

CALIFORNIA HIGH-SPEED TRAIN

Program Environmental Impact Report/Environmental Impact Statement

Los Angeles to San Diego via Inland Empire

Hazardous Materials/Wastes Technical Evaluation

January 2004

Prepared for:

California High-Speed Rail Authority

U.S. Department of Transportation
Federal Railroad Administration



Task 2.4

Los Angeles to San Diego via Inland Empire

Hazardous Materials/Wastes Technical Evaluation

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ACRONYMS

ARB	Air Reserve Base
ASTM	American Society for Testing and Materials (ASTM)
Authority	California High-Speed Rail Authority
AWP	Annual Work Plan
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
EDR	Environmental Data Resources, Inc.
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
GIS	Geographic Information System
HST	high-speed train
I	Interstate
ID#	Identification Number
km/h	kilometers per hour
LOSSAN	rail corridor from Los Angeles to San Diego through Orange County
MCAS	Marine Corps Air Station
mph	miles per hour
NEPA	National Environmental Policy Act
NPL	National Priorities List
RTP	Regional Transportation Plans
SPL	State Priorities List
SR	State Route
STIP	State Transportation Improvement Program
SWLF	Solid Waste Landfill

U.S.	United States
UP	Union Pacific
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey

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 6 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 transportation infrastructure in California. 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 in turn will 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 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 decisionmaking, 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 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 United States (U.S.) Environmental Protection Agency (EPA), the U.S. Army 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 that 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 discipline-specific *Hazardous Materials/Wastes Technical Evaluation* for the Los Angeles to San Diego via the Inland Empire region is one of five such reports being prepared for each of the regions on the topic. It is 1 of 11 technical evaluations for this region. This evaluation will be summarized in the Program EIR/EIS, and it will be part of the administrative record supporting the environmental review of alternatives.

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. 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 (Figure 1.2-1). 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 5- and 20-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.

1.1.2 Modal Alternative

There are currently 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 Alternative consists of expansion of highways, airports, and intercity and commuter rail systems serving the markets identified for the High-Speed Train Alternative (Figures 1.2-2 and 1.2-3). The Modal Alternative uses the same intercity 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, airports, and passenger rail described under the No-Project Alternative.



