CALIFORNIA HIGH-SPEED TRAIN

Program Environmental Impact Report/Environmental Impact Statement

Bakersfield to Los Angeles Region

HAZARDOUS MATERIALS/WASTES TECHNICAL EVALUATION

January 2004

Prepared for:

California High-Speed Rail Authority

U.S. Department of Transportation
Federal Railroad Administration

CALIFORNIA HIGH SPEED RAIL AUTHORITY

U.S. Department of Transportation
Federal Railroad Administration

CALIFORNIA HIGH-SPEED TRAIN PROGRAM EIR/EIS

Bakersfield to Los Angeles Region Hazardous Materials/Wastes Technical Evaluation

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ACRONYMS

ADL	Aerially Deposited Lead
ASTM	American Society Of Testing And Materials
AUTHORITY	California High-Speed Rail Authority
AWP	Annual Work Plan
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, And Liability Act
COG	Council Of Governments
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
LBP	Lead Based Paint
MTA	Metropolitan Transportation Authority
NEPA	National Environmental Policy Act
NPL	National Priority List
RTP	Regional Transportation Plan
SPL	State Priority List
STIP	State Transportation Improvement Plan
SWLF	Solid Waste Landfill
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service

1.0 INTRODUCTION

The California High-Speed Rail Authority (Authority) was created by the Legislature in 1996 to develop a plan for the construction, operation, and financing of a statewide, intercity high-speed passenger train system.[1] After completing a number of initial studies over the past six years to assess the feasibility of a high-speed train system in California and to evaluate the potential ridership for a variety of alternative corridors and station areas, the Authority recommended the evaluation of a proposed high-speed train system as the logical next step in the development of California's transportation infrastructure. The Authority does not have responsibility for other intercity transportation systems or facilities, such as expanded highways, or improvements to airports or passenger rail or transit used for intercity trips.

The Authority adopted a *Final Business Plan* in June 2000, which reviewed the economic feasibility of a 1,127-kilometer-long (700-mile-long) high-speed train system. This system would be capable of speeds in excess of 321.8 kilometers per hour (200 miles per hour [mph]) on a dedicated, fully grade-separated track with state-of-the-art safety, signaling, and automated train control systems. The system described would connect and serve the major metropolitan areas of California, extending from Sacramento and the San Francisco Bay Area, through the Central Valley, to Los Angeles and San Diego. The high-speed train system is projected to carry a minimum of 42 million passengers annually (32 million intercity trips and 10 million commuter trips) by the year 2020.

Following the adoption of the Business Plan, the appropriate next step for the Authority to take in the pursuit of a high-speed train system is to satisfy the environmental review process required by federal and state laws which will in turn enable public agencies to select and approve a high speed rail system, define mitigation strategies, obtain necessary approvals, and obtain financial assistance necessary to implement a high speed rail system. For example, the Federal Railroad Administration (FRA) may be requested by the Authority to issue a *Rule of Particular Applicability*, which establishes safety standards for the high-speed train system for speeds over 200 mph, and for the potential shared use of rail corridors.

The Authority is both the project sponsor and the lead agency for purposes of the California Environmental Quality Act (CEQA) requirements. The Authority has determined that a Program Environmental Impact Report (EIR) is the appropriate CEQA document for the project at this conceptual stage of planning and decision-making, which would include selecting a preferred corridor and station locations for future right-of-way preservation and identifying potential phasing options. No permits are being sought for this phase of environmental review. Later stages of project development would include project-specific detailed environmental documents to assess the impacts of the alternative alignments and stations in those segments of the system that are ready for implementation.

The decisions of federal agencies, particularly the Federal Railroad Administration (FRA) related to high-speed train systems, would constitute major federal actions regarding environmental review under the National Environmental Policy Act (NEPA). NEPA requires federal agencies to prepare an Environmental Impact Statement (EIS) if the proposed action has the potential to cause significant environmental impacts. The proposed action in California warrants the preparation of a Tier 1 Program-level EIS under NEPA, due to the nature and scope of the comprehensive high-speed train system proposed by the Authority, the need to narrow the range of alternatives, and the need to protect/preserve right-of-way in the future. FRA is the federal lead agency for the preparation of the Program EIS, and the Federal Highway Administration (FHWA), the U.S. Environmental Protection Agency (EPA), the U.S. Corps of Engineers (USACE), the Federal Aviation Administration (FAA), the U.S. Fish and Wildlife Service (USFWS), and the Federal Transit Administration (FTA) are cooperating federal agencies for the EIS.

