3.8 Hazards and Hazardous Materials

3.8.1 Existing Conditions

3.8.1.1 Regulatory Setting

Federal

Resource Conservation and Recovery Act

Hazardous waste in California is regulated primarily under the authority of the federal Resource Conservation and Recovery Act (RCRA), 42 United States Code (U.S.C.) Section 6901 et seq. RCRA was established in 1976 to protect human health and the environment, reduce waste, conserve energy and natural resources, and minimize the generation of hazardous waste. Under the authority of RCRA, the regulatory framework for managing hazardous waste, including requirements for entities that generate, store, transport, treat, and dispose of hazardous waste, is found in 40 Code of Federal Regulations (CFR) Sections 260–299. Other applicable federal laws and regulations include the following.

- 49 CFR Parts 172 and 173: These regulations establish standards for the transport of hazardous materials and hazardous wastes. The standards include requirements for labeling, packaging, and shipping hazardous materials and hazardous wastes, as well as training requirements for personnel completing shipping papers and manifests.
- 40 CFR Subchapter I—Solid Wastes: These regulations implement the provisions of the Solid Waste Act and RCRA. These regulations also establish the criteria for the classification of solid waste disposal facilities (landfills), hazardous waste characteristic criteria and regulatory thresholds, hazardous waste generator requirements, and requirements for management of used oil and universal wastes.
- 40 CFR 355 Appendix A—The List of Extremely Hazardous Substances and Their Threshold Planning Quantities: This list is part of a regulation that establishes requirements for a facility to provide information necessary for developing and implementing State and local chemical emergency response plans, and requirements for emergency notification of chemical releases, including releases of Extremely Hazardous Substances as defined by the Comprehensive Environmental Response, Compensation, and Liability Act.

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

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as "Superfund," was enacted by Congress on December 11, 1980. This law (42 U.S.C. Chapter 103) provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA establishes requirements concerning closed and abandoned hazardous waste sites, provides for liability of persons responsible for releases of hazardous waste at these sites, and establishes a trust fund for cleanup when no responsible party can be identified. CERCLA also enabled the revision of the National Contingency Plan (NCP). The NCP (40 CFR Part 300) provides the guidelines and

procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, and/or contaminants. The NCP also established the National Priorities List (NPL). CERCLA was amended by the Superfund Amendments and Reauthorization Act (SARA) on October 17, 1986.

Department of Transportation Hazardous Materials Regulations

U.S. Department of Transportation (DOT) Hazardous Materials Regulations (49 CFR Parts 100–185) cover all aspects of hazardous materials packaging, handling, and transportation. Parts 107 (Hazard Materials Program), 130 (Oil Spill Prevention and Response), 172 (Emergency Response), 173 (Packaging Requirements), 174 (Rail Transportation), 176 (Vessel Transportation), 177 (Highway Transportation), 178 (Packaging Specifications), and 180 (Packaging Maintenance) would all apply to the proposed Project and surrounding uses.

Occupational Safety and Health Administration

The Occupational Safety and Health Administration's (OSHA's) mission is to ensure the safety and health of American workers by setting and enforcing standards; providing training, outreach, and education; establishing partnerships; and encouraging continual improvement in workplace safety and health. OSHA establishes and enforces protective standards, and it provides technical assistance and consultation programs for employers and employees. OSHA standards are listed in 29 CFR Section 1910.

Federal Aviation Regulation, Part 77—Objects Affecting Navigable Airspace

Federal Aviation Regulations (FAR), Part 77 allows the Federal Aviation Administration (FAA) to identify potential aeronautical hazards (in advance of a project's construction) in an effort to prevent or minimize adverse impacts to the safe use of navigable airspace via:

- Requirements to provide notice to the FAA of certain proposed construction, or the alteration of existing structures.
- Standards used to determine obstructions to air navigation, and navigational and communication facilities.
- A process for aeronautical studies of obstructions to air navigation or navigational facilities to determine the effect on the safe and efficient use of navigable airspace, air navigation facilities or equipment.
- A process to petition the FAA for discretionary review of determinations, revisions, and extensions of determinations.

State

California Environmental Protection Agency

The California Environmental Protection Agency (Cal/EPA) was created in 1991. It unified California's environmental authority in a single cabinet-level agency and brought California Air Resources Board, State Water Resources Control Board, Regional Water Quality Control Board (RWQCB), Department of Resources Recycling and Recovery, the Department of Toxic Substances Control (DTSC), the Office of Environmental Health Hazard Assessment, and the Department of Pesticide Regulation under one agency. These agencies were placed within the Cal/EPA "umbrella"

for the protection of human health and the environment and to ensure the coordinated deployment of state resources. Cal/EPA's mission is to restore, protect, and enhance the environment and ensure public health, environmental quality, and economic vitality.

Hazardous Waste Control Act

DTSC is responsible for the enforcement of the Hazardous Waste Control Act (California Health and Safety Code Section 25100 et seq.), which creates the framework under which hazardous wastes are managed in California. The law provides for the development of a State of California hazardous waste program that administers and implements the provisions of the federal RCRA cradle-to-grave waste management system in California. It also provides for the designation of California-only hazardous waste and development of standards that are equal to or, in some cases, more stringent than federal requirements.

California Code of Regulations, Title 8—Industrial Relations

Occupational safety standards exist in federal and state laws to minimize worker safety risks from both physical and chemical hazards in the workplace. The California Division of Occupational Safety and Health (Cal OSHA) and the federal OSHA are the agencies responsible for assuring worker safety in the workplace. Cal OSHA assumes primary responsibility for developing and enforcing standards for safe workplaces and work practices. These standards would be applicable to construction activities of the proposed Project.

California Labor Code (Division 5, Parts 1, 6, 7, and 7.5)

The California Labor Code is a collection of regulations that includes the regulation of the workplace to assure appropriate training on the use and handling of hazardous materials and the operation of equipment and machines that use, store, transport, or dispose of hazardous materials. Labor Code Division 5, Part 1, Chapter 2.5 ensures employees that are in charge of the handling of hazardous materials are appropriately trained on, and informed of, the materials they are handling. Division 5, Part 6 governs the operation and care of hazardous material storage tanks and boilers. Division 5, Part 7 ensures employees who work with volatile flammable liquids are outfitted in appropriate safety gear and clothing. Division 5, Part 7.5, otherwise referred to as the California Refinery and Chemical Plant Worker Safety Act of 1990, was enacted to prevent or minimize the consequences of catastrophic releases of toxic, flammable, or explosive chemicals. The establishment of process safety management standards is intended to eliminate, to a substantial degree, the risks to which workers are exposed in petroleum refineries, chemical plants, and other related manufacturing facilities.

Local

San Francisco Department of Public Health, Environmental Health–Hazardous Materials and Waste Program

The Hazardous Materials and Waste Program is the state-designated enforcement program in San Francisco for the Hazardous Materials Unified Program Agency (City and County of San Francisco 2013). Enforcement includes inspections of regulated businesses at least once every three years. San Francisco also regulates hazardous materials storage and use, hazardous waste treatment, and underground storage tanks under this program.

City and County of San Francisco Solid Waste Management Program

Private industry manages hazardous waste, collecting, handling, transporting, treating, storing, and disposing of hazardous waste generated in San Francisco (City and County of San Francisco 2004). The City and County of San Francisco under the Chief Administrative Officer, Solid Waste Management Program, administers the local hazardous waste management process.

County of San Mateo Hazardous Materials Business Plan Program

The San Mateo County Health System implements this program for the safe storage and use of chemicals (San Mateo County 2012a). All businesses that handle hazardous materials in specified quantities are required to complete a Hazardous Materials Business Plan (Business Plan), which is used to prevent or lessen damage to the health and safety of humans and the environment when a hazardous material is released. A Business Plan must include a summary of business activities, emergency contact information, type and quantity of the reportable hazardous material, emergency response procedures, employee training on proper handling and a site map.

County of San Mateo Hazardous Materials Management Program

According to the *County of San Mateo General Plan*, the San Mateo County Health Department proposed a Hazardous Materials Management Program aimed at monitoring hazardous waste generators, prevention of illegal dumping, improved emergency spill response and preparation of a hazardous waste management plan (San Mateo County 1985).

County of Santa Clara Hazardous Waste Management Plan

All cities in Santa Clara County address hazardous waste management planning by implementation of the County Hazardous Waste Management Plan (CHWMP). The CHWMP's main objective is to protect the health, safety, and economic well-being of Santa Clara County citizens and the surrounding environment (Santa Clara County 1994).

County of Santa Clara Hazardous Material Storage Ordinance and Uniform Fire Code

These regulations address safe use, handling, and storage of hazardous materials to prevent injury, releases, or potential contamination. Also, the regulations require specific protocol for storage and labeling of hazardous materials (Santa Clara County 1994).

3.8.1.2 Environmental Setting

The following section describes the existing conditions within the project sites. Issues discussed include potential hazardous materials generally along the Caltrain right-of-way (ROW) and surrounding the proposed traction power facility (TPF) sites, proximity to schools, distance from airports and airstrips, adopted emergency response plans, and exposure of people or structures to a significant risk of loss, injury or death involving wildland fires.

General Conditions along the Caltrain ROW

The Caltrain corridor is located within a developed urbanized context that varies from industrial to commercial to residential to open space. Contaminants of concern along the Caltrain ROW due to prior railway operations include arsenic, lead, and total petroleum hydrocarbons. Some portions of the corridor could also be affected by adjacent industrial or commercial activities as well.

Proximity to Schools

There are ~~three~~ several schools within 0.25 mile of ~~two~~ some of the proposed TPF locations. Sunshine Family Child Care and Coolidge Grammar School are located approximately 0.125 mile west of the proposed Paralleling Station (PS) 3 Option 1 and 0.21 mile west of PS3 Option 2. The Crescent Park Preschool is located 0.17 mile southeast of PS5, Option 1 and 0.20 mile northwest of PS5, Option 1B. The ~~third school is~~ Trio-School of Music Dance and Language~~, and~~ is located approximately 0.175 mile south of the proposed PS6, Option 2. There are no existing or proposed schools within 0.25 mile of any other proposed TPF.

Schools located within 0.25 mile of the Caltrain ROW were not included in the analysis due to the minimal amount of soil disturbance expected during installation of overhead contact system (OCS) poles. Furthermore, hazardous materials are not expected to be handled or stored along the ROW.

Hazardous Materials Database Results

The Caltrain ROW has been an active rail corridor for more than 100 years. In addition to rail operations being a potential source of contamination along the entire project corridor, construction of proposed TPFs would be surrounded by numerous sites noted in various environmental databases as having been or as being currently contaminated.