Figure 1.2-1 No-Project Alternative – California Transportation System



Figure 1.2-2 Modal Alternative – Highway Component

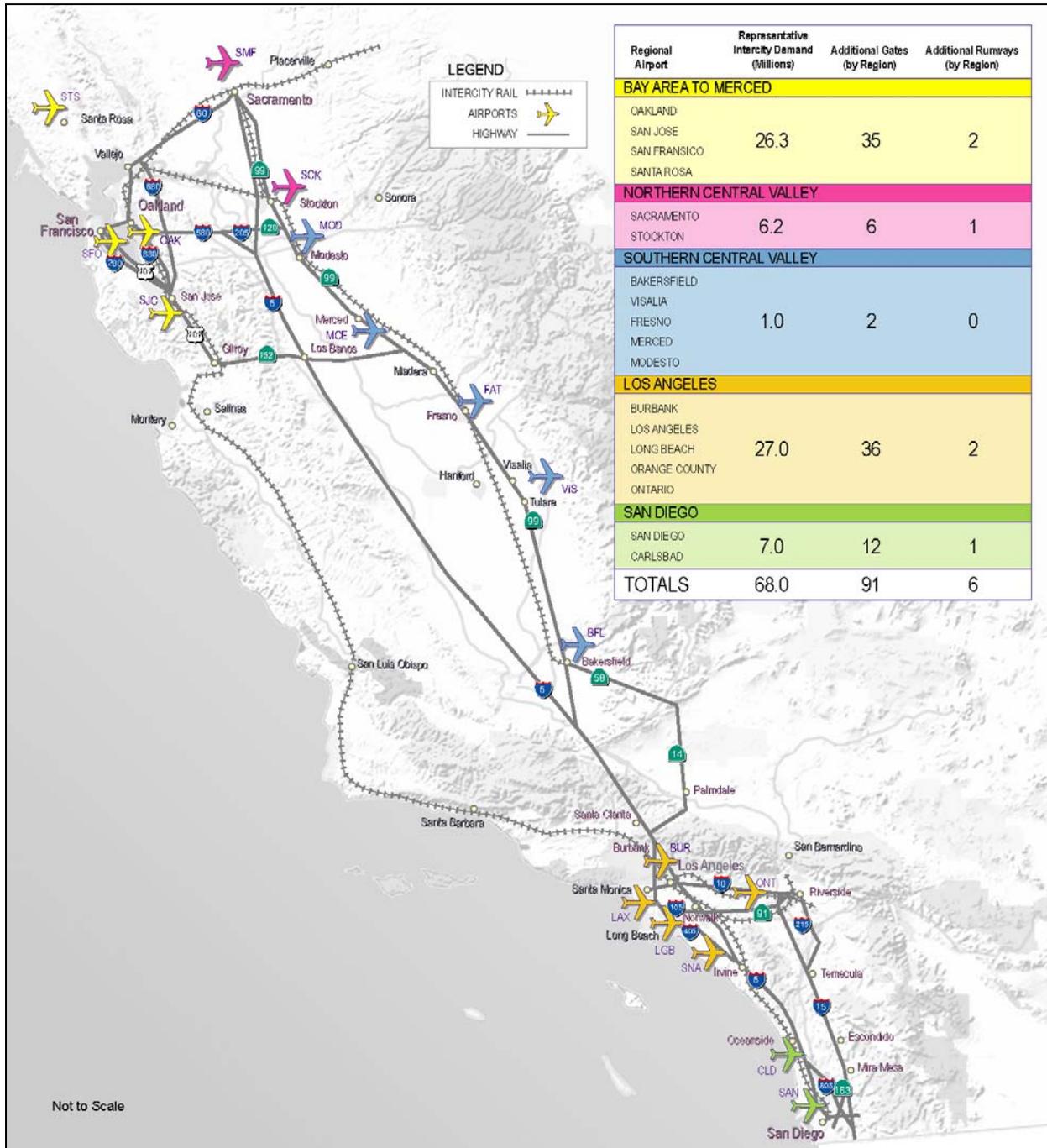


Figure 1.2-3 Modal Alternative – Aviation Component

The additional improvements or expansion of facilities are assumed to meet the demand, regardless of funding potential and without high-speed train service as part of the system.

The Modal Alternative for the Los Angeles to San Diego via the Inland Empire region consists of two major proposed improvements:

- **Improvements to Highways:** Consisting of additional highway lanes to provide sufficient highway capacity and associated interchange reconfiguration, crossing bridge widening, ramp widening, cross street and intersection widening (Figure 1.2-2). Within the study area corridor, these improvements, therefore, would occur along proposed portions of Interstates (I-) 10, 215, 15, and State Route (SR) 163. Table 1.2-1 lists the proposed highway improvements along the Los Angeles to San Diego via the Inland Empire corridor.

**Table 1.2-1 Proposed Modal Alternative Highway Improvements
Los Angeles to San Diego via the Inland Empire**

Highway Corridor	Segment (From – To)	No. of Additional Lanes ¹ (Total – Both Directions)	No. of Existing Lanes (Total - Both Directions)	Type of Improvement
I-10	I-5 to East San Gabriel Valley	2	10	widening
I-10	East San Gabriel Airport to Ontario Airport	2	8	widening
I-10	Ontario Airport to I-15	2	8	widening
I-10	I-15 to I-215	2	8	widening
I-15	I-10-I-215	2	8	widening
I-215	Riverside to I-15	2	4	widening
I-215	I-10 to Riverside	2	6	widening
I-15	I-215 to Temecula	2	10	widening
I-15	Temecula to Escondido	2	8	widening
I-15	Escondido to Mira Mesa	2	10	widening
I-15	Mira Mesa to SR-163	2	10	widening
SR-163	I-15 to I-8	2	8	widening