[1] Chapter 796 of the Statutes of 1996; SB 1420, Kopp and Costa

A combined Program EIR/EIS is to be prepared under the supervision and direction of the FRA and the Authority in conjunction with the federal cooperating agencies. It is intended that other federal, state, regional, and local agencies will use the Program EIR/EIS in reviewing the proposed program and developing feasible and practicable programmatic mitigation strategies and analysis expectations for the Tier 2 detailed environmental review process which would be expected to follow any approval of a high speed train system.

The statewide high-speed train system has been divided into five regions for study: Bay Area-Merced, Sacramento-Bakersfield, Bakersfield-Los Angeles, Los Angeles-San Diego via the Inland Empire, and Los Angeles-Orange County-San Diego. This Hazardous Materials/Wastes Technical Evaluation for the Los Angeles to Bakersfield Region is one of five such reports being prepared for each of the regions on the topic, and it is one of fifteen technical reports for this region. This report will be summarized in the Program EIR/EIS and it will be part of the administrative record supporting the environmental review of alternatives.

The hazardous materials/waste analysis consisted of a database search based on geospatial data provided by Environmental Data Resources, Inc. (EDR), dated January 2003. The search radius was 250 feet on either side of the centerline of the proposed alignments, or 250 feet from proposed station locations. At this stage of analysis, in order to determine the number of potential hazardous materials sites in the vicinity of the proposed alternative alignments and stations, the databases for major potential hazardous materials risks were accessed. The database for solid waste landfills (SWLFs) was also accessed. These databases are described as follows:

- Federal National Priorities List (NPL)/Superfund. This database lists those sites that pose an immediate public health hazard, and where an immediate response to the discovery was necessary.

- State Priority List (SPL). Sites listed in this database are high-priority sites that were compiled from the Annual Work Plan (AWP). For the purpose of this program-level analysis only AWP sites were considered to comprise the SPL.

- State of California Solid Waste Landfills (SWLF). The sites listed in this database have generally been identified by the state as accepting solid wastes.

1.1 ALTERNATIVES

1.1.1 No-Project Alternative

The No-Project Alternative serves as the baseline for the comparison of Modal and High-Speed Train alternatives (Figure 1.1-1). The No-Project Alternative represents the state's transportation system (highway, air, and conventional rail) as it existed in 1999-2000 and as it would be after implementation of programs or projects currently programmed for implementation and projects that are expected to be funded by 2020. The No-Project Alternative addresses the geographic area serving the same intercity travel market as the proposed high-speed train (generally from Sacramento and the San Francisco Bay Area, through the Central Valley, to Los Angeles and San Diego). The No-Project Alternative satisfies the statutory requirements under CEQA and NEPA for an alternative that does not include any new action or project beyond what is already committed.

The No-Project Alternative defines the existing and future statewide intercity transportation system based on programmed and funded (already in funded programs/financially constrained plans) improvements to the intercity transportation system through 2020, according to the following sources of information:

- State Transportation Improvement Program (STIP)
- Regional Transportation Plans (RTPs) for all modes of travel

- Airport plans
- Intercity passenger rail plans (California Rail Plan 2001-2010, Amtrak Five- and Twenty-year Plans)

As with all of the alternatives, the No-Project Alternative will be assessed against the purpose and need topics/objectives for congestion, safety, air pollution, reliability, and travel times. The No-Project Alternative, however, was not quantified at this stage of analysis as there was no basis by which it could be quantified.

1.1.2 Modal Alternative

There are currently only three main options for intercity travel between the major urban areas of San Diego, Los Angeles, the Central Valley, San Jose, Oakland/San Francisco, and Sacramento: vehicles on the interstate highway system and state highways, commercial airlines serving airports between San Diego and Sacramento and the Bay Area, and conventional passenger trains (Amtrak) on freight and/or commuter rail tracks. The Modal/System Alternative consists of expansion of highways, airports, and intercity and commuter rail systems serving the markets identified for the High-Speed Train Alternative (Figure 1.1-2). The Modal Alternative uses the same inter-city travel demand (not capacity) assumed under the high-end sensitivity analysis completed for the high-speed train ridership in 2020. This same travel demand is assigned to the highways and airports and passenger rail described under the No-Project Alternative, and the additional improvements or expansion of facilities is assumed to meet the demand, regardless of funding potential and without high-speed train service as part of the system.