A historical environmental database search conducted by ICF International personnel via Environmental Data Resources (EDR) in June of 2013 found a total of 107 sites as sources of potential contamination within a 0.25-mile radius of each of the proposed TPF sites. The sites were found in various environmental databases and were listed as either open sites undergoing assessment and/or remediation or closed case sites. Table 3.8-1 lists these sites, along with their current status, the environmental databases in which they are found, and a level of concern designation that describes the site's likelihood of impacting the Proposed Project. EDR reports were combined for some of the potential TPF sites because of their close proximity to one another. In such cases, a point of equal distance between potential sites was chosen as the center of the EDR analysis. The radius analyzed was then expanded to allow for the analysis of all sites within 0.25 mile of all TPF locations. Additional search of several environmental databases was conducted for PS5, Option 1B and PS7 Variant A and B in November 2014.

Level of concern categories were assigned to these current or previously contaminated sites dependent on their likelihood to impact the proposed Project. Site status, contaminated media (e.g., soil or groundwater), and distance from the proposed TPF locations were the primary factors of concern. In some cases (dependent on site characteristics) concern levels were combined.

The following are descriptions of the level of concern categories.

- High level concern sites are sites that are open/active and undergoing contamination characterization and/or remediation. These sites have the potential to be substantially contaminated and are located immediately adjacent to (with soil and/or groundwater contamination) or within 0.125 mile of (with groundwater contamination) the proposed locations.

Table 3.8-1. Known Hazardous Materials/Wastes Sites with Potential to Affect Proposed Traction Power Facility Sites

TPF No.	Sites Within 0.25-Mile of TPF Locations	Reported Databases[a]	Reported Contamination	Level of Concern
PS1	Bay Area Super Shuttle 700 16th Street 0.16-mile N of PS1	HIST Cortese, LUST, CA FID UST, SWEEPS UST, RCRAGEN-SGN, FINDS	Gasoline impacted groundwater. Case closed status granted in 1987. Location at a lower elevation than project site.	Low
	Direct Mail Service 209 Mississippi Street 0.07-mile SW of PS1	LUST	Gasoline impacted soil only. The case was closed in 2000. Location within 0.125 of a mile from project site.	Low
	L and H Paint Products/Company 150 Mississippi Street 0.07-mile NW of PS1	HIST Cortese, LUST, UST, CA FID UST, SWEEPS UST	Gasoline impacted soil only. The case was closed in 1993. Location within 0.125 of a mile from project site.	Low
	Louie Property 200 Mississippi Street 0.07-mile SW of PS1	HIST Cortese, LUST	Gasoline impacted groundwater. Case closed status granted in 2006. Location at a higher elevation than project site.	Low / Medium
	Macor, Inc. 1200 17th Street 0.14-mile NW of PS1	HIST Cortese, LUST	Gasoline impacted groundwater. Case closed status granted in 2009. Location at a lower elevation than project site.	Low
	Mariposa Street and Interstate 280 880 Miraposa Street vicinity 0.07-mile SE of PS1	LUST	Contaminated soil only. Contaminants included stoddard solvents, mineral spirits, and distillates. Case closed status granted in 1998. Location within 0.125 of a mile of project site.	Low
	Mission Bay P10 1600 Owens Street 0.25-mile N of PS1	US Brownfields	Site consists of former rail yards and parking lots. 300 acre site to be re-developed in area. According to the database, contaminated soil has been remediated. Groundwater contamination is unknown. Contaminants have included asbestos, lead, PCBs, petroleum products and VOCs.	Low

TPF No.	Sites Within 0.25-Mile of TPF Locations	Reported Databases[a]	Reported Contamination	Level of Concern
PS2	Bayshore Buyback Sanitary Fill SWETS 501 Tunnel Avenue 0.16-mile S of PS2	FINDS, SWRCY, UST, HIST UST, LUST, RCRAGEN-SGN, SWEEPS UST, AST	SWETS (three separate events): First occurrence, contaminated soil. Contaminants of concern included waste oil, motor, hydraulic, and lubricating fluids. Case closed status granted in 1995. Second occurrence, diesel impacted groundwater. Case closed status granted in 1999. Third occurrence, gasoline impacted groundwater. Case closed status granted in 2009. Bayshore Buyback: contaminated groundwater. Contaminants of concern included waste oil, motor, hydraulic, and lubricating fluids. Case closed status granted in 2009. Sanitary Fill: low priority site. Groundwater impacted by waste oil. Site undergoing post remedial monitoring. Location at a lower elevation than project site.	Low / Medium
	Bayshore Gas and Service 2260 Bayshore Boulevard 0.09-mile WNW of PS2	UST, LUST, HIST Cortese	Gasoline impacted groundwater. Status is open and eligible for closure. Location at a higher elevation than project site.	Medium
	Blanken Avenue Parking Lot for the former Schlage Lock Factory 2201 Bayshore Boulevard 0.04-mile N of PS2	Envirostor	Site evaluated per DTSC. DTSC activities complete. Contaminants (diesel, molybdenum, and arsenic) above screening levels in soil. Further investigation needed for characterization of contamination.	Medium / High
	Ceco Corporation 401 Tunnel Avenue 0.12-mile S of PS2	LUST, RCRAGEN-SGN, UST, FINDS, HIST Cortese	Diesel impacted groundwater. Case closed status granted in 2003. Location at a lower elevation than project site.	Low
	P&F Distributors 5111 Tunnel Avenue 0.24-mile S of PS2	LUST, San Mateo Co. Bl	Gasoline impacted groundwater. Case closed status granted in 2004. Location at a lower elevation than project site.	Low
	Schlage Lock Company Bayshore Boulevard and Sunnydale Avenue 2401 Bayshore Boulevard 0.15-mile SW of PS2	HIST Cal-Sites, Cortese, Response, Envirostor, RCRAGEN-SGN, FTTS, HIST FTTS, FINDS, HIST Cortese, EMI, UST, SWEEPS UST, CA FID UST	Active DTSC Site Cleanup Program site. VOCs, including TCE and PCE contamination in both groundwater and soil in 1997. Vapor extraction (SVE) begun in 1999. Operation and maintenance plan approved for SVE system in 2000. Location at a lower elevation than project site.	Medium / High

TPF No.	Sites Within 0.25-Mile of TPF Locations	Reported Databases[a]	Reported Contamination	Level of Concern
	T.W. Automotive 2500 Bayshore Boulevard 0.19-mile WSW of PS2	LUST, HIST Cortese, CA FID UST, SWEEPS UST	Gasoline impacted groundwater. Case closed status granted in 1997. Location at a lower elevation than project site.	Low
TPS1 (Options 1 through ~~3~~4)	Airborne Express Corp. OYS/Monroe Schnieder Assoc. 274 Wattis Way 0.36-mile S from center point between TPS1 Options 1 through 3; 0.64-mile S from TPS1 Option 4	UST, LUST	Xylene impacted groundwater. Case closed status granted in 1992. Site is located at a lower elevation than all TPS1 locations.	Low
	Airport Olympic 100 Baden 0.36-mile NW from center point between TPS1 Options 1 through 3; 0.29-mile SW from TPS1 Option 4	UST, LUST	Gasoline impacted groundwater. Case closed status granted in 2001. Site is located at a higher elevation than all TPS1 locations.	Low
	Alan Baker Company 160 Sylvester Road 0.15-miles SE from center point between TPS1 Options 1 through 3; 0.27-mile S from TPS 1 Option 4	LUST, RCRAGEN-LGN, FINDS, CA FID UST, HIST UST, HIST Cortese, WDS, San Mateo Co. Bl	Gasoline impacted soil only. Case was closed in 2000. Two active USTs onsite. Site approximately 0.09 mi west of TPS1 Option 1.	Low / Medium
	Associated Road Parcel Sylvester Road/East Grand Avenue 0.20-mile NW from center point between TPS1 Options 1 through 3; 0.31-mile S from TPS 1 Option 4	SLIC	Contaminated groundwater (solvents). As of 2007, site undergoing assessment and is listed as open. Site located 0.18 mile west from TPS1 Option 1 and is at a higher elevation.	Low / Medium
	Avis Rent A Car System 230 Harbor Way 0.15-miles SE from center point between TPS1 Options 1 through 3; 0.51-mile SE from TPS1 Option 4	RCRAGEN-SGN, HIST UST, LUST, FINDS, HIST Cortese, San Mateo Co. Bl.	Impacted groundwater. Contaminants included gasoline, waste oil, and motor, hydraulic, and lubricating fluids. Site was granted case closed status in 2010 for gasoline leak. Waste oil leak case closed in 2003. Site at a lower elevation than proposed TPS1 locations.	Low
	Bell Electric Supply 208 E. Grand Avenue 0.27-mile NE from center point between TPS1 Options 1 through 3; 0.33-mile SE from TPS1 Option 4	UST, LUST	Gasoline impacted groundwater. Case closed status granted in 1995. Site is located at a lower elevation than all TPS1 locations.	Low
	Britannia Developments 115–185 Harbor Way 0.22-mile NE from center point between TPS1 Options 1 through 3; 0.33-mile SE from TPS1 Option 4	SLIC, LUST	Petroleum hydrocarbon impacted soil and groundwater. Verification monitoring underway. Soil sampling was conducted during the removal of two onsite USTs in 1999. Site is located at a lower elevation than all TPS1 locations.	Low