¹ Represents the number of through lanes in addition to the total number of existing lanes that approximate an equivalent level of capacity to serve the representative demand

- **Improvements to Airports:** Primarily consisting of improvements to terminal gates and runways to provide sufficient landside and airside capacity and associated taxiways, ground access, parking, terminal and support facilities and airports that can serve the same geographic area and demand as the proposed High-Speed Train (HST) Alternative. Within the study area corridor, these proposed improvements would occur at Ontario International Airport (ONT) and the San Diego International Airport (SAN) (Figure 1.2-3). Table 1.2-2 lists the airport improvements associated with the Ontario and San Diego airports.

**Table 1.2-2 Proposed Modal Alternative Airport Improvements – Year 2020
Los Angeles to San Diego via the Inland Empire**

Airport Name	Additional Gates	Additional runways
Ontario International Airport	8	1
San Diego International Airport	12	1

Source: Parsons Brinckerhoff, November 2002

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 1.2-4).

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 “nonelectric” improvements are also being considered along the existing rail corridor from Los Angeles to San Diego through Orange County (LOSSAN). The train track would be 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 high-speed train corridors will be described from station to station within each region, except where a bypass option is considered when the point of departure from the corridor will define the end of the corridor segment.

As described in the introduction, the study area is broadly defined by the Los Angeles to San Diego via Inland Empire corridor segment, which may be broadly divided into three regional segments. Each segment has several alternative alignments for all or a portion of the length of the segment. For example, Segment 1 has three alternative alignments, listed as 1A, 1B, and 1C. Each segment is further subdivided into subsegments for analyzing and reporting potential impacts. The various segment options and subsegments, along with station locations, are described below and shown in Figure 1.2-5.

1.1.3.1 Regional Segment 1 – Union Station to March Air Reserve Base Segment

Segment 1A

Subsegment 1A1: Union Station to Pomona

Subsegment 1A2: Pomona to Ontario (beginning of Segment 1C)

Subsegment 1A3: Ontario (beginning of Segment 1C) to Colton (end of Segment 1C)

Subsegment 1A4: Colton to March Air Reserve Base (ARB)

Segment 1B

Subsegment 1B1: Union Station to Pomona

Segment 1C

Subsegment 1C1: Ontario (beginning of Segment 1C) to Colton (end of Segment 1C)

Station Locations: El Monte (1A1), Pomona (1A2), Ontario (1A2), Colton (1A3), University of California at Riverside (1A4), South El Monte (1B1), City of Industry (1B1), and San Bernardino (1C1)

1.1.3.2 Regional Segment 2 – March ARB to Mira Mesa Segment

Segment 2A

Subsegment 2A1: March ARB to Escondido (beginning of Segment 2B)

Subsegment 2A2: Within Escondido (beginning to end of Segment 2B)

Subsegment 2A3: Escondido to Mira Mesa

Segment 2B

Subsegment 2B1: Within Escondido (Beginning to end of Segment 2B)

Station Locations: March ARB (2A1), Temecula (2A2), Escondido (2A2), and Escondido Transit Center(2B1)



Figure 1.2-4 High-Speed Train Alternative – Corridors and Stations for Continued Investigation



Source: CH2M HILL, 2001
 0 15 Miles
 10 0 10 Kilometers
 I:\hsrail\plots\project_map.apr

Legend

Segment 1 Subsegments	Segment 2 Subsegments	Segment 3 Subsegments
1A1	2A1	3A1
1A2	2A2	3B1
1A3	2A3	3B2
1A4	2B1	3C1
1B1	○ Proposed Station	— Highway Modal Alternative
1C1	✈ Airport Modal Alternative	