1.1.3 High-Speed Train Alternative

The Authority has defined a statewide high-speed train system capable of speeds in excess of 200 miles per hour (mph) (320 kilometers per hour [km/h]) on dedicated, fully grade-separated tracks, with state-of-the-art safety, signaling, and automated train control systems. State of the art high-speed steel-wheel-on-steel-rail technology is being considered for the system that would serve the major metropolitan centers of California, extending from Sacramento and the San Francisco Bay Area, through the Central Valley, to Los Angeles and San Diego (Figure 1.1-3).

The High-Speed Train Alternative includes several corridor and station options. A steel-wheel on steel-rail, electrified train, primarily on exclusive right-of-way with small portions of the route on shared track with other rail is planned. Conventional “non-electric” improvements are also being considered along the existing LOSSAN rail corridor from Los Angeles to San Diego. The train track would be either at-grade, in an open trench or tunnel, or on an elevated guideway, depending on terrain and physical constraints.

For purposes of comparative analysis the HST corridors will be described from station-to-station within each region, except where a by-pass option is considered when the point of departure from the corridor will define the end of the corridor segment.

Figure 1.1-1
No-Project Alternative – California Transportation System

Figure 1.1-2
Modal Alternative-Highway Component

Figure 1.1-3
HST Alternative – Corridors and Stations for Continued Investigation

2.0 BASELINE/AFFECTED ENVIRONMENT

2.1 STUDY AREA: 250 FEET OFF CENTERLINE

The Study Area for hazardous materials/wastes is defined as 250 feet from the identified rail and highway corridors for each of the build alternatives (i.e. the Modal and High-Speed Train Alternatives). The Study Area also includes a 250-foot perimeter around airport facilities that are located along or adjacent to the existing highway and proposed rail alignments that are included under the Modal and High-Speed Train Alternatives. This is the area where it is assumed that a recorded hazardous materials or waste site could potentially affect the acquired right-of-way or safety of persons using the proposed alternatives.

2.2 DATABASE RESEARCH

The hazardous materials/waste analysis performed for the Program EIR/EIS consisted of a database search based on geospatial data provided by Environmental Data Resources, Inc. (EDR), dated January 2003. At this stage of analysis, in order to determine the number of potential hazardous materials sites in the vicinity of the proposed alternative alignments and stations, the databases for major potential hazardous materials risks were accessed. The database for solid waste landfills (SWLFs) was also accessed. These databases are described as follows:

- Federal National Priorities List (NPL)/Superfund. This database lists those sites that pose an immediate public health hazard, and where an immediate response to the discovery was necessary. These listings are also found in the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) database, also 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). For the purpose of this program-level analysis only AWP sites were considered to comprise the SPL. (NOTE: It is assumed that only AWP sites listed after 1990 were included in the data provided by EDR, since prior to 1990 these sites were listed under a different database name. Sites listed prior to 1990 will be identified and analyzed further during Tier 2 of the Program EIR.)

- State of California Solid Waste Landfills (SWLF). The sites listed in this database have generally been identified by the state as accepting solid wastes. The sites can be either active or closed.

2.3 HAZARDOUS MATERIALS USED IN OPERATION, MAINTENANCE, AND CONSTRUCTION OF THE ALTERNATIVES

A qualitative description of potential operation, maintenance, and construction impacts will be included in the Program EIR/EIS. For the hazardous waste/materials investigation, site-specific operational and construction impacts will be addressed, if applicable, during the project-specific environmental document stage. In addition, construction impacts will need to be evaluated in detail during the project-specific environmental document stage. In some specific instances, operational and construction impacts should be analyzed for the Project Level EIR/EIS, if such information is available.

3.0 HAZARDOUS MATERIALS ANALYSIS METHODOLOGY

The hazardous materials/wastes analysis for this program-level EIR/EIS is focused on a qualitative comparison of potential impacts to the public or the environment from hazardous materials or wastes. This analysis is limited to along corridors, as described later in this section, for each of the alternatives (high-speed train and modal alternatives), including proposed station locations. The potential impacts for each of these alternatives are compared with the No-Project Alternative. Under the No-Project Alternative it is assumed that hazardous materials/waste impacts that would be associated with other projects that would be constructed regardless of whether the proposed project were constructed, would be mitigated as part of those projects. This would apply to the widening of SR-14 in Palmdale, for example. Thus the No-Project Alternative is assumed to have no hazardous materials/waste impacts.