TPF No.	Sites Within 0.25-Mile of TPF Locations	Reported Databases[a]	Reported Contamination	Level of Concern
	Budget Rent A Car Hertz Corporation 177 S. Airport Boulevard 0.21-miles NE from center point between TPS1 Options 1 through 3; 0.40-mile S from TPS1 Option 4	LUST, HIST UST, RCRAGEN – SGN, FINDS, HIST Cortese, CA FID UST, Sacramento Co. CS, SWEEPS UST	Impacted groundwater with automotive fluids such as gasoline and additives. Case closed by San Mateo County LUST in 2002. Site located approximately 0.10 mile SW of TPS1 Option 1 and at a higher elevation.	Low / Medium
	Caltrans District 4 Maintenance Station 166 Harbor Way 0.15-mile NE from center point between TPS1 Options 1 through 3; 0.37-mile SE from TPS1 Option 4	RCRAGEN-SGN, FINDS, HIST Cortese, RESPONSE, ENVIROSTOR	Site is under the DTSC Site Cleanup Program for contaminated soil. As of 2006, the site was part of the Voluntary Cleanup Program. Site is located approximately 0.04 mile east of TPS1 Option 2 and is at a lower elevation than all TPS1 locations.	Low / Medium
	Color Craft 255 S. Airport Boulevard 0.32-miles SW from center point between TPS1 Options 1 through 3; 0.65-mile SE from TPS1 Option 4	LUST, HIST Cortese	Gasoline impacted groundwater. Case closed status granted in 2001. Site at a lower elevation than proposed TPS1 locations.	Low
	CTC Food International/Oriental Trading Company 131 W. Harris Avenue 0.07-miles SW from center point between TPS1 Options 1 through 3; 0.43-mile S from TPS1 Option 4	LUST, HIST Cortese, San Mateo Co. Bl	Gasoline impacted groundwater. Case closed status granted as of 2000. Site is approximately .06 mile NE from TPS1 Option 2 and at a lower elevation. Site at a higher elevation than TPS1 Option 1 and TPS1 Option 2.	Low / Medium
	Don's Auto Wreckers 137 Harbor Way 0.16-mile NE of TPS1 Option 1; 0.43-mile SE from TPS1 Option 4	LUST, HIST Cortese	Gasoline contaminated media (media type not reported). Case closed in 1997. Site is approximately .09 mile NE from TPS1 Option 3 and is at a lower elevation than TPS1 locations.	Low
	East Grand Olympic Cardto/Flyers LLC 190 E. Grand Avenue 0.21-mile N from center point between TPS1 Options 1 through 3; 0.28-mile SE from TPS1 Option 4	SWEEPS UST, LUST, San Mateo Co. Bl, HIST Cortese, CA FID UST	Gasoline impacted groundwater. Case closed status granted in 2009. Site at a lower elevation than proposed TPS1 locations.	Low
	Exelixis, Inc. 169 Harbor Way 0.15-miles NE from center point between TPS1 Options 1 through 3; 0.42-mile S from TPS1 Option 4	RCRAGEN – LGN, San Mateo Co. Bl, FINDS, CHMIRS	Large quantity generator with pre-transport violations. Violations were reported in 2005 and 2008 as written informal notices by the EPA. Site is located approximately 0.04 mile east of TPS1 Option 3.	Low
	Former gas station/Airport Boulevard service station 190 Airport Boulevard 0.35-miles NW from center point between TPS1 Options 1 through 3; 0.28-mile SW from TPS1 Option 4	HIST Cortese, LUST, San Mateo Co. Bl	Gasoline impacted groundwater. Case closed status granted in 1997. Site at a higher elevation than proposed TPS1 locations.	Low

TPF No.	Sites Within 0.25-Mile of TPF Locations	Reported Databases[a]	Reported Contamination	Level of Concern
	Godar and Hossenlopp Printing Co/Bay Bridge Hardware Supply 151 Mitchell Avenue 0.15 mile from center point between TPS1 Options 1 through 3; 0.52-mile SE from TPS1 Option 4	RCRAGEN SGN, LUST, HIST Cortese, SWEEPS UST, San Mateo Co. Bl, FINDS HAZNET, EMI	Gasoline impacted groundwater. Case closed status granted in 1995. Site at a lower elevation than proposed TPS1 locations.	Low
	Golden Gate Petroleum 114–126 Harbor Way 0.22-miles NE from center point between TPS1 Options 1 through 3; 0.31-mile SE from TPS1 Option 4	LUST	Gasoline impacted groundwater. Case closed status granted in 2013. Site at a lower elevation than proposed TPS1 locations.	Low
	Hamptons Service Inc 248 Airport Boulevard 0.28-miles SW from center point between TPS1 Options 1 through 3; 0.26-mile SW from TPS1 Option 4	LUST, San Mateo Co. Bl	Gasoline impacted groundwater. Case closed status granted in 2006. Site located approximately 0.125 mile SW of TPS1 Option 2. Site at a higher elevation than proposed TPS1 locations.	Low / Medium
	Harmon Schragge & Co 280 Wattis 0.37-miles S from center point between TPS1 Options 1 through 3; 0.71-mile S from TPS1 Option 4	LUST, HIST Cortese, San Mateo Co. Bl	Gasoline impacted groundwater. Case closed status granted in 1996. Site at a lower elevation than proposed TPS1 locations.	Low
	Ken Funk Property 264 Airport Boulevard 0.30-miles from center point between TPS1 Options 1 through 3; 0.26-mile SW from TPS1 Option 4	LUST, HIST Cortese	Gasoline impacted groundwater. Case closed status granted in 1998 Site at a lower elevation than proposed TPS1 locations.	Low
	MG Truck Wash Nella Oil 219 Texaco 176 Gateway Boulevard 0.15-miles from center point between TPS1 Options 1 through 3; 0.34-mile SE from TPS1 Option 4	RCRAGEN – VGN, LUST, San Mateo Co.	Gasoline impacted groundwater. Case closed status granted in 2004.	Low / Medium
	Olympian/Ryder Truck Rental 186 E. Grand Avenue 0.21-mile N from center point between TPS1 Options 1 through 3; 0.29-mile SE from TPS1 Option 4	LUST, FINDS, RCRAGEN-SGN	Gasoline impacted groundwater. Case closed status granted in 1996. Site at a lower elevation than proposed TPS1 locations.	Low
	Produce Shell/Equilon Enterprises 140 Produce Avenue 0.33-miles SW from center point between TPS1 Options 1 through 3; 0.63-mile S from TPS1 Option 4	LUST, San Mateo Co. Bl, FINDS	Diesel impacted groundwater. Case closed status granted in 2005. Site located approximately 0.18 mile SW of TPS1 Option 2. Site at a higher elevation than proposed TPS1 locations	Low
	Sewage Pump Station 4 Fire Station #2 249 Harbor Way 0.21-miles from center point between TPS1 Options 1 through 3; 0.60-mile SE from TPS1 Option 4	LUST, HIST UST, San Mateo Co. Bl, HIST Cortese	Gasoline impacted groundwater. Case closed status granted in 2003. Site at a lower elevation than proposed TPS1 locations.	Low

TPF No.	Sites Within 0.25-Mile of TPF Locations	Reported Databases[a]	Reported Contamination	Level of Concern
	Shell Service Station 248 S. Airport Boulevard 0.30-miles SW from center point between TPS1 Options 1 through 3; 0.62-mile S from TPS1 Option 4	LUST, RCRAGEN – SGN, FINDS, HAZNET	Case closed status. Contaminated media unknown. Site approximately 0.15 mile SW of TPS1 Option 2. Site at a lower elevation than all proposed TPS1 locations.	Low
	Somerset Studios 108 Sylvester Road 0.18-mile NW from center point between TPS1 Options 1 through 3; 0.17-mile S from TPS1 Option 4	HIST Cortese, LUST, San Mateo Co. Bl	Gasoline impacted soil only. Case closed status was granted in 2000. Site located approximately 0.10 mile west of TPS1 Option 1.	Low
	South City Ford 315 Airport Boulevard 0.38-mile NE from center point between TPS1 Options 1 through 3; 0.20-mile SW from TPS1 Option 4	HIST Cortese, LUST, San Mateo Co. Bl, SWEEPS UST, CA FID UST	Gasoline impacted groundwater. Site was granted case closed status in 2003. Site at a lower elevation than proposed TPS1 locations.	Low
	So. San Francisco Tire Service 114 Harbor Way 0.22-mile NE from center point between TPS1 Options 1 through 3; 0.31-mile SE from TPS1 Option 4	HIST Cortese, HIST UST, LUST, San Mateo Co. Bl	Gasoline impacted groundwater. Site was granted case closed status in 2003. Site at a lower elevation than proposed TPS1 locations.	Low
	Traditional Wood Works/HAAS Woodworking 184 Harbor Way 0.14-miles NE from center point between TPS1 Options 1 through 3; 0.41-mile SE from TPS1 Option 4	LUST, CA FIDUST, RCRAGEN-SGN, FINDS, HIST Cortese, San Mateo Co. Bl, HAZNET	Gasoline impacted groundwater. Site was granted case closed status in 2001. Site at a lower elevation than proposed TPS1 locations.	Low
	Troyer Automatic Doors, Inc 162 W. Harris Avenue 0.07-miles from center point between TPS1 Options 1 through 3; 0.50-mile SE from TPS1 Option 4	LUST	Impacted groundwater. Contaminants included stoddard solvents, mineral spirits and distillates. Case closed status granted in 2012.	Low / Medium
	UST Site 175 Sylvester 0.14-miles NW from center point between TPS1 Options 1 through 3; 0.31-mile S from TPS1 Option 4	LUST, San Mateo Co. Bl	Diesel impacted groundwater. Case closed status granted in 2010. Site located approximately 0.10 mile west of TPS1 Option 2. Site at a higher elevation than proposed locations.	Low / Medium
PS3 (Options 1 and 2)	ARC Electric Company Cameron Ashley Building 1330 Marsten Road 0.17-mile NE of PS3 Option 1; 0.18-mile NE from PS3 Option 2	HIST Cortese, LUST, San Mateo Co. Bl	Gasoline impacted groundwater. Case closed status granted in 1998. Location at a lower elevation than project site.	Low

TPF No.	Sites Within 0.25-Mile of TPF Locations	Reported Databases[a]	Reported Contamination	Level of Concern
	ARCO 0508 Prestige Stations, Inc. 1000 Broadway 0.17-mile E of PS3 Option 1; 0.10-mile E from PS3 Option 2	CA FID UST, SWEEPS UST, San Mateo Co. Bl, LUST, HIST UST, RCRAGEN-SGN, FINDS, CHMIRS	Site is an active LUST site and is undergoing remediation activities. Gasoline impacted groundwater. Benzene, toluene, xylenes, MTBE, TBA all considered contaminants of concern. In late 2001, three USTs were removed from the site. Separate phase product (SPPH) was observed in groundwater during the removal of the USTs. Over excavation of impacted soil and removal of SPPH has occurred onsite. Location at a higher elevation than project site.	Medium
	Auto Pride Car Wash 1095 Carolan Avenue 0.23-mile SE of PS3 Option 1; 0.10-mile E from PS3 Option 2	HIST Cortese, LUST, San Mateo Co. Bl	Gasoline impacted groundwater. Case closed status granted in 2011. Location at a higher elevation than project site.	Low
	Chevron Station 1101 Broadway 0.15-mile SE of PS3 Option 1; 0.12-mile SE from PS3 Option 2	LUST, HIST UST, San Mateo Co. Bl RCRAGEN-SGN, FINDS, HAZNET	Gasoline impacted groundwater. Case closed status granted in 2005. Location at a higher elevation than project site.	Low
	Bekins Storage Mark Harvey Acura 1070 Broadway 0.15-mile SE of PS3 Option 1; 0.08-mile SE from PS3 Option 2	HIST Cortese, LUST, EMI, HIST LUST, San Mateo Co. Bl	Impacted media unknown. Case closed status granted by San Mateo County LUST. Location at a higher elevation than project site.	Low
	Biscays Auto Repair 1215 California Drive 0.11-mile SE of PS3 Option 1; 0.08-mile SE from PS3 Option 2	LUST, UST	Gasoline impacted groundwater. Case closed status granted in 2000. Location at a higher elevation than project site and within 0.125 of a mile of project footprint.	Low / Medium
	Burlingame Fire Department Station 3 1399 Rollins Road 0.21-mile NW of PS3 Option 1; 0.22-mile NW from PS3 Option 2	LUST, HIST UST, HIST Cortese, San Mateo Co. Bl	Gasoline impacted groundwater. Case closed status granted in 2000. Location at a lower elevation than project site.	Low
	Caulking Waterproofing, Inc. vacant warehouse 1333 Marsten Road 0.16-mile NE of PS3 Option 1; 0.15-mile N from PS3 Option 2	LUST, HIST Cortese, San Mateo Co. Bl, CA FID UST, SWEEPS UST	Gasoline impacted groundwater. Case closed status granted in 1993. Location at a lower elevation than project site.	Low
	City of Burlingame 1391 Rollins 0.20-mile NW of PS3 Option 1; 0.21-mile NW from PS3 Option 2	LUST	Gasoline impacted groundwater. Case closed status granted in 2004. Location at a lower elevation than project site.	Low

