

**RESULTS OF HAZARDOUS MATERIALS DATABASE SEARCHES**

---

**APPENDIX 3.11-A****RESULTS OF HAZARDOUS MATERIALS DATABASE SEARCHES****EXISTING HAZARDOUS MATERIALS/HAZARDOUS WASTES SITES BY REGION AND ALTERNATIVE**

The following databases were searched for this Program EIR/EIS.

- Federal National Priorities List/Superfund (NPL): This database lists sites that pose an immediate public health hazard and where an immediate response is necessary. These listings are also found in the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) database known as CERCLIS.
- State Priority List (SPL): Sites listed in this database are high-priority sites that were compiled from the Annual Work Plan (AWP) and CAL-SITE databases, and sites where Preliminary Endangerment Assessments were conducted by the California Environmental Protection Agency (CalEPA). The AWP database contains contaminated sites authorized for cleanup under the Bond Expenditure Plan developed by the California Department of Services as a site-specific expenditure plan to support appropriation of Hazardous Substance Cleanup Bond Act funds.
- State of California Solid Waste Landfills (SWLF): The sites listed in this database generally have been identified by the state as accepting solid wastes. The list includes both active and closed sites.

Based on these searches, the total number of NPL, SPL, and SWLF sites within the study area<sup>1</sup> were tabulated along the identified highway and rail corridors and in the vicinity of the identified airports.

Tables 3.11-A-1 through 3.11-A-5 on the following pages present the results of the database search for the Modal and HST Alternatives by segment. The tables are presented in the following order: Bay Area to Merced (Table 3.11-A-1), Sacramento to Bakersfield (Table 3.11-A-2), Bakersfield to Los Angeles (Table 3.11-A-3), Los Angeles to San Diego via Inland Empire (Table 3.11-A-4), and Los Angeles to San Diego via Orange County (LOSSAN) (Table 3.11-A-5). Each table includes data on hazardous materials/hazardous waste sites within each rail and highway corridor, at existing airports, and at proposed rail station and maintenance facility sites. The total number of sites tabulated for each alignment segment includes the rail station and maintenance facility sites identified along the segment; however, the information for each station is also presented separately for additional clarity.

For specific information regarding the hazardous materials/wastes sites, please refer to the hazardous materials/wastes technical evaluation documents prepared for each region (Environmental Data Resources 2003). These documents include the address of each hazardous materials/wastes site and maps showing the location of each site.

<sup>1</sup> The study area for hazardous materials and wastes is defined in Section 3.11.

**Table 3.11-A-1  
Number of Existing Hazardous Materials/Hazardous Waste Sites  
Bay Area to Merced**

|   | NPL/Superfund<br>Listings | SPL Listings | SWLF<br>Listings |
|---|---------------------------|--------------|------------------|
| <b>MODAL ALTERNATIVE</b>  |                           |              |                  |
| <b>Roadway Segments</b>   |                           |              |                  |
| San Francisco to San Jose   | 1                         | -            | -                |
| Oakland to San Jose   | -                         | -            | 4                |
| San Jose to Merced  | -                         | -            | 1                |
| <b>Airports</b>   |                           |              |                  |
| San Francisco   | -                         | -            | -                |
| Oakland   | -                         | -            | -                |
| San Jose  | -                         | -            | -                |
| <b>HIGH-SPEED TRAIN ALTERNATIVE</b>   |                           |              |                  |
| <b>San Francisco or Oakland to San Jose*</b>                                      |                           |              |                  |
| Alignments  |                           |              |                  |
| San Francisco to San Jose   | 1                         | -            | 2                |
| Stations  |                           |              |                  |
| Transbay Terminal (Downtown San Francisco)  | -                         | -            | -                |
| 4 <sup>th</sup> and King Streets (San Francisco Mission Bay – Alternate Terminal) | -                         | -            | -                |
| San Francisco International Airport   | -                         | -            | -                |
| Redwood City  | -                         | -            | -                |
| Palo Alto   | -                         | -            | -                |
| Santa Clara (Optional)  | -                         | -            | -                |
| San Jose Diridon  | -                         | -            | -                |
| <b>Oakland to San Jose*</b>   |                           |              |                  |
| Niles Subdivision/Coast Subdivision   | -                         | 3            | 2                |
| Niles Subdivision/I-880 Subdivision   | -                         | 3            | -                |
| Stations  |                           |              |                  |
| West Oakland  | -                         | -            | -                |
| 12 <sup>th</sup> Street City Center   | -                         | -            | -                |
| Coliseum/Airport  | -                         | 2            | -                |
| Union City  | -                         | -            | -                |
| Auto Mall Parkway   | -                         | -            | -                |
| <b>San Jose to Merced</b>   |                           |              |                  |
| Alignments  |                           |              |                  |
| Diablo Range Direct (Highway 130)   | -                         | -            | -                |
| Diablo Range Direct (Minimum Tunnel)  | -                         | -            | -                |
| Diablo Range Direct (Increased Tunnel)  | -                         | -            | -                |
| Caltrain/Morgan Hill/Pacheco Pass   | -                         | -            | 3                |

|   | NPL/Superfund Listings | SPL Listings | SWLF Listings |
|---|------------------------|--------------|---------------|
| <b>Stations</b>   |                        |              |               |
| Morgan Hill   | –                      | –            | –             |
| Gilroy  | –                      | –            | –             |
| Los Banos   | –                      | –            | –             |
| * An alignment either from San Francisco to San Jose or from Oakland to San Jose will be selected.<br>Source: Environmental Data Resources 2003 |                        |              |               |