The hazardous materials/waste analysis performed for the Program EIR/EIS consisted of a search of the following databases, as provided by Environmental Data Resources, Inc. (EDR), dated January 2003:

- Federal National Priorities List (NPL)/Superfund. This database lists those sites that pose an immediate public health hazard, and where an immediate response to the discovery was necessary. These listings are also found in the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) database, also 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). For the purpose of this program-level analysis only AWP sites were considered to comprise the SPL.

- State of California Solid Waste Landfills (SWLF). The sites listed in this database have generally been identified by the state as accepting solid wastes. The sites can be either active or closed.

For the Modal and High-Speed Train Alternatives, a study area of 250 feet on either side of rail or highway corridors was reviewed for the occurrence of recorded NPL, SPL, and SWLF sites. A study area of 250 feet around airports that are included as part of the Modal Alternative was also reviewed. Any sites located within the study area for the rail corridor that were also located in the vicinity of the proposed station locations (i.e., approximately 1,000 feet from either end of the stations) were also noted. The number and location of NPL, SPL, and SWLF sites occurring within the study areas were noted. The results of these analyses are included in Sections 4.1 through 4.3 and Table 4.0-1.

4.0 HAZARDOUS MATERIALS/WASTES IMPACTS

Table 4.0-1 shows specific locations where NPL, SPL, and SWLF sites were identified based on the database search that was performed.

Table 4.0-1
Detailed Analysis/Comparison Table Hazardous Materials/Wastes Impacts
Bakersfield-to-Los Angeles Region
Table 4.0-1 Detailed Analysis/Comparison Table
Hazardous Materials/Wastes Impacts
Bakersfield to Los Angeles

Segment or Subsegment	Description of Alternative or Segment Location	NPL/Superfund Listings	SPL Listings	SWLF Listings
No-Project Alternative*				
		No Impact	No Impact	No Impact
Modal Alternative		**3**	**0**	**5**
Roadway Segments				
	I-5: SR 99 to SR 14	0	0	1 U.S. Organic Systems/King Disposal, 22925 N. Coltrane Street, Santa Clarita
	I-5: SR 14 to I-405	0	0	0
	I-5: I-405 to Burbank	1 San Fernando Valley Area 4, Pollock Wellfield Area, Los Angeles	0	1 San Fernando City Landfill, Sharp Avenue at Paxton, San Fernando
	I-5: Burbank to LA Union Station	2 San Fernando Valley Area 2, Crystal Springs Wellfield Area, Glendale San Fernando Valley Area 4, Pollock Wellfield Area, Los Angeles	0	1 Silverlake Maintenance Station, 2187 Riverside Drive, Los Angeles
	SR-58/14: SR 99 to Palmdale	0	0	0

Table 4.0-1 Detailed Analysis/Comparison Table
Hazardous Materials/Wastes Impacts
Bakersfield to Los Angeles

Segment or Subsegment	Description of Alternative or Segment Location	NPL/Superfund Listings	SPL Listings	SWLF Listings
	SR 14: Palmdale to I-5	0	0	0
		Airport		
	Burbank Airport	2 San Fernando Valley Area 1, North Hollywood/ Burbank San Fernando Valley Area 2, Crystal Springs Wellfield Area, Glendale	0	2 Strathern Sanitary Landfill, 11201 Strathern Street, Sun Valley Airport Tires, 10706 Vanowen, North Hollywoosd
High-Speed Train Alternative		**2**	**2**	**20**
Segment 1: Bakersfield to Sylmar				
Alternative A: I-5 Grapevine Corridor				
Northern Section – Subalternatives				
	Union Avenue Corridor	0	1 K&D Salvage, 600 S. Union Avenue, Bakersfield	5 K&D Salvage Landfill, 600 S. Union Avenue, Bakersfield LA Union Tire Shop, 2021 S. Union Avenue, Bakersfield Marias Tire & Auto Repair, 124 Union Avenue, Bakersfield Active 24 Hour Tire Service, 2599 S. Union Avenue, Bakersfield Superior Composting, near Mountain Boulevard and