TPF No.	Sites Within 0.25-Mile of TPF Locations	Reported Databases[a]	Reported Contamination	Level of Concern
	Autohaus Schmid Inc. D and M Towing and Auto 1213 Rollins Road 0.15-mile NE of PS3 Option 1; 0.09-mile NE from PS3 Option 2	UST, LUST, San Mateo Co. Bl, RCRAGEN-SGN, CA FID UST, SWEEPS UST	Groundwater impacted by unknown contaminant. Site stores fuels and waste oil. Case closed status granted in 2001. Location at a higher elevation than project site	Low
	PK Auto Service L&S Auto Repair Desert Petroleum Fred Koo Service Station 1100 Broadway Avenue 0.14-mile SE of PS3 Option 1; 0.09-mile SE from PS3 Option 2	LUST, SWEEPS UST, HIST Cortese, SLIC HIST UST, San Mateo Co. Bl, UST	Gasoline impacted groundwater. Case closed status granted in 2002. Location at a higher elevation than project site.	Low
	Encore Theater 1159 California Drive 0.20-mile SE of PS3 Option 1; 0.10-mile SE from PS3 Option 2	LUST, SWEEPS UST, HIST Cortese, San Mateo Co. Bl	Gasoline impacted groundwater. Case closed status granted in 1997. Location at a higher elevation than project site.	Low
	Horn Investment and Realty Hornung Trucking Service Eva Person 1344 Marsten Road 0.16-mile NE of PS3 Option 1 and Option 2	LUST, HIST UST, San Mateo Co. Bl	Diesel impacted groundwater. Case closed status granted in 1995. Location at a lower elevation than project site.	Low
	John Sutti and Associates, Inc. Warehouse II 1327 Carolan Avenue 0.08-mile N of PS3 Option 1; 0.10-mile SE from PS3 Option 2	HIST Cortese, LUST, San Mateo Co. Bl	Gasoline impacted groundwater. Case closed status granted in 1996. Location at a lower elevation than project site.	Low
	Burlington Auto Center 1368 Rollins Road 0.15-mile NW of PS3 Option 1; 0.18-mile NW from PS3 Option 2	LUST, San Mateo Co. Bl	Gasoline impacted groundwater. Case closed status granted in 2002. Location at a lower elevation than project site.	Low
	Mike Harvey Chrysler Plymouth 1049 Broadway 0.16-mile SE of PS3 Option 1; 0.11-mile E from PS3 Option 2	HIST Cortese, LUST, UST, SWEEPS UST, San Mateo Co. Bl	Gasoline impacted groundwater. Case closed status granted in 1997. Location at a higher elevation than project site.	Low
	Mosquito Abatement Office San Mateo County 1351 Rollins Road 0.14-mile N of PS3 Option 1; 0.12-miles SE from PS3 Option 2	LUST, ENF, San Mateo Co. Bl, CA FID UST, HIST Cortese, SWEEPS UST, HIST UST	Gasoline impacted groundwater. Case closed status granted in 1997. Location at a lower elevation than project site.	Low
	Mr. Detail 1405 N. Carolan Avenue 0.18-mile NW of PS3 Option 1; 0.24-mile NW from PS3 Option 2	HIST Cortese, LUST,	Gasoline impacted groundwater. Case closed status granted in 1999. Location at a lower elevation than project site.	Low
	Myers Air Conditioning 1395 Marsten Road 0.16-mile NE of PS3 Option 1; 0.23-mile NW from PS3 Option 2	HIST Cortese, LUST, HIST UST	Gasoline impacted groundwater. Case closed status granted in 1996. Location at a lower elevation than project site.	Low

TPF No.	Sites Within 0.25-Mile of TPF Locations	Reported Databases[a]	Reported Contamination	Level of Concern
	Nicolet Property 1348 Rollins Road 0.13-mile N of PS3 Option 1; 0.25-mile NW from PS3 Option 2	HIST Cortese, LUST,	Gasoline impacted groundwater. Case closed status granted in 2001. Location at a lower elevation than project site.	Low
	Pacific Construction Berk-Ware Products Inc. 1369 N. Carolan Avenue 0.07-mile NW of PS3 Option 1; 0.19-mile NW from PS3 Option 2	LUST, UST	Gasoline impacted groundwater. Case closed status granted in 1997. Location at a lower elevation than project site.	Low
	Warehouse I 1337 N. Carolan Avenue 0.08-mile N of PS3 Option 1; 0.12-mile NW from PS3 Option 2	LUST, HIST Cortese	Gasoline impacted groundwater. Case closed status granted in 1999. Location at a lower elevation than project site.	Low
	United Transmission Inc. 1131 California Drive 0.23-mile SE of PS4 Option 1; 0.18-mile SE from PS3 Option 2	HIST Cortese, SWEEPS UST, LUST, San Mateo Co. Bl	Contaminated groundwater. Contaminants included stoddard solvents, distillates, and mineral spirits. Case closed status granted in 1996. Location at a higher elevation than project site.	Low
PS4 ~~(Options 1 and 2)~~ (Options 1, 2, and 3)	Chevron 9-4224 Hillside Chevron 2950 El Camino Real 0.19-mile NW of center point between PS4 Options 1 and 2; 0.25-mile NW from PS4 Option 3	LUST, San Mateo Co. Bl, HIST Cortese,	Gasoline impacted groundwater. Case closed status granted in 2005. Location at a higher elevation than the center point between PS4 Option 1 and Option 2.	Low / Medium
	C&P Service Twenty-Eighth Avenue Car Wash 2777 El Camino Real 0.31-mile NW of center point between PS4 Options 1 and 2; 0.46-mile NW from PS4 Option 3	LUST, San Mateo Co. Bl, HIST Cortese,	Site is an active LUST site and is undergoing assessment. Gasoline impacted groundwater. Contaminants of concern include MTBE, TBA, and other oxygenates. Location at a lower elevation than the center point between PS4 Option 1 and Option 2. Site approximately 0.21 mile NW of Option 1.	Low / Medium
	Hillside Auto Wash 3651 El Camino Real 0.35-mile NW of center point between PS4 Options 1 and 2; 0.20-mile SE from PS4 Option 3	LUST, HIST UST, SWEEPS UST, San Mateo Co. Bl, HIST Cortese,	Gasoline impacted groundwater. Case closed status granted in 2000. Location at a higher elevation than the center point between PS4 Option 1 and Option 2.	Low
	Mobil 40-FVW 3600 South El Camino Real 0.32-mile SE of center point between PS4 Options 1 and 2; 0.19-mile SE from PS4 Option 3	HIST Cortese, LUST	Contaminated groundwater. Contaminants included waste oil and motor, hydraulic, and lubricating fluids. Case closed status granted in 1998. Location at a higher elevation than the center point between PS4 Option 1 and Option 2.	Low

TPF No.	Sites Within 0.25-Mile of TPF Locations	Reported Databases[a]	Reported Contamination	Level of Concern
	Olympic San Mateo 2790 El Camino Real 0.31-mile NW of center point between PS4 Options 1 and 2; 0.46-mile NW from PS4 Option 3	HIST Cortese, SWEEPS UST, LUST, Notify 65, San Mateo Co. Bl, CA FID UST	Diesel impacted groundwater. Case closed status granted in 2001. Location at a lower elevation than the center point between PS4 Option 1 and Option 2.	Low
	Commercial property 2745 El Camino Real 0.34-mile NW of center point between PS4 Options 1 and 2; 0.46-mile NW from PS4 Option 3	HIST Cortese, LUST, SWEEPS UST, San Mateo Co. Bl	Gasoline impacted groundwater. Case closed status granted in 2001. Location at a lower elevation than the center point between PS4 Option 1 and Option 2.	Low
	Unocal Union Oil Service Station 2661 2800 El Camino Real 0.29-mile NW of center point between PS4 Options 1 and 2; 0.30-mile NW from PS4 Option 3	HIST Cortese, LUST, SWEEPS UST, San Mateo Co. Bl	Gasoline impacted groundwater. Case closed status granted in 2000. Location at a lower elevation than the center point between PS4 Option 1 and Option 2.	Low
SWS1 (Options 1 and 2)	Beach Cleaners Clean N Press 2537 El Camino Real 0.25-mile SW of SWS1 Option 1; 0.39-mile SE from SWS1 Option 2	LUST, SLIC, EMI	Leak discovered during a tank closure (1996). PCE released into soil and groundwater. Groundwater was extracted and soil was over excavated. Some soil left in place due to its proximity to building foundations. Case closed status granted in 2009.	Low
	C&B Construction Co. 438 Stanford Avenue 0.23-mile NE of SWS1 Option 1; 0.53-mile E from SWS1 Option 2	HIST Cortese, LUST, SWEEPS UST, San Mateo Co. Bl	Gasoline impacted groundwater. Case closed status granted in 2012. Location at a lower elevation than project site.	Low
	CBL Technologies Inc. 2682 Middlefield Road 0.17-mile NE of SWS1 Option 1; 0.40-mile SE from SWS1 Option 2	HIST Cortese, LUST, San Mateo Co. Bl	Gasoline impacted groundwater. Case closed status granted in 1998. Location at a lower elevation than project site.	Low
	Fire Station #1 (former) 1036 Middlefield Road 0.20-mile N of SWS1 Option 1; 0.57-mile NW from SWS1 Option 2	HIST Cortese, LUST, SLIC	Diesel impacted groundwater. Two separate events. Case closed status granted in 2000 and 2009, respectively. Location at a lower elevation than project site.	Low
PS5 (Option 1)	No sites were reported within 0.25-miles of PS5 Option 1	NA	NA	NA
PS5 (Option 1B)[b]	San Antonio Cleaners 225 San Antonio Road #8 0.25 mile S of PS5 Option 1B	RCRA	Dry cleaner facility small quantity generator	Low
	Alps Photo 225 San Antonio Road 0.25 mile S of PS5 Option 1B	RCRA	Photo shop small quantity generator	Low
	Franciscan Glass Co. 100 San Antonio Circle 0.14 mile SE of PS5, Option 1B	LUST	LUST cleanup site. Case Closed 1991	Low

