significant.*

Several roadways that would be crossed by the Proposed Project and the Weed Segment would likely need to be temporarily closed during transmission line string activities. These roadways could be used by people evacuating the area during an emergency. However, in the event of an emergency, construction crews would cease all work and would remove any equipment that would impede the flow of traffic. Access for emergency vehicles would be maintained throughout project construction. Although project construction activities may require temporary road closures, appropriate traffic control plans would be followed, and encroachment permits would be obtained from Siskiyou County and the City of Weed, depending on the jurisdiction of the road (see Section 2.15, Traffic and Transportation). Therefore, the Proposed Project and the Weed Segment would not physically interfere with emergency response or evacuations. Impacts would be less than significant.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires: *Less than significant.*

Portions of the Proposed Project and the Weed Segment would be constructed in open grass and woodland areas that are susceptible to wildland fires. Heat or sparks from construction vehicles or equipment have the potential to ignite dry vegetation and cause a fire. Therefore, a moderate fire hazard would exist during construction of the Proposed Project and the Weed Segment. PacifiCorp would require vehicles and equipment to primarily use existing roads to access the transmission pole sites; require project personnel to park away from dry vegetation and carry water and shovels or fire extinguishers in times of high fire hazard; and would prohibit trash burning and restrict smoking to cleared areas (PacifiCorp, 2005). By following these preventative measures, the potential for construction of the Proposed Project and the Weed Segment to result in wildland fires would be reduced to less than significant.

During operations, the project could increase the risk of wildland fires in the area because induced current on the new transmission line could result in sparks that could reach trees and/or vegetation along the transmission line corridor that could result in fire. To minimize the risk of trees falling on the transmission line or other accidental ignition of a wildland fire from the transmission line, PacifiCorp would follow State vegetation and tree clearing requirements, including CPUC General Order 95, Public Resources Code Section 4293. Implementation of the Proposed Project and the Weed Segment would not

result in a significant risk of loss, injury, or death involving wildland fires. Operational impacts would be less than significant.

References – Hazards and Hazardous Materials

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