**Table 3.11-A-2**  
**Number of Existing Hazardous Materials/Hazardous Waste Sites**  
**Sacramento to Bakersfield**

|   | NPL/Superfund Listings | SPL Listings | SWLF Listings |
|---|------------------------|--------------|---------------|
| <b>MODAL ALTERNATIVE</b>  |                        |              |               |
| <b>Roadway Segments</b>   |                        |              |               |
| Sacramento to Stockton  | –                      | 5            | 5             |
| Stockton to Modesto   | –                      | –            | –             |
| Modesto to Merced   | –                      | –            | 1             |
| Merced to Fresno  | –                      | –            | –             |
| Fresno to Tulare  | 2                      | –            | –             |
| Tulare to Bakersfield   | –                      | –            | 3             |
| <b>Airports</b>   |                        |              |               |
| Sacramento  | –                      | –            | –             |
| Fresno  | –                      | –            | –             |
| <b>HIGH-SPEED TRAIN ALTERNATIVE</b>   |                        |              |               |
| <b>Sacramento To Stockton</b>   |                        |              |               |
| <b>Alignments</b>   |                        |              |               |
| A1 – Sacramento Downtown Depot via Union Pacific Railroad (UPRR) to Stockton Downtown Station with high-speed loop around Stockton and connection to UPRR south of Stockton             | 1                      | –            | 2             |
| A2 – Sacramento Downtown Depot via Central California Traction Company (CCT) to Stockton Downtown Station with high-speed loop around Stockton and connection to UPRR south of Stockton | 1                      | –            | 3             |
| A3 – Sacramento Downtown Depot via UPRR to Stockton Downtown Station with high-speed loop around Stockton and connection to Burlington Northern Santa Fe (BNSF) south of Stockton       | 1                      | –            | 2             |
| A4 – Sacramento Downtown Depot via CCT to Stockton Downtown Station with high-speed loop around Stockton and connection to BNSF south of Stockton                                       | 1                      | –            | 3             |
| A5 – Power Inn Road Station via UPRR to Stockton Downtown Station with high-speed loop around Stockton and connection to UPRR south of Stockton   | 1                      | –            | 1             |

|   | NPL/Superfund Listings | SPL Listings | SWLF Listings |
|---|------------------------|--------------|---------------|
| A6 – Power Inn Road Station via CCT to Stockton Downtown Station with high-speed loop around Stockton and connection to UPRR south of Stockton  | 1                      | –            | –             |
| A7 – Power Inn Road Station via UPRR to Stockton Downtown Station with high-speed loop around Stockton and connection to BNSF south of Stockton | 1                      | –            | 1             |
| A8 – Power Inn Road Station via CCT to Stockton Downtown Station with high-speed loop around Stockton and connection to BNSF south of Stockton  | 1                      | –            | –             |
| <b>Stations</b>   |                        |              |               |
| Sacramento Downtown Depot   | –                      | –            | –             |
| Power Inn Road Station  | 1                      | –            | –             |
| Stockton Downtown Station   | –                      | –            | –             |
| <b>HST Maintenance Facilities</b>   |                        |              |               |
| Sacramento Maintenance Facility BNSF Alt  | 1                      | –            | –             |
| Sacramento Maintenance Facility UPRR Alt  | –                      | –            | –             |
| <b>Stockton to Modesto</b>  |                        |              |               |
| <b>Alignments</b>   |                        |              |               |
| B1 – via UPRR to Modesto Downtown Station with high-speed loop around Modesto and connection to UPRR south of Modesto                           | –                      | –            | 3             |
| B2 – via BNSF to Modesto Briggsmore Station and connection to BNSF south of Modesto   | –                      | –            | –             |
| <b>Stations</b>   |                        |              |               |
| Modesto Downtown Station  | –                      | –            | –             |
| Modesto Briggsmore Station  | –                      | –            | –             |
| <b>Modesto to Merced</b>  |                        |              |               |
| <b>Alignments</b>   |                        |              |               |
| C1 – via UPRR to Merced Downtown Station and connection to UPRR south of Merced   | 1                      | –            | 2             |
| C2 – via UPRR to Merced Downtown Station with high-speed loop around Merced and connection to UPRR south of Merced                              | 1                      | –            | 2             |
| C3 – via UPRR to Merced Downtown Station and connection to BNSF south of Merced   | 1                      | –            | 2             |
| C4 – via UPRR to Merced Downtown Station with high-speed loop around Merced and connection to BNSF south of Merced                              | 1                      | –            | 2             |
| C5 – via BNSF to Merced Downtown Station and connection to UPRR south of Merced   | 1                      | –            | 1             |
| C6 – via BNSF to Merced Downtown Station with high-speed loop around Merced and connection to UPRR south of Merced                              | 1                      | –            | 1             |
| C7 – via BNSF to Merced Downtown Station and connection to BNSF south of Merced   | 1                      | –            | 1             |