TPF No.	Sites Within 0.25-Mile of TPF Locations	Reported Databases[a]	Reported Contamination	Level of Concern
	Old Mill Tierra Property. 255 San Antonio Road 0.20 mile S of PS5, Option 1B	LUST	LUST cleanup site. Case Closed 2003	Low
	Coast Casey Pump Station 101 N. San Antonio Road 0.18 mile S of PS5, Option 1B	LUST	LUST cleanup site. Case Closed 1990	Low
	Victor's Goodyear 298 San Antonio Road 0.24 mile S of PS5, Option 1B	LUST	LUST cleanup site. Case Closed 1991	Low
	J.C. Penney San Antonio Road at Alma Street 0.22 mile E of PS5, Option 1B	LUST	LUST cleanup site. Case Closed 2013	Low
PS5 (Option 2)	Blieber Iron Works 3101 Park Boulevard 0.24-mile SW of PS5 Option 2	HIST Cortese, LUST, HIST LUST, CA FID UST, SWEEPS UST	Gasoline impacted groundwater. Case closed status granted in 1995. Location at a higher elevation than project site.	Low
	Hewlett Packard 620-640 Page Mill Road 0.00-mile from PS5 Option 2	NPL, CERCLIS, US ENG Controls, US INST Controls, ROD, HIST Cortese, SLIC, ENF, LUST, SWEEPS UST, San Mateo Co. Bl	NPL Superfund site. 300 gallons of waste solvents leaked from a buried storage tank in 1981. Sampling conducted in 1986 detected high concentration of contaminants in groundwater under the tank. Municipal drinking water wells located within 3 miles of the site. HP has conducted excavation of contaminated soil on several occasions. Pump and treat system on site. The most recent 5-year review occurred in September of 2010.	High
	Hewlett Packard MFG DIV 395 Page Mill Road 0.22-mile SW of PS5 Option 2	CERC-NFRAP, CORRACTS, RCRAGEN-SGN, FINDS, HIST LUST, CUPA Listings, HIST Cortese, Cortese, SLIC, ENF, LUST, Envirostor	Impacted soil under LUST. Case closed in 1999. SLIC status active. Site is listed as undergoing remediation for contaminated soil and groundwater. Part of a study area that includes the HP facility at 640 Page Mill Road. Location at a higher elevation than project site.	Medium / High
	Lockheed Missiles & Space Co. 3101 Park Boulevard 0.10-mile SE of PS5 Option 2	RCRA NonGen, HIST Cortese, LUST, HIST LUST, HAZNET, FINDS	Diesel impacted groundwater. Case closed status granted in 1997. Location at a higher elevation than project site.	Low / Medium
	Hohbach 200 Page Mill Road 0.11-mile W of PS5 Option 2	HIST Cortese, LUST, HIST LUST,	Active LUST site (previously a gasoline station). Gasoline impacted groundwater. Undergoing site assessment activities. Location at a lower elevation than project site.	Medium

TPF No.	Sites Within 0.25-Mile of TPF Locations	Reported Databases[a]	Reported Contamination	Level of Concern
	Oregon Expressway Underpass Oregon Expressway & Alma Street 0.22-mile NW of PS5 Option 2	Envirostor	Dewatering system for roadway maintenance located at this site. Contamination has migrated from nearby HP facility (and others). EPA has recommended no further action under CERCLIS. State has recommended site screening. Location at a lower elevation than project site.	Low
	Vance Brown & Sons 2747 Park Boulevard 0.14-mile W of PS5 Option 2	HIST Cortese, LUST, HIST LUST, SLIC, HIST UST, CA FID UST, SWEEPS UST	Gasoline impacted groundwater. Case closed status granted in 1997. As of 2009, site active in the SLIC database as a Cleanup Program Site. Contaminated media is under investigation. Location at a lower elevation than project site.	Low / Medium
PS6 (Options 1 and 2)	Hill Fred 111 N. Sunnyvale Avenue 0.14-mile E of center point between PS6 Options 1 and 2	CA LUST, CA HIST LUST, CA EMI	Gasoline impacted groundwater and soil. As of 2001, site active under LUST and undergoing remediation activities. Site has been occupied by a gasoline service station since 1966. Location at a lower elevation than project site and is approximately 0.08 mile east of PS6 Option 1.	Medium
	Northrup Grumman Marine Systems/Westinghouse Electric Corp. 401 East Hendy Avenue 400 feet E of PS6 Option 1	NPL, CERCLIS, RCRAGEN LGN, US ENG Controls, US INST Control, ROD, PADS, FINDS, US AIRS, PRP	NPL site. Westinghouse Electric Corp. manufactured electrical transformers on 75-acre site. Contamination is believed to have originated from a leaking PCB UST and localized spills. Contamination includes PCBs and dichloro, trichloro and tetrachlorobenzene. Leaking UST was removed and soil and groundwater contamination was characterized. Most recent 5-year review conducted on September of 2011.	High
	City of Sunnyvale Sunnyvale Fire Station 171 Mathilda Avenue 0.22-mile NW of center point between PS6 Options 1 and 2	CA LUST, CA HIST LUST, CA SLIC	Two events involved gasoline impacted groundwater. Event 1 was granted case closed status in 1986. Event 2 was granted case closed status in 1995. Location at a lower elevation than project site.	Low
	Sunnyvale Town Center 2502 Town Center Lane 0.37-mile SW of center point between PS6 Options 1 and 2	CA NPDES, CA SLIC	As of 2009, an active SLIC site. Remediation under way. PCE, diesel and gasoline impacted groundwater. Location at a higher elevation than project site.	Low

TPF No.	Sites Within 0.25-Mile of TPF Locations	Reported Databases[a]	Reported Contamination	Level of Concern
TPS2 (Options 1 and 2)	San Jose Airport 1101 Airport Boulevard 0.20-mile NE of TPS2 Option 1	CA LUST, CA HIST Cortese	Aviation and diesel fuel contaminated groundwater. Case closed status granted in 2009. Location at a lower elevation than project site.	Low
	Bay Area/Golden Gate/Diablo Petroleum 905 Stockton Avenue 0.17-mile SE of TPS2 Option 2	CA LUST, CA NPDES, CA HIST Cortese, CA SLIC, CA HIST LUST, CA CUPA Listings, CA ENF, CA WDS	Contaminated groundwater and soil. Contaminants of concern include diesel, gasoline, waste oil, and motor, hydraulic, and lubricating fluids. 15 USTs have been removed or abandoned in situ. 60 cubic yards of soil were excavated during UST removal activities. Location at a higher elevation than project site.	Medium
	Central Concrete 928 Stockton Avenue 0.13-mile SE of TPS2 Option 2	LUST, CA LUST, CA HIST LUST	Diesel impacted groundwater. Case closed status granted in 1995. Location at a higher elevation than project site.	Low
	Eagle Painting 645 Hamline Street 0.12-mile NE of TPS2 Option 2	CA LUST, CA HIST LUST, CA HIST Cortese	Gasoline impacted groundwater. Case closed status granted in 2001. Location at a lower elevation than project site.	Low
	Ferron, Inc. 645 W. Hedding Street 0.22-mile SE of TPS2 Option 2	LUST	Gasoline impacted groundwater. Case closed status granted in 1995. Location at a higher elevation than project site.	Low
	John Colendich Automotive 950 Hedding Street 0.24-mile SE of TPS2 Option 2	LUST, CA HIST Cortese, CA HIST LUST, CA CUPA Listings, CA San Jose HAZMAT, CA SWEEPS UST	Gasoline impacted groundwater. Contaminants of concern include benzene, toluene, and xylenes. Status open, remediation under way. Location at a lower elevation than project site.	Low
	McNab Enterprises 1098 Stockton Avenue 0.07-mile NE of TPS2 Option 1; 0.10-mile NW of TPS2 Option 2	CA LUST, CA HIST Cortese, CA HIST LUST, CA CUPA Listings	Gasoline impacted soil only. Contaminated soil was removed and case closed status was granted in 1993.	Low
	Wattis Construction 964 Stockton Avenue 0.07-mile NE of TPS2 Option 2	CA HIST UST, CA LUST, CA CUPA Listings, CA San Jose HAZMAT, CA SWEEPS UST	Gasoline impacted groundwater. Case closed status granted in 2001. The facility has four permitted USTs on site. Site is at a lower elevation than proposed project locations.	Low
TPS2 (Option 3)	Air Systems 381 Stockton Avenue 0.22-mile SW of TPS2 Option 3	LUST, HIST UST, HIST Cortese	Gasoline impacted groundwater. Case closed status granted in 1997. Location at a higher elevation than project site.	Low
	Don Bocci Mobil Service 395 Stockton Avenue 0.21-mile SW of TPS2 Option 3	LUST, SLIC, HIST LUST, HIST Cortese	Gasoline impacted groundwater. Case closed status granted in 2009. Location at a higher elevation than project site.	Low