Table 4.0-1 Detailed Analysis/Comparison Table
Hazardous Materials/Wastes Impacts
Bakersfield to Los Angeles

Segment or Subsegment	Description of Alternative or Segment Location	NPL/Superfund Listings	SPL Listings	SWLF Listings
				Union Avenue, Bakersfield
	Wheeler Ridge Corridor	0	0	1 Ven Virotek, 5314 Wheeler Ridge Road, Arvin
Southern Section				
	I-5/Tehachapi Corridor	0	0	0
Alternative B: SR-58				
	Antelope Valley Corridor	0	1 John Alexander Research, 1753 Sierra Highway, Rosamond	3 Tim Wells Tire Service, 45257 N. Sierra Highway, Lancaster The Tire Store, 43923 Sierra Highway, Lancaster Floyd Cox Tire, 42141 Valley Line Road, Lancaster
	Soledad Canyon Corridor	0	0	0
Station				
	Palmdale Station Siding	0	0	0

Table 4.0-1 Detailed Analysis/Comparison Table
Hazardous Materials/Wastes Impacts
Bakersfield to Los Angeles

Segment or Subsegment	Description of Alternative or Segment Location	NPL/Superfund Listings	SPL Listings	SWLF Listings
Segment 2: Sylmar to Downtown Burbank				
	Metrolink/UPRR: Sylmar Station North	0	0	3 Sarian Rubbish Disposal, 10108 San Fernando Road, Pacoima Branford Landfill, 9701 San Fernando Road, Sun Valley San Fernando Street Mdy, 11370 San Fernando Road, Los Angeles
	Metrolink/UPRR: Sylmar Station to Burbank Airport	1 San Fernando Valley Area 2, Crystal Springs Wellfield Area, Glendale	0	2 Sun Valley Site – Conrock Copmpany, 1401 Tuxford Street, Sun Valley Art's Tire & Wheel, 8601 San Fernando Road, Sun Valley
	Metrolink/UPRR: Burbank Airport to Downtown Burbank	1 San Fernando Valley Area 2, Crystal Springs Wellfield Area, Glendale	0	2 Grand Central Airport, 1101 Airway, Glendale E.L. Flemming Dump, 5431 San Fernando Road, Los Angeles
Stations				
	Sylmar Station Siding	0	0	1 San Fernando Street Mdy, 11370 San Fernando Road, Los Angeles
	Burbank Airport Station Siding	1 San Fernando Valley Area 2,	0	2 Sun Valley Site – Conrock

Table 4.0-1 Detailed Analysis/Comparison Table
Hazardous Materials/Wastes Impacts
Bakersfield to Los Angeles

Segment or Subsegment	Description of Alternative or Segment Location	NPL/Superfund Listings	SPL Listings	SWLF Listings
		Crystal Springs Wellfield Area, Glendale		Copmpany, 1401 Tuxford Street, Sun Valley Art's Tire & Wheel, 8601 San Fernando Road, Sun Valley
	Burbank Downtown Station Siding	1 San Fernando Valley Area 2, Crystal Springs Wellfield Area, Glendale	0	2 Grand Central Airport, 1101 Airway, Glendale E.L. Flemming Dump, 5431 San Fernando Road, Los Angeles
Segment 3: Downtown Burbank to Los Angeles				
Alternative A: I-5				
	I-5: Glendale	2 San Fernando Valley Area 2, Crystal Springs Wellfield Area, Glendale San Fernando Valley Area 4, Pollock Wellfield Area, Los Angeles	0	0
	I-5: Silverlake Aerial or Cut & Cover	1	0	0
Station				
	I-5: Burbank Downtown Station Siding	1 San Fernando Valley Area 2, Crystal Springs Wellfield Area, Glendale	0	0

Table 4.0-1 Detailed Analysis/Comparison Table
Hazardous Materials/Wastes Impacts
Bakersfield to Los Angeles