|  | NPL/Superfund Listings | SPL Listings | SWLF Listings |
|--|------------------------|--------------|---------------|
| C8 – via BNSF to Merced Downtown Station with high-speed loop around Merced and connection to BNSF south of Merced | 1                      | –            | 1             |
| C9 – via UPRR to Merced Municipal Airport Station and connection to UPRR south of Merced                           | 1                      | –            | 2             |
| C10 – via UPRR to Merced Municipal Airport Station and connection to BNSF south of Merced                          | 1                      | –            | 2             |
| C11 – via BNSF to Merced Municipal Airport Station and connection to UPRR south of Merced                          | 1                      | –            | 1             |
| C12 – via BNSF to Merced Municipal Airport Station and connection to BNSF south of Merced                          | 1                      | –            | 1             |
| C13 – via BNSF to Castle Air Force Base (AFB) Station via west loop and connection to UPRR south of Merced         | 1                      | –            | 1             |
| C14 – via BNSF to Castle AFB Station through downtown Merced and connection to UPRR south of Merced                | 1                      | –            | 1             |
| C15 – via BNSF to Castle AFB Station via west loop and connection to BNSF south of Merced                          | 1                      | –            | 1             |
| C16 – via BNSF to Castle AFB Station through downtown Merced and connection to BNSF south of Merced                | 1                      | –            | 1             |
| <b>Stations</b>  |                        |              |               |
| Merced Downtown Station  | –                      | –            | –             |
| Merced Municipal Airport Station   | –                      | –            | –             |
| Castle AFB   | 1                      | –            | –             |
| <b>Merced to Fresno</b>  |                        |              |               |
| <b>Alignments</b>  |                        |              |               |
| D1 – via BNSF to Fresno Downtown Station and connection to BNSF south of Fresno                                    | –                      | 1            | 1             |
| D2 – via BNSF to Fresno Downtown Station with high-speed loop and connection to BNSF south of Fresno               | –                      | 1            | 1             |
| D3 – via BNSF to Fresno Downtown Station and connection to UPRR south of Fresno                                    | 1                      | 1            | 2             |
| D4 – via BNSF to Fresno Downtown Station with high-speed loop and connection to UPRR south of Fresno               | 1                      | 1            | 2             |
| D5 – via UPRR to Fresno Downtown Station and connection to UPRR south of Fresno                                    | 1                      | 2            | 1             |
| D6 – via UPRR to Fresno Downtown Station with high-speed loop and connection to UPRR south of Fresno               | 1                      | 2            | 1             |
| D7 – via UPRR to Fresno Downtown Station and connection to BNSF south of Fresno                                    | –                      | 2            | –             |
| D8 – via UPRR to Fresno Downtown Station with high-speed loop and connection to BNSF south of Fresno               | –                      | 2            | –             |
| <b>Stations</b>  |                        |              |               |
| Fresno Downtown Station  | –                      | –            | –             |

|  | NPL/Superfund<br>Listings | SPL Listings | SWLF<br>Listings |
|--|---------------------------|--------------|------------------|
| <b>Fresno to Tulare</b>  |                           |              |                  |
| Alignments   |                           |              |                  |
| E1 – via UPRR to Visalia Airport Station and connection to UPRR south of Visalia Airport                 | –                         | –            | 4                |
| E2 – via BNSF to Hanford Station with high-speed loop and connection to BNSF south of Hanford Station    | –                         | –            | 1                |
| Stations   |                           |              |                  |
| Visalia Airport  | –                         | –            | –                |
| Hanford Station  | –                         | –            | –                |
| <b>Tulare to Bakersfield</b>   |                           |              |                  |
| Alignments   |                           |              |                  |
| F1 – via UPRR to Bakersfield Airport Station and connection to SR-58 Alignment                           | –                         | –            | 2                |
| F2 – via UPRR to Bakersfield Airport Station and connection to Wheeler Ridge Alignment                   | –                         | –            | 2                |
| F3 – via UPRR, around Tulare to Bakersfield Airport Station and connection to SR-58 Alignment            | –                         | –            | 2                |
| F4 – via UPRR, around Tulare to Bakersfield Airport Station and connection to Wheeler Ridge Alignment    | –                         | –            | 2                |
| F5 – via BNSF to Bakersfield Airport Station and connection to SR-58 Alignment                           | –                         | 1            | 5                |
| F6 – via BNSF to Bakersfield Airport Station and connection to Wheeler Ridge Alignment                   | –                         | 1            | 5                |
| F7 – via UPRR to Golden State Station and connection to SR-58 Alignment                                  | –                         | –            | 2                |
| F8 – via UPRR to Golden State Station and connection to Wheeler Ridge Alignment                          | –                         | –            | 2                |
| F9 – via UPRR, around Tulare to Golden State Station and connection to SR-58 Alignment                   | –                         | –            | 2                |
| F10 – via UPRR, around Tulare to Golden State Station and connection to Wheeler Ridge Alignment          | –                         | –            | 2                |
| F11 – via BNSF to Golden State Station and connection to SR-58 Alignment                                 | –                         | 1            | 5                |
| F12 – via BNSF to Golden State Station and connection to Wheeler Ridge Alignment                         | –                         | 1            | 5                |
| F13 – via UPRR to Truxtun (Union Avenue) Station and connection to Union Avenue Alignment                | –                         | 1            | 4                |
| F14 – via UPRR, around Tulare to Truxtun (Union Avenue) Station and connection to Union Avenue Alignment | –                         | 1            | 4                |
| F15 – via UPRR to Truxtun (Amtrak) Station and connection to SR-58 Alignment                             | –                         | –            | 2                |
| F16 – via UPRR to Truxtun (Amtrak) Station and connection to Wheeler Ridge Alignment                     | –                         | –            | 2                |
| F17 – via UPRR, around Tulare to Truxtun (Amtrak) Station and connection to SR-58 Alignment              | –                         | –            | 2                |