TPF No.	Sites Within 0.25-Mile of TPF Locations	Reported Databases[a]	Reported Contamination	Level of Concern
	Farmer's Sheet Metal 725 Lenzen Avenue 0.17-mile SW of TPS2 Option 3	LUST, HIST Cortese, HIST LUST, CUPA Listings, San Jose HAZMAT	Gasoline impacted groundwater. Case closed status granted in 2003. Location at a higher elevation than project site.	Low
	Montgomery Street Property 341 Montgomery Street 0.20-mile SE of TPS2 Option 3	LUST, RCRAGEN-SGN, HIST LUST, EMI, CUPA Listings, San Jose HAZMAT, FINDS, HIST Cortese, HAZNET	Gasoline impacted groundwater. Case closed status granted in 2001. Location at a higher elevation than project site.	Low
	PG&E 650 Lenzen Avenue 0.08-mile SW of TPS2 Option 3	SPILLS, NFRAP	A preliminary assessment was conducted in January of 1987. No further action required status granted in February 1987.	Low
	PG&E 655 Lenzen Avenue 0.09-mile SW of TPS2 Option 3	LUST, HIST Cortese, HIST LUST	Gasoline impacted groundwater. Case closed status granted in 1999. Site is at a higher elevation than project site.	Low / Medium
	Serpa Property 435 Stockton Avenue 0.16-mile SW of TPS2 Option 3	LUST, HIST LUST	Gasoline impacted groundwater. Case closed status granted in 2002. Location at a higher elevation than project site.	Low
	Southern Pacific Transport Company 595 Lenzen Avenue 0.05-mile SW of TPS2 Option 3	LUST, RCRAGEN-SGN, HIST LUST	Gasoline impacted soil only. Case closed status granted in 1997. Location at a higher elevation than project site.	Low / Medium
	Tim's Auto Trim 369 Stockton Avenue 0.23-mile SE of TPS2 Option 3	LUST, HIST LUST	Gasoline impacted groundwater. Case closed status granted in 2001. Location at a higher elevation than project site.	Low
	Unocal 500 Stockton Avenue 0.17-mile SW of TPS2 Option 3	LUST, HIST LUST, HIST Cortese, CUPA Listings, San Jose HAZMAT	Gasoline impacted groundwater. Case closed status granted in 1998. Site is at a higher elevation than proposed project site.	Low
PS7	No sites were reported within 0.25-mile of PS7	NA	NA	NA
PS7 Variant A and B[b]	Almaden Property 1545 Almaden Road 0.20 mile SE of PS7 Variant A/B	RWQCB	Former USTs for volatile organic compound storage. Case closed in 1997 after soil remediation.	Low
	Smith Properties 1545 Almaden Avenue 0.24 mile SE of PS7 Variant A/B	RWQCB	Cleanup program site. Case closed in 1993.	Low
	Mids X-Ray/Louis Used Fixer 150 Goble Lane 0.23 mile SE of PS7 Variant A/B	DTSC	Site formerly stored silver in photographic solution. Case closed 1999.	Low
	Sprig Electric 1303 Lick Avenue 0.08 mile N of PS7 Variant A/B	RWQCB	LUST Cleanup site. Case Closed in 1994.	Low

TPF No.	Sites Within 0.25-Mile of TPF Locations	Reported Databases[a]	Reported Contamination	Level of Concern
	Arco Facility 545 W. Alma Avenue 0.21 mile SW. of PS7 Variant A/B	RCRA/RWQCB	Gasoline Station/ LUST cleanup site. Removal actions. Ongoing monitoring and remediation with monitoring wells between site and PS7 Variant Locations.	Medium
	Lee's Diesel Service 1125 Lelong Street 0.11 mile W of PS7 Variant A/B	RCRA	General Automotive Repair Facility.	Low

[a] Reported Databases:

CERCLIS	=	Comprehensive Environmental Response, Compensation, and Liability Act of 1980 Listing
CUPA Listings	=	Listing of sites included in the County's Certified Unified Program Agency database
ENVIROSTOR	=	Department of Toxic Substances Control's Site Mitigation and Brownsfield Reuse Program's database of sites with known contamination or that may require additional investigation
ERNS	=	Emergency Response Notification System
HIST Cal-Sites	=	Listing containing known and potential hazardous substance sites
HIST Cortese	=	Sites designated by the State Water Resource Control Board and the Department of Toxic Substances Control
HIST LUST	=	Listing of open and closed LUST sites
LUST	=	Leaking Underground Storage Tank
NFRAP	=	No Further Remedial Action Plan
NPL	=	National Priorities List
PS	=	Paralleling Station
RCRACOR	=	Resource Conservation and Recovery Act - Corrective Action
RCRAGEN-LGN	=	Resource Conservation and Recovery Act - Large Quantity Generator
RCRAGEN-SGN	=	Resource Conservation and Recovery Act - Small Quantity Generator
RCRAGEN-VGN	=	Resource Conservation and Recovery Act - Conditionally Exempt Generator
RCRANLR	=	Resource Conservation and Recovery Act - No Longer Reporting
RCRA–Transporter	=	Resource Conservation and Recovery Act - Transporter of RCRA materials
RCRA-TSD	=	Resource Conservation and Recovery Act - Treatment, Storage and Disposal Facilities
San Jose HAZMAT	=	San Jose hazmat facilities
San Mateo County Bl	=	San Mateo County database for hazardous materials business plans, hazardous waste generators, and Underground Storage Tanks
SLIC	=	Spills, Leaks, Investigations and Cleanup
SPILLS	=	California Regional Water Quality Control Board sites that have had spills, leaks, investigations, and cleanups.
STATE	=	Sites listed in the Department of Toxic Substance Control database
SWEEPS UST	=	Statewide Environmental Evaluation and Planning System
SWL	=	Solid Waste and Landfill
SWS	=	Switching Station
TPF	=	Traction Power Facility
TPS	=	Traction Power Substation
UST	=	Underground Storage Tank
VCP	=	Voluntary Cleanup Program

[b] Search done using DTSC Envirostor search, USEPA Enviromapper search, and SWRCB Geotracker search instead of EDR database search.

- Medium level concern sites are sites that are open with soil contamination and located within 0.125 mile of the proposed TPF locations (not immediately adjacent or within the project footprint). This designation was also given to higher elevation (to proposed project locations) sites with closed case groundwater contamination within a 0.125 mile from proposed TPF locations.
- Low level concern sites are sites with a low likelihood of impacting the proposed Project. These include closed contaminated soil sites within 0.125 mile or case closed groundwater sites located between 0.125 mile and 0.25 mile from proposed TPF locations.

Closed soil contamination sites located beyond 0.125 miles from proposed project locations were not included in the analysis due to their negligible probability of impacting construction of proposed TPF.

OCS pole locations are not analyzed in Table 3.8-1 but, as noted above, those locations may be affected by soil or groundwater that has been affected by historic train operations or by hazardous material or petroleum products from adjacent commercial or industrial activity.

Proximity to Airports and Airstrips

~~None of the~~ Several of the proposed traction power facilities and some portions of the OCS pole alignment would be located within an airport land use plan or Airport Influence Area (AIA) ~~with the exception of~~ including potential sites for TPS2 and OCS poles along the ROW near the Norman Y. Mineta San Jose International Airport (SJIA) and potential sites for TPS1 and PS3 and OCS poles along the ROW near the San Francisco International Airport (SFO).

TPS2 Options 1 and 2, ~~which~~ would be located approximately 700 feet south of SJIA ~~the Norman Y. Mineta San Jose International Airport (1701 Airport Boulevard, San Jose)~~. TPS2 Option 3 is located approximately 1 mile southeast of the same airport. All three proposed locations, their connections to the PG&E substation, duct banks and OCS poles nearby along the ROW are located within the airport's AIA (City of San Jose 2013).

TPS1 would be located approximately 1.3 miles north of San Francisco International Airport and PS3 would be located approximately 1.5 miles south of the airport. ~~Although~~ TPS1 and PS3 and the OCS alignment from the northern part of South San Francisco to the northern part of San Mateo would be located ~~within 2 miles of a public airport, none would be~~ within the airport's AIA.

Other airports in the vicinity of the proposed Project, but not located within 2 miles of any proposed TPF, are listed below.

- Moffett Federal Airfield – 158 Cody Road, Mountain View.
- San Carlos Airport – 620 Airport Drive, San Carlos.
- Palo Alto Airport – 1925 Embarcadero Road, Palo Alto.

Emergency Response Plans

San Francisco County

The City and County of San Francisco Department of Emergency Management develops, administers and maintains the *Emergency Response Plan* for the City and County of San Francisco and assists

other city departments in the development and execution of their emergency response and recovery plans (City and County of San Francisco 2013).

San Mateo County

The Sherriff's Office of Emergency Services (OES) provides planning and training services to all cities in San Mateo County (San Mateo County 2012b). The OES oversees compliance with the Standardized Emergency Management System (SEMS) and provides ongoing training programs to all cities using the SEMS. Additionally, the OES implements the *San Mateo County Emergency Operations Plan* (EOP). The EOP implements a four phase approach to emergency management involving mitigation, preparedness, response, and recovery.

Santa Clara County

The Santa Clara County Emergency Services Department (ESD) is responsible for coordinating and planning for disaster response (Santa Clara County 1994). According to the Santa Clara County General Plan DEIR (1994), Public Services chapter, the County counts on an Emergency Operations Center (EOC) that serves as the agency coordination center during times of disaster. The ESD's goal is to establish crisis management and return to normalcy as quickly as possible. The ESD is in contact with all county agencies and is constantly updating its preparedness based upon changes in demographics.

Caltrain Passenger Train Emergency Preparedness Plan

In accordance with federal regulations (49 CFR Part 238, Passenger Train Emergency Preparedness), Caltrain prepares and periodically updates an emergency preparedness plan, most recently in February 2013. The plan covers the following topics related to emergencies: communications, employee training and qualifications, joint operations, special circumstances, liaison with emergency responders, on-board emergency equipment, passenger safety information, handling passengers with disabilities, passenger train emergency simulations, debriefing and critiques, emergency exists, and operation (efficiency) tests.

Because the Caltrain ROW does not currently contain an OCS, the plan does not address any OCS issues. As part of the Proposed Project, the preparedness plan would be updated as necessary to address any potential electrical safety emergency requirements.

BART Emergency Response Plan for Millbrae Transit Center

Similar to Caltrain, BART also prepares emergency preparedness plans in accordance with federal regulations that cover the same topics as those articulated above for Caltrain.

Wildland Areas

The proposed project is not located within a wildland area and, therefore, not considered to be a high fire risk (California Department of Forestry and Fire Protection 2012).

3.8.2 Impact Analysis

3.8.2.1 Methods for Analysis

The following impact analysis is based on an evaluation of onsite and adjacent land conditions and the likelihood or ability of these conditions to affect components of the proposed Project. Based upon the existing conditions described above, the impact analysis assesses the direct and indirect impacts related to hazards and hazardous materials and determines whether the proposed Project would exceed a threshold listed below.

3.8.2.2 Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the proposed Project would be considered to have a significant effect if it would result in any of the conditions listed below.

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- 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.
- Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- 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, would it create a significant hazard to the public or the environment.
- Implementation of the proposed Project would—for a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport, public use airport, or private airstrip—result in a safety hazard for people residing or working in the project corridor.
- Implementation of the proposed Project would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- Implementation of the proposed 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.