California High-Speed Train Program EIR/EIS

**Figure 1.2-5 High-Speed Train and Modal Alternatives
Los Angeles to San Diego via Inland Empire**

1.1.3.3 Regional Segment 3 – Mira Mesa to San Diego Segment

Segment 3A

Subsegment 3A1: Mira Mesa to Qualcomm Stadium

Segment 3B

Subsegment 3B1: Within Mira Mesa (beginning and end of Segment 3C)

Subsegment 3B2: Mira Mesa (end of Segment 3C) to Downtown San Diego

Segment 3C

Subsegment 3C1: Within Mira Mesa (end of Segment 3C)

Station Locations: Mira Mesa (3A1), Qualcomm Stadium (3A1), Transit Center (3B2), San Diego International Airport (3B2), and Downtown San Diego (3B2)

2.0 BASELINE/AFFECTED ENVIRONMENT

2.1 STUDY AREA

The study area for hazardous materials/wastes is defined as 250 feet from the centerline of 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 the airport facilities that are part of the Modal Alternative and around the proposed rail stations that are included under the High-Speed Train Alternative. The study area for stations extends 1,000 feet on either side of the station, along the rail corridor, and within the 250-foot corridor width. This is the area where it is assumed that a recorded hazardous materials or wastes site potentially could affect the acquired right-of-way or safety of persons using the proposed alternatives.

2.2 DATABASE RESEARCH

The hazardous materials/wastes 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 SWLFs was also accessed. These databases are described as follows.

- Federal NPL/Superfund Database. This database lists those sites that pose an immediate public health hazard and those sites 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.
- SPL Database. 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 compose the SPL. It is assumed that only AWP sites listed after 1990 were included in the data provided by EDR because, 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 SWLF Database. The sites listed in this database generally have 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 materials/wastes 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/WASTES 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 the areas along corridors, as described later in this section, for each of the alternatives (Modal and High-Speed Train 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 these projects. Thus, the No-Project Alternative is assumed to have no hazardous materials/waste impacts.

The hazardous materials/wastes analysis performed for the program EIR/EIS consisted of a search of the following databases, as provided by EDR, dated January 2003.

- Federal NPL/Superfund Database. This database lists those sites that pose an immediate public health hazard and those sites where an immediate response to the discovery was necessary. These listings are also found in the CERCLA database.
- SPL Database. Sites listed in this database are high-priority sites that were compiled from the AWP. For the purpose of this program-level analysis only, AWP sites compose the SPL.
- State of California SWLF Database. The sites listed in this database generally have 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 along either side of the rail or highway corridors was reviewed for the occurrences of 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. A study area of 1,000 feet into and out of proposed HST stations along the rail corridor, and extending 250 feet from either side of the corridor centerline was also reviewed. The number and location of the NPL, SPL, and SWLF sites occurring within the study area were noted. The results for these analyses are included in Sections 4.1 through 4.3 and in Table 4.0-1.

4.0 HAZARDOUS MATERIALS/WASTES IMPACTS

The following section describes the locations of NPL, SPL, and SWLF sites that were identified in the database search that was performed. The results are summarized in Table 4.0-1. Descriptions of the sites follow the table arranged according to project alternatives, segments, subsegments, and stations.

Before summarizing the results, it is necessary to qualify the limitations of the information presented. This study focuses on the number of specific types of sites in the proximity of proposed corridor improvements. While the number of sites gives some indication of an overall level of potential impact (with more sites generally implying more potential impact), this program-level analysis did not include a detailed assessment of the nature and extent of hazardous materials or wastes at the sites. This program-level comparison of alternatives provides a relative comparison of the alternatives. Detailed evaluation of the impacts of individual sites would be performed as part of project-level environmental reviews.

Overall, Segment 1, Union Station to March ARB, results in the largest number of NPL and SWLF sites encountered by all alternatives. This is dominated by the presence of the San Gabriel Valley Superfund sites (reported as multiple areas). Although it is a relatively large Superfund site, it is generally known that this site is characterized by large areas of contaminated groundwater from relatively small, dispersed source areas, which may not impact the construction or operation in the major transportation corridors. So the presence of this NPL site is noted, but the reader should not overestimate the importance of this NPL site when differentiating alternatives.