|  | NPL/Superfund Listings | SPL Listings | SWLF Listings |
|--|------------------------|--------------|---------------|
| F18 – via UPRR, around Tulare to Truxtun (Amtrak) Station and connection to Wheeler Ridge Alignment                              | –                      | –            | 2             |
| F19 – via UPRR to Truxtun (Amtrak) Station with high-speed loop on UPRR and connection to SR-58 Alignment                        | –                      | –            | 2             |
| F20 – via UPRR to Truxtun (Amtrak) Station with high-speed loop on UPRR and connection to Wheeler Ridge Alignment                | –                      | –            | 2             |
| F21 – via UPRR, around Tulare to Truxtun (Amtrak) Station with high-speed loop on UPRR and connection to SR-58 Alignment         | –                      | –            | 2             |
| F22 – via UPRR, around Tulare to Truxtun (Amtrak) Station with high-speed loop on UPRR and connection to Wheeler Ridge Alignment | –                      | –            | 2             |
| F23 – via BNSF to Truxtun (Amtrak) Station and connection to SR-58 Alignment   | –                      | 1            | 5             |
| F24 – via BNSF to Truxtun (Amtrak) Station and connection to Wheeler Ridge Alignment   | –                      | 1            | 5             |
| <b>Stations</b>  |                        |              |               |
| Bakersfield Airport Station  | –                      | –            | –             |
| Golden State Station   | –                      | –            | –             |
| Truxtun (Union Avenue) Station   | –                      | –            | –             |
| Truxtun (Amtrak) Station   | –                      | –            | –             |
| <b>HST Maintenance Facilities</b>  |                        |              |               |
| Main Maintenance Facility BNSF Alt   | –                      | –            | –             |
| Main Maintenance Facility UPRR Alt   | –                      | –            | –             |
| Source: Environmental Data Resources 2003  |                        |              |               |

**Table 3.11-A-3**  
**Number of Existing Hazardous Materials/Hazardous Waste Sites**  
**Bakersfield to Los Angeles**

|   | NPL/Superfund Listings | SPL Listings | SWLF Listings |
|---|------------------------|--------------|---------------|
| <b>MODAL ALTERNATIVE</b>                    |                        |              |               |
| <b>Roadway Segments</b>                     |                        |              |               |
| SR-99 to SR-14                              | –                      | –            | 1             |
| SR-14 to I-405                              | –                      | –            | –             |
| I-405 to Burbank                            | 1                      | –            | 1             |
| Burbank to Los Angeles Union Station (LAUS) | 2                      | –            | 1             |
| SR-99 to SR-14 (Palmdale)                   | –                      | –            | –             |
| SR-14 (Palmdale) to I-5                     | –                      | –            | –             |
| <b>Airports</b>                             |                        |              |               |
| Burbank Airport                             | 2                      | –            | 2             |