3.8.2.3 Impacts and Mitigation Measures

Due to the highly industrialized and commercial nature of portions of the project area, it is possible that soil and/or groundwater contamination exists in various locations throughout the project corridor. Consequently, construction activities related to the proposed Project could encounter contaminated soil and/or groundwater. Additionally, it is expected that existing conditions at most contaminated sites encountered during implementation of the proposed Project would be typical of properties in urbanized areas where there is a history of industrial use. Low levels of pesticides/herbicides could be present due to past weed and pest control activities. The presence of low-level contamination of this nature could warrant worker health and safety and material management.

As mentioned in the Section 3.8.1.2, *Environmental Setting*, rail operations are a potential source of contamination and can be a concern along the entire 51-mile corridor. Hence, the Caltrain ROW is considered an area where there is a probability of encountering hazardous wastes. Consequently, mitigation measures have been developed to address possible contamination encountered during implementation of the proposed Project and are discussed under the appropriate thresholds below.

None of the Project Variants described in Chapter 2, *Project Description*, would result in any changes to the impact analyses presented below because they would not introduce new facilities in new areas not already analyzed for hazard impacts of the Proposed Project and would not result in additional handling of hazardous materials compared to No Project conditions. Project Variant 1 would have less construction overall than the Proposed Project and thus less potential for hazard impacts associated with construction.

Impact HAZ-1	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials
Level of Impact	Less than significant

Construction

Project construction would involve routine transport, use, and disposal of hazardous materials such as fuels, solvents, paints, oils, grease, and caulking. Such transport, use, and disposal must be compliant with applicable regulations such as the RCRA, DOT Hazardous Materials Regulations, and the local Certified Unified Program Agency regulations. Although small amounts of fuels solvents, paints, oils, grease, and caulking would be transported, used, and/or disposed of during the construction phase, these materials are typically used in construction projects and would not represent the transport, use, and disposal of acutely hazardous materials.

Also, it is expected that handling and storage of fuels and other flammable materials during construction would follow Cal OSHA and local standards for fire protection and prevention. These measures include appropriate storage of flammable liquids and prohibition of open flames within 50 feet of flammable storage areas.

Consequently, no significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during construction of the proposed Project is anticipated.

Operations

Maintenance activities conducted during Proposed Project operations could result in operational impacts; however, because Proposed Project implementation would consist of replacement of diesel trains with electrically powered trains, spills of hazardous materials and/or petroleum products are less likely to occur than under current conditions. EMUs do contain batteries containing hazardous materials, which are self-contained and would only be handled in maintenance areas. However, hazardous materials releases could occur during routine track maintenance.

Hazardous materials such as battery acids in the transformers or sulfa-hexafluoride gas insulation materials would be stored in TPFs. These materials would be a hazard if a spill or an equipment chamber rupture were to occur. While many of these materials are commonly used, they are considered hazardous materials (fuels, for example, are flammable) based on their physical properties, and improper handling could endanger workers and the public or result in contamination of soil and/or water.

As mentioned above, operational activities would generate hazardous material waste due to the use of lubricants, solvents, and other materials. Hazardous waste generated by the operations of the Proposed Project would be managed according to all applicable regulatory requirements, which would minimize the exposure risk to all Caltrain personnel and the surrounding environment. Therefore, the proposed Project operation would not result in a significant hazard to the public or to the environment through the routine transport, use, or disposal of hazardous materials. This impact would be less than significant and no mitigation is required.

Impact HAZ-2	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
Level of Impact	Significant
Mitigation Measures	HAZ-2a: Conduct a Phase II Environmental Site Assessment prior to construction HAZ-2b: Implement engineering controls and best management practices during construction
Level of Impact after Mitigation	Less than significant

Construction

As described under Impact HAZ-1, typical construction-related hazardous materials would be used during construction of the proposed Project, including gasoline, diesel, oil, other vehicle-related fluids, paints, solvents, and metals. It is possible that any of these substances could be released during construction activities. However, as described previously, compliance with federal, state, and local regulations, in combination with construction best management practices (BMPs) and implementation of a Stormwater Pollution Prevention Plan (described further in Section 3.9, *Hydrology and Water Quality*), would ensure that all hazardous materials are used, stored, and disposed properly, which would minimize potential impacts related to a hazardous materials release during construction activities.

The proposed Project TPF locations lie within areas that are highly industrialized and commercial in nature. Contaminants of concern along the Caltrain ROW include arsenic, lead, and total petroleum hydrocarbons. Consequently, construction activities could encounter soil and/or groundwater contamination. Construction of TPF for the proposed Project would not require deep excavations or disturbance of large amounts of soil. Although support structures for the larger TPFs (i.e., primary substation) would cover an approximate horizontal area of 150 by 200 feet, excavations for proposed Project facilities would remain relatively shallow. OCS pole foundations would be placed 15 feet below ground surface (bgs), and pole foundation excavations would be 3 feet in diameter. With implementation of appropriate mitigation measures, the potential for large-scale releases of contaminants is unlikely. As mentioned in Section 3.9, *Hydrology and Water Quality*, groundwater is shallow (generally ranging from 10 to 20 feet bgs) in various locations along the Caltrain corridor and, thus, encountering contaminated groundwater would be a concern during construction of the proposed Project. Dewatering within existing contaminated areas could increase the migration of contaminants to surface water and other groundwater zones along the alignment.

As mentioned below in Mitigation Measures HAZ-2a and HAZ-2b, prior to construction, the potential presence of contaminants in soil and groundwater will be investigated using conventional drilling, sampling, and chemical testing methods. Based on the chemical test results, a mitigation plan will be

developed to establish guidelines for the disposal of contaminated soil and discharge of contaminated dewatering effluent, and to generate data to address human health and safety issues that may arise as a result of contact with contaminated soil or groundwater during construction. JPB will be required to provide a copy of this plan to the DTSC for review and approval prior to starting work on the Proposed Project.

Operations

As mentioned in Impact HAZ-1, operational activities would generate hazardous material waste due to the use of lubricants, solvents, and other materials. Hazardous waste generated by Proposed Project operations would be managed according to all applicable regulatory requirements, which would minimize the exposure risk to all Caltrain personnel and the surrounding environment. Additionally, it is expected that proposed Project infrastructure would be constructed with engineering controls to limit and contain releases and spills, thus further minimizing the potential for operational impacts.

Mitigation Measure HAZ-2a: Conduct a Phase II Environmental Site Assessment prior to construction

Prior to construction, a Phase II Environmental Site Assessment (ESA) will be prepared for portions of the proposed Project located within areas with a high likelihood of contaminated media by a qualified environmental consultant. The Phase II ESA will include but not be limited to the following.

- A scope of work consisting of Pre-Field Activities, such as preparation of a Health and Safety Plan (HASP), marking boring locations and obtaining utility clearance, and Field Activities, such as identifying appropriate sampling procedures, health and safety measures, chemical testing methods, and quality assurance/quality control (QA/QC) procedures in accordance with the ASTM Standard.
    - The HASP will include, but is not limited to;
        - Potential project hazards analysis
        - Personal Protective Equipment (PPE) discussion
        - Exposure monitoring
        - Emergency response actions
        - Hospital route directions
- Necessary permits for well installation and/or boring advancement.
- A Sampling and Analysis Plan (SAP) in accordance with the scope of work.
- Completion of a Risk Assessment if deemed necessary.
- Laboratory analyses conducted by a State-certified laboratory.
- Disposal process including transport by a State-certified hazardous material hauler to a State-certified disposal or recycling facility licensed to accept and treat hazardous waste.

Mitigation Measure HAZ-2b: Implement engineering controls and best management practices during construction

During construction the contractor will employ use of engineering controls and BMPs to minimize human exposure to potential contaminants. Engineering controls and construction BMPs will include but not be limited to the following.

- Contractor employees working on site will be certified in OSHA's 40-hour Hazardous Waste Operations and Emergency Response (HAZWOPER) training.
- Contractor will monitor area around construction site for fugitive vapor emissions with appropriate field screening instrumentation.
- Contractor will water/mist soil as its being excavated and loaded onto transportation trucks.
- Contractor will place any stockpiled soil in areas shielded from prevailing winds.
- Contractor will cover the bottom of excavated areas with sheeting when work is not being performed.

Impact HAZ-3	Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school
Level of Impact	Less than significant

As mentioned in Section 3.8.1.2, *Environmental Setting*, there are three schools within 0.25 mile of ~~two~~ three of the proposed TPF locations. Two are located approximately 0.125 mile west of the proposed PS3 Option 1 location and 0.21 mile west of the PS3 Option 2 location. The third school is located approximately 0.175 mile south of the proposed PS6 Option 2 location.

Construction

Although the implementation of the proposed Project would involve hazardous materials typical of a construction project (as discussed above under Impact HAZ-1), the proposed Project would be constructed in compliance with federal, state, and local regulations described in Section 3.8.1.1. Additionally, any potential construction-related hazardous releases or emissions would be from commonly used materials such as fossil fuels, solvents, and paints and would not include substances listed in 40 CFR 355 Appendix A: Extremely Hazardous Substances and Their Threshold Planning Quantities. Any such spills would be localized and immediately contained and cleaned. Therefore, construction of the proposed Project would not affect land uses outside of the project footprint, including schools located within one-quarter mile.

Operation

The proposed Project involves the modification of current railroad infrastructure to allow for the electrification of diesel trains. It is not anticipated that the modifications to the current railroad system would alter operational activities in a way that would cause the release any hazardous materials. Similar to the construction impacts above, operational activities are not expected to include substances listed in 40 CFR 355 Appendix A: Extremely Hazardous Substances and Their Threshold Planning Quantities, and any hazardous material used is expected to be in the form of a commonly used material such as fossil fuels, solvents, and paints. Additionally, implementation of

the Proposed Project would reduce diesel fuel use in train propulsion, making fuel spills smaller, less frequent and easier to contain and remediate. Furthermore, dielectric fluid used at TPS facilities in electrical transformers for cooling and electrical insulation would be fully enclosed in the electrical equipment, making spills and accidental releases highly unlikely. Therefore, operation of the proposed Project would not affect land uses outside of the project footprint, including schools located within 0.25 mile.

Impact HAZ-4	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, would create a significant hazard to the public or the environment.
Level of Impact	Significant
Mitigation Measures	HAZ-2a: Conduct a Phase II Environmental Site Assessment prior to construction HAZ-2b: Implement engineering controls and best management practices during construction
Level of Impact	Less than significant

Construction and Operation

Due to the extent of the project corridor, construction of TPF would be surrounded by numerous sites found in various environmental databases. Table 3.8-1 above summarizes sites located within a 0.25 mile radius of all proposed TPF locations and assigns them a ranking based on their likelihood to impact the proposed Project. It is expected that most industrial, commercial and agricultural facilities that deal with storage, use, and disposal of hazardous materials within all proposed construction areas comply with all appropriate federal, state and local regulations, such as the regulations discussed Section 3.8.1.1, *Regulatory Setting*, to ensure safety of the surrounding public and environment. Additionally, implementation of Mitigation Measures HAZ-2a and HAZ-2b, would further minimize potential impacts from sites included in hazardous materials databases.