Segment or Subsegment	Description of Alternative or Segment Location	NPL/Superfund Listings	SPL Listings	SWLF Listings
Alternative B: Metrolink/UPRR				
	Metrolink/UPRR: Glendale	2 San Fernando Valley Area 2, Crystal Springs Wellfield Area, Glendale San Fernando Valley Area 4, Pollock Wellfield Area, Los Angeles	0	3 Lockheed Aircraft Corporation, 1705 Victory Place, Burbank Grand Central Airport, 1101 Airway, Glendale E.L. Flemming Dump, 5431 San Fernando Road, Los Angeles
	Metrolink/UPRR: Over and Under I-5 and SR-110	1 San Fernando Valley Area 4, Pollock Wellfield Area, Los Angeles	0	1 Onnig's Tires, 1803 San Fernando Road, Los Angeles
Station				
	Metrolink/UPRR: Burbank Downtown Station Siding	1 San Fernando Valley Area 2, Crystal Springs Wellfield Area, Glendale	0	2 Grand Central Airport, 1101 Airway, Glendale E.L. Flemming Dump, 5431 San Fernando Road, Los Angeles
Southern Section Alternative B – Subalternatives				
	Metrolink/UPRR: Over I-5 and SR-110	1 San Fernando Valley Area 4, Pollock Wellfield Area, Los Angeles	0	1 Onnig's Tires, 1803 San Fernando Road, Los Angeles
	Metrolink/UPRR: Under I-5 and SR-10	1 San Fernando	0	1 East Street

Table 4.0-1 Detailed Analysis/Comparison Table
Hazardous Materials/Wastes Impacts
Bakersfield to Los Angeles

Segment or Subsegment	Description of Alternative or Segment Location	NPL/Superfund Listings	SPL Listings	SWLF Listings
		Valley Area 4, Pollock Wellfield Area, Los Angeles		Maintenance District Yard, 452 San Fernando Road, Los Angeles
Segment 4: Los Angeles Union Station (LAUS)				
Alternative A: LAUS Existing Station				
Subalternatives:				
South				
	LAUS Existing: South	0	0	0
	South Connection	0	0	1 Waste Transfer and Recycling, 840 S. Mission Road, Los Angeles
	Maintenance Yard	0	0	0
East				
	LAUS Existing: East	0	0	0
	East Connection	0	0	0
	Maintenance Yard	0	0	0
Station				
	LAUS Existing Station Siding	0	0	0
Alternative B: LAUS South Station				
Station				
	LAUS Existing Station Siding	0	0	0
	LAUS Existing: East	0	0	0
	East Connection	0	0	0
	Maintenance Yard	0	0	0
Station				
	LAUS South Station Siding	0	0	0
Alternative C: LAUS East Bank Station				
	LAUS East Bank: North	0	0	0

Table 4.0-1 Detailed Analysis/Comparison Table
Hazardous Materials/Wastes Impacts
Bakersfield to Los Angeles

Segment or Subsegment	Description of Alternative or Segment Location	NPL/Superfund Listings	SPL Listings	SWLF Listings
	South Connection	0	0	1 Waste Transfer and Recycling, 840 S. Mission Road, Los Angeles
	Maintenance yard	0	0	0
Station				
	LAUS East Bank Station Siding	0	0	0

4.1 NO-PROJECT ALTERNATIVE

The No-Project Alternative assumes that others would complete projects including local, state, and interstate transportation system and airport improvements designated in existing plans and programs. It is assumed that no additional hazardous materials/wastes impacts would occur beyond those addressed in the environmental documents for those projects and that any hazardous materials/waste impacts would be mitigated as part of those projects. Therefore, the No-Project Alternative is assumed to have no hazardous materials/waste impacts.

Construction associated with the statewide No-Project Alternative compared to existing conditions would be substantial due to the extensive highway, rail, and airport improvements that are included as part of the No-Project projects. However, there are very few projects programmed for the Bakersfield-to-Los Angeles Region, and these primarily occur within existing rights-of-way. It is assumed that the projects included under the No-Project Alternative would be completed prior to construction of either of the build Alternatives (i.e., Modal or High Speed Train). Statewide, the difference between the existing conditions and the No-Project projects would likely be greater than under either of the two build alternatives (i.e., Modal and High Speed Train) because these build alternatives would result in relatively fewer improvements (based on footprint of the improvements, not dollar value or complexity of the improvements) when compared to the No-Project projects. However, this is not the case for the Bakersfield-to-Los Angeles region. If the assumption is made that hazardous materials/wastes impacts would be related to the footprint of the alternative being considered, then the difference between the No-Project Alternative and existing conditions in the Bakersfield-to-L0s Angeles region would likely be less than the difference between the No-Project and the two build alternatives (i.e., Modal and High Speed Train).