|  | NPL/Superfund Listings | SPL Listings | SWLF Listings |
|--|------------------------|--------------|---------------|
| <b>HIGH-SPEED TRAIN ALTERNATIVE</b>                        |                        |              |               |
| <b>Bakersfield to Sylmar</b>                               |                        |              |               |
| Alignments   |                        |              |               |
| I-5 Grapevine Corridor (via Union Avenue Corridor)         | –                      | 1            | 5             |
| I-5 Grapevine Corridor (via Wheeler Ridge Corridor)        | –                      | –            | 1             |
| SR-58 (via Antelope Valley Corridor)                       | –                      | 1            | 3             |
| Stations   |                        |              |               |
| Palmdale Siding Station                                    | –                      | –            | –             |
| <b>Sylmar to Downtown Burbank</b>                          |                        |              |               |
| Alignments   |                        |              |               |
| Sylmar to Downtown Burbank                                 | 1                      | –            | 7             |
| Stations   |                        |              |               |
| Sylmar Station Siding                                      | –                      | –            | 1             |
| Burbank Airport Station Siding                             | 1                      | –            | 2             |
| Burbank Downtown Station Siding                            | 1                      | –            | 2             |
| <b>Downtown Burbank to Los Angeles</b>                     |                        |              |               |
| Alignments   |                        |              |               |
| I-5  | 3                      | –            | –             |
| Metrolink/UPRR (over I-5 and SR-10 or under I-5 and SR-10) | 2                      | –            | 5             |
| Stations   |                        |              |               |
| I-5: Burbank Downtown Siding                               | 1                      | –            | –             |
| Metrolink/UPRR: Burbank Downtown Siding                    | 1                      | –            | 2             |
| <b>Los Angeles to LAUS</b>                                 |                        |              |               |
| Alignments   |                        |              |               |
| Alternative A: LAUS Existing Siding (South)                | –                      | –            | 1             |
| Alternative A1: LAUS Existing Siding (East)                | –                      | –            | –             |
| Alternative B: LAUS South Siding                           | –                      | –            | –             |
| Alternative C: Los Angeles River East                      | –                      | –            | 1             |
| Stations   |                        |              |               |
| LAUS East Bank Siding                                      | –                      | –            | –             |
| Source: Environmental Data Resources 2003                  |                        |              |               |

**Table 3.11-A-4**  
**Number of Existing Hazardous Materials/Hazardous Waste Sites**  
**Los Angeles to San Diego via Inland Empire**

|  | NPL/Superfund Listings | SPL Listings | SWLF Listings |
|--|------------------------|--------------|---------------|
| <b>MODAL ALTERNATIVE</b>   |                        |              |               |
| <b>Roadway Segments</b>  |                        |              |               |
| LAUS to March Air Reserve Base (ARB)   | 2                      | -            | -             |
| March ARB to Mira Mesa   | 1                      | -            | 1             |
| Mira Mesa to San Diego   | -                      | -            | -             |
| <b>Airports</b>  |                        |              |               |
| Ontario International Airport  | -                      | -            | -             |
| San Diego International Airport  | -                      | -            | -             |
| <b>HIGH-SPEED TRAIN ALTERNATIVE</b>  |                        |              |               |
| <b>LAUS to March ARB</b>   |                        |              |               |
| Alignments   |                        |              |               |
| UPRR Colton Line (Subsegments 1A1, 1A2, 1A3, 1A4)                                      | 3                      | -            | 7             |
| UPRR Colton Line via San Bernardino (Subsegments 1A1, 1A2, 1C1, 1A4)                   | 3                      | -            | 9             |
| UPRR Riverside Line – UP/Colton Line (Subsegments 1B1, 1A2, 1A3, 1A4)                  | 1                      | 1            | 4             |
| UPRR Riverside – UPRR Colton Line via San Bernardino (Subsegments 1B1, 1A2, 1C1, 1A4)  | 1                      | 1            | 4             |
| Stations   |                        |              |               |
| El Monte Station   | -                      | -            | -             |
| Pomona Station   | -                      | -            | -             |
| Ontario Station  | -                      | -            | -             |
| Colton Station   | -                      | -            | -             |
| University of California Riverside Station   | -                      | -            | -             |
| South El Monte Station   | -                      | -            | -             |
| City of Industry Station   | -                      | -            | -             |
| San Bernardino Station   | -                      | -            | -             |
| <b>March ARB to Mira Mesa</b>  |                        |              |               |
| Alignments   |                        |              |               |
| San Jacinto to I-15 Alignment via Escondido Transit Center (Subsegments 2A1, 2A2, 2A3) | 1                      | -            | -             |
| San Jacinto to I-15 Alignment via Escondido Transit Center (Subsegments 2A1, 2B1, 2A3) | 1                      | -            | -             |
| Stations   |                        |              |               |
| March ARB Station  | 1                      | -            | -             |
| Temecula Station   | -                      | -            | -             |
| Escondido Station  | -                      | -            | -             |
| Escondido Transit Center Station   | -                      | -            | -             |

|   | NPL/Superfund Listings | SPL Listings | SWLF Listings |
|---|------------------------|--------------|---------------|
| <b>Mira Mesa to San Diego</b>                           |                        |              |               |
| Alignments  |                        |              |               |
| I-15 to Coast via Miramar Road (Subsegments 3C1, 3B2)   | –                      | –            | 1             |
| I-15 to Coast via Carroll Canyon (Subsegments 3B1, 3B2) | –                      | –            | 1             |
| I-15 to Qualcomm Stadium (Subsegment 3A1)               | –                      | –            | –             |
| I-15 to Coast via Miramar Road (Subsegments 3C1, 3B2)   | –                      | –            | 1             |
| Stations  |                        |              |               |
| Mira Mesa Station                                       | –                      | –            | –             |
| Qualcomm Stadium Station                                | –                      | –            | –             |
| University Transit Center Station                       | –                      | –            | –             |
| San Diego International Airport Station                 | –                      | –            | –             |
| San Diego Station at Santa Fe Depot                     | –                      | –            | –             |
| Source: Environmental Data Resources 2003               |                        |              |               |