It should be noted that the March AFB Superfund site² is located at the changeover point between Segment 1 and Segment 2. Although arbitrarily assigned to Segment 2, the March AFB Superfund site would contribute to potential concerns as the terminating point of Segment 1. As discussed in Section 4.2.1, the entire base is included as the NPL site, while it is likely that contamination issues are much more limited; therefore, this site may not impact the transportation corridors described in the alternatives.

Within Segment 1, HST Alternative Segment 1A (generally following the UP/Colton Line) results in the highest number of reported sites, with three NPL and seven SWLF sites, although no sites are associated with the stations. Most of these sites are concentrated in the portion of the segment from Union Station to Pomona.

Segment 1B (generally following the UP/Riverside Line) and the Modal Alternative result in significantly fewer sites reported than Segment 1A, with the Modal Alternative encountering two NPL sites and Segment 1B one NPL site. The No-Project Alternative would be expected to have an impact on the same or more sites as the Modal Alternative when all No-Project transportation improvements are considered. In reality, there may not be a significant difference between these three alternatives because so few sites were reported and the difference in numbers may relate to "near misses" such as encountering one versus two NPL sites located very close to each other. Actually, these are uniquely identified areas of a single NPL site.

On the basis of the number and type of sites encountered, Segment 1B would show a slight advantage over the Modal or No-Project Alternatives and a somewhat additional advantage over Segment 1A.

It is noted that Segment 1C is actually an optional segment that would serve the San Bernardino area and would require the use of either Segment 1A or 1B to complete the connection with Union Station and the rest of the HST system. Three SWLF sites were reported for Segment 1C, so further analysis of these

² The National Priorities List name is "March Air Force Base" and is shown in this report as "March AFB." However, since the time this site was listed, the base was realigned and renamed "March Air Reserve Base." March AFB refers to the NPL site, and March ARB refers to the current name of the facility.

sites would be necessary at the project level, but the presence of these sites would not necessarily be a strong differentiator for the decision to use or abandon alternative Segment 1C. Including Segment 1C as an option with Segments 1A or 1B would increase the potential number of impacted sites, so a decision to not include Segment 1C would result in relatively fewer potential impacts.

South of March ARB, there was only one site of any kind reported, a landfill at Marine Corps Air station (MCAS) Miramar in the San Diego area. As a result, the presence or absence of hazardous materials/wastes sites in Segments 2 and 3 of the region does not provide significant differentiation between the alternatives or between segment options within the High-Speed Train Alternative in this portion of the region.

**Table 4.0-1 Analysis/Comparison Table
Hazardous Materials/Wastes Impacts
Los Angeles to San Diego via Inland Empire**

Segment or Subsegment	Description of Alternative or Segment Location	NPL/Superfund Listings	SPL Listings	SWLF Listings
No-Project Alternative*				
Highways		No Impact	No Impact	No Impact
Airports		No Impact	No Impact	No Impact
Modal Alternative				
Union Station to March ARB	Improvements to I-10, I-15, I-215, and Ontario International Airport	2 (I-10)	0	0
March ARB to Mira Mesa	Improvements to I-215 and I-15	1 (I-215)	0	1 (I-15)
Mira Mesa to San Diego	Improvements to I-15, SR 163, and San Diego International Airport	0	0	0
High-Speed Train Alternative				
Segment 1: Union Station to March ARB				
Subsegment				
1A1	Union Station to Pomona	3	0	5
1A2	Pomona to Ontario	0	0	1
1A3	Ontario to Colton along Segment 1A	0	0	1
1A4	Colton to March ARB	0	0	0
Stations				
1A1	El Monte Station	0	0	0
1A2	Pomona Station	0	0	0
1A2	Ontario Station	0	0	0
1A3	Colton Station	0	0	0
1A4	UC Riverside Station	0	0	0