4.2 MODAL ALTERNATIVE

4.2.1 Superfund Sites

The segments of the modal alternative traverse three National Priority List sites in the San Fernando Valley. One of the NPL sites, San Fernando Valley Area 4, is common to two of the segments. The San Fernando Valley NPL sites are areas where historical industrial operations have resulted in contamination of groundwater by halogenated solvents and other chemicals. The NPL sites are generally located in the southern part of the San Fernando Valley and are traversed by the Interstate 405 to Burbank and Burbank to Union Station segments of the modal alternative. National Priority List sites are typically of relatively large extent, and the modal alternative segments that cross NPL sites intersect them for lengths of a mile or more.

One NPL site was identified within 250 feet of the footprint of the proposed Burbank Airport expansion. However, plans for the expansion have not been finalized and infrastructure (e.g., buildings, parking lots, and roadways) may extend beyond the 250-foot study area. Potential impacts to the proposed airport expansion from hazardous materials incidences will be further evaluated when the project level environmental site assessments are prepared.

4.2.2 State Priority List Sites

No State Priority List (Annual Workplan) sites were identified within the 250-foot buffer of the Modal Alternative.

No SPL sites were identified within 250 feet of the footprint of the proposed Burbank Airport expansion. However, plans for the expansion have not been finalized and infrastructure (e.g., buildings, parking lots, and roadways) may extend beyond the 250-foot study area. Potential impacts to the proposed airport expansion from hazardous materials incidences will be further evaluated when the project level environmental site assessments are prepared.

4.2.3 Solid Waste Landfills

A total of five landfills were identified within the 250-foot buffer around the Modal Alternative segments. Of these, one was on the State Route 99 to State Route 14 segment (along Interstate 5), one was along the Interstate 405 to Burbank segment (along I-5), one was along the Burbank to Union Station segment (along I-5), and two were in the vicinity of Burbank Airport. The landfills are concentrated in areas of long-term urbanization, such as is typical of the San Fernando Valley.

Two SWLF sites were identified within 250 feet of the footprint of the proposed Burbank Airport expansion. However, plans for the expansion have not been finalized and infrastructure (e.g., buildings, parking lots, and roadways) may extend beyond the 250-foot study area. Potential impacts to the proposed airport expansion from hazardous materials incidences will be further evaluated when the project level environmental site assessments are prepared.

4.3 HIGH-SPEED TRAIN ALTERNATIVE

4.3.1 Superfund Sites

The segments of the high-speed train alternative traverse three National Priority List sites in the San Fernando Valley. NPL sites are generally located in the southern part of the valley. National Priority List sites are typically of relatively large extent, and the segments that cross NPL sites intersect them for lengths of a mile or more. Each of the three NPL sites is intersected by more than one segment or station. The San Fernando Valley NPL sites are areas where historical industrial operations have resulted in contamination of groundwater by halogenated solvents and other chemicals.

Three stations in Burbank (the Airport Station siding, the Downtown Station siding, and the Downtown Station siding – south side I-5 link) are within 250 feet of the defined NPL sites. However, plans for the stations have not been finalized and infrastructure (e.g., buildings, parking lots, and roadways) may extend beyond the 250-foot study area. Potential impacts to the proposed stations and segments from hazardous materials incidences will be further evaluated when the project level environmental site assessments are prepared.

4.3.2 State Priority List Sites

With the exception of one site in Rosamond along the Antelope Valley Corridor and a landfill site that also appears on the Solid Waste Landfill database, no State Priority List sites were identified within 250-feet of the rail alignments or stations. However, plans for the stations have not been finalized and station infrastructure (e.g., buildings, parking lots, and roadways) may extend beyond the 250-foot study area. Potential impacts to the proposed station locations from hazardous materials incidences will be further evaluated when the project level environmental site assessments are prepared.

4.3.3 Solid Waste Landfills

A total of 21 solid waste landfills were identified along the rail segments and in the vicinity of the proposed stations. Of the listed sites, eight appeared to be tire dumps based on the names and apparent types of business performed.

The largest number of landfills were located along the Union Avenue Corridor alignment in Bakersfield. Most of these sites were tire stores and likely appear on the database due to stocks of old ties. Other concentrations of landfills were found along the Antelope Valley Corridor, the Burbank Airport Station Siding and the Burbank Downtown Station Siding. None of the other segments or stations were found to intersect more than one listed landfill site.

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