**Table 3.11-A-5**  
**Number of Existing Hazardous Materials/Hazardous Waste Sites**  
**Los Angeles to San Diego via Orange County**

|   | NPL/Superfund Listings   | SPL Listings | SWLF Listings |
|---|--|--------------|---------------|
| <b>MODAL ALTERNATIVE</b>                        |  |              |               |
| <b>Roadway Segments</b>                         |  |              |               |
| Los Angeles International Airport (LAX) to LAUS | No Modal Alternative improvements are proposed for this segment. |              |               |
| LAUS to Irvine                                  | –  | –            | 1             |
| Irvine to Oceanside                             | –  | –            | –             |
| Oceanside to San Diego                          | –  | –            | 1             |
| <b>Airports</b>                                 |  |              |               |
| Long Beach Airport                              | –  | –            | –             |
| <b>HIGH-SPEED TRAIN ALTERNATIVE</b>             |  |              |               |
| <b>LAX to LAUS</b>                              |  |              |               |
| Alignments                                      |  |              |               |
| LAX to LAUS                                     | –  | –            | 2             |
| Stations  |  |              |               |
| LAX   | –  | –            | –             |
| <b>LAUS to Irvine</b>                           |  |              |               |
| Alignments                                      |  |              |               |
| LAUS to Anaheim Station via UPRR                | –  | –            | 1             |
| LAUS to Irvine Station via LOSSAN               | 1  | –            | –             |

|  | <b>NPL/Superfund Listings</b> | <b>SPL Listings</b> | <b>SWLF Listings</b> |
|--|-------------------------------|---------------------|----------------------|
| Higher Level Infrastructure Improvements (conventional rail) | 1                             | —                   | —                    |
| Lower Level Infrastructure Improvements (conventional rail)  | 1                             | —                   | —                    |
| <b>Stations</b>  |                               |                     |                      |
| Norwalk  | —                             | —                   | —                    |
| Fullerton  | —                             | —                   | —                    |
| Anaheim  | —                             | —                   | —                    |
| Santa Ana  | —                             | —                   | —                    |
| Irvine   | 1                             | —                   | —                    |
| <b>Irvine to Oceanside</b>                                   |                               |                     |                      |
| <b>Alignments</b>  |                               |                     |                      |
| Higher Level Infrastructure Improvements (conventional rail) | —                             | —                   | —                    |
| Lower Level Infrastructure Improvements (conventional rail)  | —                             | —                   | —                    |
| <b>Stations</b>  |                               |                     |                      |
| San Juan Capistrano (Lower Level Improvements only)          | —                             | —                   | —                    |
| San Clemente   | —                             | —                   | —                    |
| <b>Oceanside to San Diego</b>                                |                               |                     |                      |
| <b>Alignments</b>  |                               |                     |                      |
| Higher Level Infrastructure Improvements (conventional rail) | —                             | —                   | 1                    |
| Lower Level Infrastructure Improvements (conventional rail)  | —                             | —                   | 1                    |
| <b>Stations</b>  |                               |                     |                      |
| Oceanside  | —                             | —                   | —                    |
| Solana Beach   | —                             | —                   | —                    |
| University Towne Centre (Higher Level Improvements only)     | —                             | —                   | —                    |
| Santa Fe Depot   | —                             | —                   | —                    |
| Source: Environmental Data Resources 2003                    |                               |                     |                      |

### COMPOSITION OF GREATEST AND LEAST POTENTIAL IMPACT ALIGNMENT OPTIONS

This appendix presents the segments that would make up the alignments with the most and the fewest identified hazardous materials/hazardous waste sites based on the database search summarized on Page 3.11-A-1 and described in detail by Environmental Data Resources (2003). The purpose was to identify the composition of the corridors with the greatest and least potential for impacts related to hazardous materials/hazardous waste. Within some regions, multiple segments have the same number of identified sites, so no single overall corridor can be identified as having the most or the fewest identified sites. For the segments in each region that would include a station or HST maintenance facility with an identified potential hazardous materials/waste site, the station or facility name is included in parentheses.

**Bay Area-Merced**

Least potential for impact based on number of identified sites:

- San Francisco to San Jose; Niles Subdivision/I-880 subdivision (all of these options include the same total number of NPL, SPL, and SWLF sites, although the San Francisco to San Jose alignment includes one NPL and two SWLF sites, while the Oakland to San Jose [Niles Subdivision/I-880] alignment includes three SPL sites).
- Diablo Range Direct (Highway 130); Diablo Range Direct (Minimum Tunnel); Diablo Range Direct (Maximize Tunnel) (all of these options include the same number of identified NPL, SPL, and SWLF sites).

Greatest potential for impact based on number of identified sites:

- Oakland to San Jose (Niles Subdivision/Coast Subdivision, Coliseum/Airport Station).
- Caltrain/Morgan Hill/Pacheco Pass.