**Table 4.0-1 Analysis/Comparison Table
Hazardous Materials/Wastes Impacts
Los Angeles to San Diego via Inland Empire**

Segment or Subsegment	Description of Alternative or Segment Location	NPL/Superfund Listings	SPL Listings	SWLF Listings
Subsegment				
1B1	Union Station to Pomona	1	1	2
Stations				
1B1	South El Monte Station	0	0	0
1B1	City of Industry Station	0	0	0
Subsegment				
1C1	Ontario to Colton along Segment 1C	0	0	3
Station				
1C1	San Bernardino Station	0	0	0
Segment 2: March ARB to Mira Mesa				
Subsegment				
2A1	March ARB to Escondido	1	0	0
2A2	Beginning of Segment 2B to End of 2B, along 2A	0	0	0
2A3	Escondido to Mira Mesa	0	0	0
Station				
2A1	March ARB Station	1	0	0
2A2	Temecula Station	0	0	0
2A2	Escondido Station	0	0	0
Subsegment				
2B1	Beginning of Segment 2B to End of 2B, along 2B	0	0	0
Station				
2B1	Escondido Transit Center Station	0	0	0
Segment 3: Mira Mesa to San Diego				
Subsegment				
3A1	Mira Mesa to Qualcomm Stadium	0	0	0
Station				
3A1	Mira Mesa Station	0	0	0
3A1	Qualcomm Stadium Station	0	0	0
Subsegment				
3B1	Beginning of Segment 3C to End of 3C, along 3B	0	0	0

**Table 4.0-1 Analysis/Comparison Table
Hazardous Materials/Wastes Impacts
Los Angeles to San Diego via Inland Empire**

Segment or Subsegment	Description of Alternative or Segment Location	NPL/Superfund Listings	SPL Listings	SWLF Listings
3B2	End of Segment 3C to Downtown San Diego	0	0	1
Station				
3B2	University City Transit Center Station	0	0	0
3B2	San Diego International Airport Station	0	0	0
3B2	Downtown San Diego Station	0	0	0
Subsegment				
3C1	Beginning of Segment 3C to End of 3C, along 3C	0	0	0

Notes:

*The No-Project Alternative represents a future baseline condition at year 2020, by which time certain currently programmed and funded projects will be implemented. Therefore, these impacts are not quantifiable at present. A list of the proposed projects to be implemented by 2020 is provided in Appendixes A and C of the *System Alternatives Definition Report* (Parsons Brinckerhoff, 2002). Impacts from these proposed projects will be identified and addressed on a case-by-case basis, as part of the project environmental review process.

4.1 NO-PROJECT ALTERNATIVE

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

4.2 MODAL ALTERNATIVE

4.2.1 Superfund Sites

Segment 1: Union Station to March ARB

Within this segment, two areas of a large regional Superfund site (San Gabriel Valley) were reported where the footprint of the site as reported in the database extends within the 250-foot buffer of the Modal Alternative along I-10. The San Gabriel Superfund site is characterized by relatively widespread groundwater contamination from a number of sources located throughout the area of the site. From the database information reported, it is impossible to determine the actual extent of contamination associated with this site. Potential impacts to the proposed highway improvements from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared. Identifying information on these two sites follows.

- San Gabriel Valley (Area 1). EPA Identification Number (ID#) CAD980677355. Approximately 98 acres of the reported site area extends within the corridor buffer.

- San Gabriel Valley (Area 2). EPA ID# CAD980818512. Approximately 119 acres of the reported site area extends within the corridor buffer.

Segment 2: March ARB to Mira Mesa

Within this segment, one Superfund site was reported where the footprint of the site as reported in the database extends within the 250-foot buffer of the Modal Alternative along I-215. Superfund sites associated with military bases such as March ARB typically are considered by EPA to include the entire base, although the actual area or areas of contamination may constitute a small portion of the base. From the database information reported, it is impossible to determine the actual extent of contamination associated with this site. Potential impacts to the proposed highway improvements from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared. Identifying information on this site follows.