Therefore, construction of the proposed project would not create any significant impacts associated with being included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Impacts would be less than significant.

Impact HAZ-5	Result in an airport-related safety hazard for people residing or working in the project area
Level of Impact	Less than significant

Construction and Operation

San Jose International Airport

The potential locations for TPS2 and portions of the Proposed Project in the Caltrain ROW would be located within 2 miles of Mineta San Jose International Airport and within its AIA. The County of Santa Clara Airport Land Use Commission has set specific height restrictions within Mineta San Jose International Airport AIA. The project area within the AIA is from Scott Boulevard (MP 42.9) in Santa Clara to The Alameda in San Jose just north of the San Jose Diridon Station (MP 47.35). Project facilities in this area include the OCS and the TPS2 substation.

Option 1 and Option 2 for TPS2 would be located in an area with ground elevation of 67 to 72 feet above MSL and the TPS structures would have a maximum height above ground of up to 25 feet for

the structures and up to 81 feet for the utility take-off pole (thus a top elevation range of 92 to 153 feet above MSL) which is less than the ~~that has a~~ maximum structure height restriction of 212 feet above mean sea level (MSL) for this part of the AIA. ~~Option 2 and~~ Option 3 would be located in an area~~s~~ with a maximum structure height restriction of 162 feet above MSL. TPS2 Option 3 would be in a location with ground elevation of 79 feet above MSL, and the TPS structures/take-off pole would have a top elevation of 104 to 159 feet above MSL which would be less than the structure height restriction for this location. ~~The maximum height for the TPS structure would be 15 to 18 feet above MSL, which would be within the allowable heights limit.~~

OCS poles near the SJIA would also located within the AIA. Within the portion of the AIA crossed by the OCS, the ground elevations range from 56 to 94 feet above MSL and the OCS poles ~~and within the Caltrain ROW~~ would range from 30 to 50 feet in height above ground for a top elevation of 84 to 144 feet above MSL which is less than the maximum height for most of the project area which ranges from 162 to 212 feet above MSL. There is a small portion of the OCS alignment adjacent to the CEMOF, where the elevation restrictions are approximately 132 feet to 162 feet. In this area, the ground elevation is approximately 80 feet above MSL and thus OCS poles (which range from 30 to 50 feet in height) should be less than the elevation restriction. These would be within the allowable height restrictions for their portion of the AIA and, therefore, would not interfere with any air traffic flight paths or other airport activities. During design, OCS poles for this area will be selected to ensure that the poles comply with all airport safety requirements.

San Francisco International Airport

TPS1 and its alternatives along with PS3 and OCS poles along the ROW from South San Francisco through northern San Mateo would be within the SFO AIA. ~~would be located less than 2 miles from the San Francisco International Airport, but would not be located within this airport's AIA~~. According to the compatibility plan for the airport (City/County Association of Governments of San Mateo County 2012), portions of the Caltrain ROW are located within airport safety compatibility zones. Height restrictions in these zones ~~vary from160 feet~~ are 163 feet above MSL or more in most project areas within the AIA. There are several short areas along the Caltrain ROW where the height restriction is ~~to~~ 100 feet to 150 feet above MSL.

The TPS1 Options 1, 2 and 3 would have ground elevations of 12 to 14 feet above MSL and thus structural/utility take-off pole top heights would reach 37 to 94 feet and the AIA height restriction for these sites is 163 feet above MSL. TPS1, Option 4 would have ground elevation of 17 feet and thus structural/utility take-off pile top heights would reach 42 to 97 feet and the AIA height restriction at this site is 200 feet above MSL The PS3, Option1 and 2 sites are at a ground elevation of 14 feet above MSL, structures at the paralleling stations would be up to 20 feet high with a gantry up to 40 feet high, thus top elevations would range from 34 to 54 feet above MSL, and the AIA height restriction at this site is 163 feet above MSL.

As mentioned above, the maximum OCS poles would range from 30 to 50 feet in height above ground. The AIA height restriction for most of the ROW between the northern part of South San Francisco (MP 8.2) and the northern part of San Mateo (MP 16.9) is 163 feet above MSL or higher. Near I-380, a very small portion of the Caltrain ROW is within an area with a height restriction of 150 feet above MSL. Near the Millbrae Station, a short segment of the Caltrain ROW is within an area with height restrictions of 100 and 150 feet about MSL. OCS poles within the SFO AIA would have ground elevations of 13 to 40 feet above MSL and thus top elevations of 43 to 90 feet above MSL. The OCS near the Millbrae Station would be at a ground elevation of approximately 14 feet above

MSL, with a top elevation of 44 to 64 feet above MSL. Thus all poles ~~and~~ would be within the height restrictions for the SFO AIA. Therefore, OCS poles would not interfere with any air traffic flight paths or other airport activities.

Conclusion

~~The proposed Project consists of electrification of diesel powered trains and construction of the electrical infrastructure to support this conversion. Although construction of electrical infrastructure would occur in areas within 2 miles of public airports, project activities would occur outside of the airport areas. The OCS poles within the Caltrain ROW would range from 30 to 50 feet in height, and would not interfere with any air traffic flight paths or other airport activities.~~

As discussed above, the project features within the Airport Influence Area of SFO and SJIA would not exceed the maximum height restrictions for airport operational safety. Additionally, Caltrain will comply with the notification requirements of appropriate FARs, including FAR Part 77. Therefore, implementation of the Proposed Project would not result in a safety hazard for people residing or working in the project area.

Impact HAZ-6	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan
Level of Impact	Significant.
Mitigation Measures	TRA-1a: Implement construction road Traffic Control Plan
Level of Impact after Mitigation	Less than significant

The proposed Project covers a 51-mile corridor from San Francisco to San Jose and is located within three counties: San Francisco, San Mateo and Santa Clara County. Section 3.8.1.1, *Regulatory Setting*, discusses each county and the various entities assigned to oversee emergency response and evacuation programs. It is expected that implementation of the proposed Project would follow any and all emergency program requirements set forth by the three counties.

Construction

During project construction, it is expected that traffic control plans would be implemented to minimize obstruction, which would help to ensure continued emergency access to the various TPF project sites and nearby properties. The traffic plans would include construction truck marshaling to prevent construction traffic congestion to and from the project sites. Construction activities at grade crossings could potentially interfere with an adopted emergency response plan or emergency evacuation plan by increasing traffic congestion and vehicle wait time. In such cases, implementation of a Traffic Control Plan (Mitigation Measure TRA-1a) discussed in Section 3.14, *Transportation and Traffic*, would reduce impacts to a less-than-significant level. Impacts during construction would be less than significant.

Operations

As mentioned in Chapter 2, *Project Description*, OCS overhead wire heights would vary from approximately 16 feet (in constrained areas) to 23 feet (in unconstrained areas) depending upon clearance requirements of the areas in which wires would be located. According to San Francisco Fire Department vehicle specifications, typical fire engines and fire trucks measure at 11 and 12 feet

in height, respectively. Therefore, OCS overhead wires are not anticipated to interfere with emergency vehicle access across the Caltrain ROW.

As discussed in Section 3.14, *Transportation and Traffic*, the Proposed Project would result in significant increases in traffic delays at a number of at-grade crossings along the Peninsula corridor due to increased gate-down time during peak hours, as well as impacts on traffic near some of the Caltrain stations. ~~At these locations, the Proposed Project would implement the Traffic Control Plan (Mitigation Measure TRA-1a). This mitigation measure would reduce traffic impacts at many locations and would include requirements for coordination with local emergency providers to minimize increase in response times as feasible, but the mitigation measure would not reduce all traffic delays to a less-than-significant level.~~ Emergency response times are a function of the conditions between the responder base location and the incident location overall, not only a function of conditions at any one point along the response path. As discussed in Section 3.14, *Transportation and Traffic*, the Proposed Project would substantially reduce overall vehicle miles traveled in the Peninsula corridor by approximately 235,000 miles per day in 2020 and 619,000 miles per day in 2040 (compared with No Project Conditions), which would substantially improve congestion on a broad general basis. Most of the vehicle miles traveled reductions would be during peak hours, which is especially important in reducing congestion. This broad-based congestion improvement is expected to more than offset the localized effects on at-grade crossings and near Caltrain stations and result in a net improvement (compared with No Project Conditions) in the emergency response times and in the ability to evacuate constrained areas by vehicle. Thus the Proposed Project would have a less-than-significant impact overall on emergency response times.

The Project operation would not affect fire department access through the access doors located in the wall between the BART and Caltrain tracks, between San Bruno and Millbrae. Access for the fire department would be maintained as is currently.

Regarding transit station emergency evacuation, as discussed in Section 3.14, *Transportation and Traffic*, the Proposed Project is not expected to substantially increase the ridership of other transit systems on the Peninsula. In specific, relative to No Project conditions, the Proposed Project is projected to result in a slight decrease in BART ridership, a slight increase in Muni Metro (rail) ridership in 2020 but a slight decline in 2040, and a slight increase in VTA light rail ridership. Station evacuation would be primarily a concern for controlled access BART stations and underground Muni Metro stations. There is less concern for evacuation from at-grade Muni Metro and VTA light rail stations and all bus stations and stops given the open architecture of such facilities. While some BART and underground Muni Metro stations may reach capacity due to cumulative transit ridership, the Proposed Project would not result in a significant impact related to evacuation capacity at these locations because the Proposed Project's long-term effect on these systems (e.g., in 2040) would be a slight reduction in ridership.

Impact HAZ-7	Expose people or structures to a significant risk of loss, injury or death involving wildland fires
Level of Impact	Less than significant

Construction and Operations

According to figures "Fire Hazard Severity Zones in SRA" and "Very High Fire Hazard Severity Zones in LRA" for San Francisco, San Mateo and Santa Clara Counties of the Fire and Resource Assessment Program, California Department of Forestry and Fire Protection, the proposed project is not located

within a High Fire Risk Area (California Department of Forestry and Fire Protection 2012) as it runs through highly developed areas of San Francisco, Santa Clara and San Mateo counties. An electrical safety zone by for line clearance, including a minimum of 10 feet of vegetation clearance around electrical conductors, would be implemented. Therefore, construction of the Proposed Project would not be located within a high fire risk area and would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Consequently, construction and operations related impacts related to wildland fires would not occur.