**Sacramento to Bakersfield**

Least potential for impact based on number of identified sites:

- All of the following options include the same number of identified NPL, SPL, and SWLF sites.
  - A6. Power Inn Road Station via CCT to Stockton Downtown Station with high-speed loop around Stockton and connection to UPRR south of Stockton.
  - A8. Power Inn Road Station via CCT to Stockton Downtown Station with high-speed loop around Stockton and connection to BNSF south of Stockton (both options include Power Inn Road Station).
  - B2. via BNSF to Modesto Briggsmore Station and connection to BNSF south of Modesto.
- All of the following options have the same number of identified NPL, SPL, and SWLF sites.
  - C5. via BNSF to Merced Downtown Station and connection to UPRR south of Merced.
  - C6. via BNSF to Merced Downtown Station with high-speed loop around Merced and connection to UPRR south of Merced.
  - C7. via BNSF to Merced Downtown Station and connection to BNSF south of Merced.
  - C8. via BNSF to Merced Downtown Station with high-speed loop around Merced and connection to BNSF south of Merced.
  - C11. via BNSF to Merced Municipal Airport Station and connection to UPRR south of Merced.
  - C12. via BNSF to Merced Municipal Airport Station and connection to BNSF south of Merced.
  - C13. via BNSF to Castle AFB Station via west loop and connection to UPRR south of Merced.
  - C14. via BNSF to Castle AFB Station through downtown Merced and connection to UPRR south of Merced.
  - C15. via BNSF to Castle AFB Station via west loop and connection to BNSF south of Merced.
  - C16. via BNSF to Castle AFB Station through downtown Merced and connection to BNSF south of Merced.

- All of the following options have the same total number of identified NPD, SPL, and SWLF sites, though some include one SPL and one SWLF site (D1; D2), while others include two SPL sites (D7; D8).
  - D1. via BNSF to Fresno Downtown Station and connection to BNSF south of Fresno.
  - D2. via BNSF to Fresno Downtown Station with high-speed loop and connection to BNSF south of Fresno.
  - D7. via UPRR to Fresno Downtown Station and connection to BNSF south of Fresno.
  - D8. via UPRR to Fresno Downtown Station with high-speed loop and connection to BNSF south of Fresno.
  - E2. via BNSF to Hanford Station with high-speed loop and connection to BNSF south of Hanford Station.
- All of the following options have the same number of identified NPD, SPL, and SWLF sites.
  - F1. via UPRR to Bakersfield Airport Station and connection to SR-58 Alignment.
  - F2. via UPRR to Bakersfield Airport Station and connection to Wheeler Ridge.
  - F3. via UPRR, around Tulare to Bakersfield Airport Station, and connection to SR-58 Alignment.
  - F4. via UPRR, around Tulare to Bakersfield Airport Station, and connection to Wheeler Ridge Alignment.
  - F7. via UPRR to Golden State Station and connection to SR-58 Alignment.
  - F8. via UPRR to Golden State Station and connection to Wheeler Ridge Alignment.
  - F9. via UPRR, around Tulare to Golden State Station, and connection to SR-58 Alignment.
  - F10. via UPRR, around Tulare to Golden State Station, and connection to Wheeler Ridge Alignment.
  - F15. via UPRR to Truxtun (Amtrak) Station and connection to SR-58 Alignment.
  - F16. via UPRR to Truxtun (Amtrak) Station and connection to Wheeler Ridge Alignment.
  - F17. via UPRR, around Tulare to Truxtun (Amtrak) Station, and connection to SR-58 Alignment.
  - F18. via UPRR, around Tulare to Truxtun (Amtrak) Station, and connection to Wheeler Ridge Alignment.
  - F19. via UPRR to Truxtun (Amtrak) Station with high-speed loop on UPRR and connection to SR-58 Alignment.
  - F20. via UPRR to Truxtun (Amtrak) Station with high-speed loop on UPRR and connection to Wheeler Ridge Alignment.
  - F21. via UPRR, around Tulare to Truxtun (Amtrak) Station, with high-speed loop on UPRR and connection to SR-58 Alignment.
  - F22. via UPRR, around Tulare to Truxtun (Amtrak) Station, with high-speed loop on UPRR and connection to Wheeler Ridge Alignment.

Greatest potential for impact based on number of identified sites:

- All of the following options include the same number of identified NPL, SPL, and SWLF sites.
  - A2. Sacramento Downtown Depot via CCT to Stockton Downtown Station with high-speed loop around Stockton and connection to UPRR south of Stockton.