- March AFB. EPA ID# CA4570024527. Approximately 50 acres of the reported site area extends within the corridor buffer.

Segment 3: Mira Mesa to San Diego

No Superfund sites were identified within 250 feet of the Modal Alternative highway segments or of San Diego International Airport. However, plans for highway and airport improvements have not been finalized and highway or airport infrastructure (e.g., buildings, parking lots, and associated roadways) may extend beyond the 250-foot study area. Potential impacts to the proposed highway and airport improvements from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared.

4.2.2 State Priority List Sites

Segment 1: Union Station to March ARB

Segment 2: March ARB to Mira Mesa

Segment 3: Mira Mesa to San Diego

No SPL sites were identified within 250 feet of the Modal Alternative highway alignments or airports in any of the three segments of the Modal Alternative. However, plans for highway and airport improvements have not been finalized, and highway or airport infrastructure (e.g., buildings, parking lots, and associated roadways) may extend beyond the 250-foot study area. Potential impacts to the proposed highway and airport improvements from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared.

4.2.3 Solid Waste Landfills

Segment 2: March ARB to Mira Mesa

Within this segment, one SWLF site was reported within the 250-foot buffer of the Modal Alternative along I-15. From the database information reported, it is impossible to determine the actual extent of contamination associated with this site. Potential impacts to the proposed highway improvements from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared. Identifying information on this site follows.

- Foster Road Illegal Dump, 8971 Foster Road, Corona, CA. EPA ID# CAD981673742. State Site No. S102361767.

Segment 1: Union Station to March ARBSegment 3: Mira Mesa to San Diego

No SWLF sites were identified within 250 feet of the Modal Alternative highway alignments or airports in Segments 1 and 3 of the Modal Alternative. However, plans for highway and airport improvements have not been finalized and highway or airport infrastructure (e.g., buildings, parking lots, and associated roadways) may extend beyond the 250-foot study area. Potential impacts to the proposed highway and airport improvements from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared.

4.3 HIGH-SPEED TRAIN ALTERNATIVE

4.3.1 Superfund Sites

Segment 1: Union Station to March ARB*Subsegment 1A1: Union Station to Pomona*

Three areas of a large regional Superfund site (San Gabriel Valley) were reported where the footprint of the site, as reported in the database, extends within the 250-foot buffer of Subsegment 1A1. The San Gabriel Superfund site is characterized by relatively widespread groundwater contamination from a number of sources located throughout the area of the site. From the database information reported, it is impossible to determine the actual extent of contamination associated with these sites. Potential impacts to the proposed High-Speed Train Alternative from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared. Identifying information on these two sites follows.

- San Gabriel Valley (Area 1). EPA ID# CAD980677355. Approximately 93 acres of the reported site area extends within the corridor buffer.
- San Gabriel Valley (Area 3). EPA ID# CAD980818579. Approximately 67 acres of the reported site area extends within the corridor buffer.
- San Gabriel Valley (Area 4). EPA ID# CAD980818512. Approximately 96 acres of the reported site area extends within the corridor buffer.

*Subsegment 1A2: Pomona to Ontario**Subsegment 1A3: Ontario to Colton along Segment 1A**Subsegment 1A4: Colton to March ARB*

No Superfund sites were identified within 250 feet of Subsegments 1A2, 1A3, or 1A4. However, plans for high-speed train improvements have not been finalized and rail alignment infrastructure (e.g., buildings and electrical substations) may extend beyond the 250-foot study area. Potential impacts to the proposed high-speed train improvements from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared.