- A4. Sacramento Downtown Depot via CCT to Stockton Downtown Station with high-speed loop around Stockton and connection to BNSF south of Stockton (A4 includes Sacramento Maintenance Facility BNSF Alt).
- B1. via UPRR to Modesto Downtown Station with high-speed loop around Modesto and connection to UPRR south of Modesto.
- All of the following options have the same number of identified NPD, SPL, and SWLF sites.
  - C1. via UPRR to Merced Downtown Station and connection to UPRR south of Merced.
  - C2. via UPRR to Merced Downtown Station with high-speed loop around Merced and connection to UPRR south of Merced.
  - C3. via UPRR to Merced Downtown Station and connection to BNSF south of Merced.
  - C4. via UPRR to Merced Downtown Station with high-speed loop around Merced and connection to BNSF south of Merced.
  - C9. via UPRR to Merced Municipal Airport Station and connection to UPRR south of Merced.
  - C10. via UPRR to Merced Municipal Airport Station and connection to BNSF south of Merced.
- All of the following options include the same total number of identified NPL, SPL, and SWLF sites, although some include one NPL, two SPL, and one SWLF sites (D3; D4), while others include one NPL, one SPL, and two SWLF sites (D5; D6):
  - D3. via BNSF to Fresno Downtown Station and connection to UPRR south of Fresno.
  - D4. via BNSF to Fresno Downtown Station with high-speed loop and connection to UPRR south of Fresno.
  - D5. via UPRR to Fresno Downtown Station and connection to UPRR south of Fresno.
  - D6. via UPRR to Fresno Downtown Station with high-speed loop and connection to UPRR south of Fresno.
  - E1. via UPRR to Visalia Airport Station and connection to UPRR south of Visalia Airport.
- All of the following options have the same number of identified NPL, SPL, and SWLF sites.
  - F5. via BNSF to Bakersfield Airport Station and connection to SR-58 Alignment.
  - F6. via BNSF to Bakersfield Airport Station and connection to Wheeler Ridge Alignment.
  - F11. via BNSF to Golden State Station and connection to SR-58 Alignment.
  - F12. via BNSF to Golden State Station and connection to Wheeler Ridge Alignment.
  - F23. via BNSF to Truxtun (Amtrak) Station and connection to SR-58 Alignment.
  - F24. via BNSF to Truxtun (Amtrak) Station and connection to Wheeler Ridge Alignment.

### **Bakersfield to Los Angeles**

Least potential for impact based on number of identified sites.

- I-5 Grapevine Corridor (via Wheeler Ridge Corridor).
- Sylmar to Downtown Burbank (Stations: Sylmar Station Siding, Burbank Airport Station Siding, and Burbank Downtown Station Siding).
- I-5.

- Alternative 1A – LAUS Existing Siding (East); Alternative B – LAUS South Siding (all of these options include the same number of identified NPL, SPL, and SWLF sites).

Greatest potential for impact based on number of identified sites:

- I-5 Grapevine Corridor (via Union Avenue Corridor).
- Sylmar to Downtown Burbank (Stations: Sylmar Station Siding, Burbank Airport Station Siding, and Burbank Downtown Station Siding).
- Metrolink/UPRR.
- Alternative A–LAUS Existing Siding (South); Alternative C (all of these options include the same number of identified NPL, SPL, and SWLF sites).

### **Los Angeles to San Diego via Inland Empire**

Least potential for impact based on number of identified sites:

- UPRR Riverside Line; UPRR Colton Line (Subsegments 1B1, 1A2, 1A3, 1A4); UPRR Riverside–UPRR Colton Line via San Bernardino (Subsegments 1B1, 1A2, 1C1, 1A4) (all of these options include the same number of identified NPL, SPL, and SWLF sites).
- San Jacinto to I-15 Alignment via Escondido (Subsegments 2A1, 2A2, 2A3) (March ARB Station); San Jacinto to I-15 Alignment via Escondido Transit Center (Subsegments 2A1, 2B1, 2A3) (March ARB Station) (all of these options include the same number of identified NPL, SPL, and SWLF sites).
- I-15 to Qualcomm Stadium (Subsegment 3A1).

Greatest potential for impact based on number of identified sites:

- UPRR Colton Line via San Bernardino (Subsegments 1A1, 1A2, 1C1, 1A4).
- San Jacinto to I-15 Alignment via Escondido (Subsegments 2A1, 2A2, 2A3) (March ARB Station); San Jacinto to I-15 Alignment via Escondido Transit Center (Subsegments 2A1, 2B1, 2A3) (March ARB Station) (all of these options include the same number of identified NPL, SPL, and SWLF sites).
- I-15 to Coast via Miramar Road (Subsegments 3C1, 3B2); I-15 to Coast via Carroll Canyon (Subsegments 3B1, 3B2); I-15 to Coast via Miramar Road (Subsegments 3C1, 3B2).

### **Los Angeles to San Diego via Orange County**

Least potential and greatest potential for impact, based on number of identified sites, are the same for this region:

- LAX to LAUS.
- LAUS to Anaheim Station via UPRR and Higher- or Lower-Level Infrastructure Improvements (conventional rail) (Irvine Station); LAUS to Irvine Station via UPRR and Higher- or Lower-Level Infrastructure Improvements (conventional rail) (Irvine Station) (all of these options include the same number of identified sites, though the LAUS to Anaheim Station via UPRR route includes one NPL and one SWLF site, while the LAUS to Irvine Station via LOSSAN route includes two NPL sites).
- Higher-Level Infrastructure Improvements (conventional rail); Lower-Level Infrastructure Improvements (conventional rail) (these options include the same number of identified NPL, SPL, and SWLF sites).