Stations

- Subsegment 1A1: El Monte Station
- Subsegment 1A2: Pomona Station
- Subsegment 1A2: Ontario Station
- Subsegment 1A3: Colton Station
- Subsegment 1A4: UC Riverside Station

No Superfund sites were identified within 250 feet of the rail segment that would be served by the proposed El Monte, Pomona, Ontario, Colton, or UC Riverside 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 stations from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared.

Subsegment 1B1: Union Station to Pomona

One area of a large, regional Superfund site (San Gabriel Valley) was reported where the footprint of the site, as reported in the database, extends within the 250-foot buffer of Subsegment 1B1. The San Gabriel Superfund site is characterized by relatively widespread groundwater contamination from a number of sources located throughout the area of the site. From the database information reported, it is impossible to determine the actual extent of contamination associated with this site. Potential impacts to the proposed high-speed train improvements from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared. Identifying information on this site follows.

- San Gabriel Valley (Area 4). EPA ID# CAD980818512. Approximately 94 acres of the reported site area extends within the 250-foot corridor buffer.

Stations

- Subsegment 1B1: South El Monte Station
- Subsegment 1B1: City of Industry Station

No Superfund sites were identified within 250 feet of the rail segment that would be served by the proposed South El Monte or City of Industry 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 stations from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared.

Subsegment 1C1: Ontario to Colton along Segment 1C

No Superfund sites were identified within 250 feet of Subsegment 1C1. However, plans for high-speed train improvements have not been finalized and rail alignment infrastructure (e.g., buildings and electrical substations) may extend beyond the 250-foot study area. Potential impacts to the proposed high-speed train improvements from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared.

Station

- Subsegment 1C1: San Bernardino Station

No Superfund sites were identified within 250 feet of the rail segment that would be served by the proposed San Bernardino Station. However, plans for the station 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 from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared.

Segment 2: March ARB to Mira Mesa

Subsegment 2A1: March ARB to Escondido

One Superfund site was reported where the footprint of the site, as reported in the database, extends within the 250-foot buffer of Subsegment 2A1. Superfund sites associated with military bases such as the March AFB typically are considered by EPA to include the entire base, although the actual area or areas of contamination may constitute a small portion of the base. From the database information reported, it is

impossible to determine the actual extent of contamination associated with this site. Potential impacts to the proposed high-speed train improvements from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared. Identifying information on this site follows.

- March AFB. EPA ID# CA4570024527. Approximately 108 acres of the reported site area extends within the 250-foot corridor buffer.

Subsegment 2A2: Beginning of Segment 2B to End of 2B, along 2A

Subsegment 2A3: Escondido to Mira Mesa

No Superfund sites were identified within 250 feet of Subsegments 2A2 or 2A3. However, plans for high-speed train improvements have not been finalized and rail alignment infrastructure (e.g., buildings and electrical substations) may extend beyond the 250-foot study area. Potential impacts to the proposed high-speed train improvements from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared.

Station

- Subsegment 2A1: March ARB Station

One Superfund site was identified within 250 feet of the rail segment that would be served by the proposed March ARB Station. Superfund sites associated with military bases such as March AFB typically are considered by EPA to include the entire base, although the actual area or areas of contamination may constitute a small portion of the base. From the database information reported, it is impossible to determine the actual extent of contamination associated with this site. Potential impacts to the proposed high-speed train improvements from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared. Identifying information on this site follows.

- March AFB. EPA ID# CA4570024527

Stations

- Subsegment 2A2: Temecula Station
- Subsegment 2A2: Escondido Station

No Superfund sites were identified within 250 feet of the rail segment that would be served by the proposed Temecula or Escondido 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 stations from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared.

Subsegment 2B1: Beginning of Segment 2B to End of 2B, along 2B

No Superfund sites were identified within 250 feet of the Subsegment 2B2. However, plans for high-speed train improvements have not been finalized and rail alignment infrastructure (e.g., buildings and electrical substations) may extend beyond the 250-foot study area. Potential impacts to the proposed high-speed train improvements from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared.

Station

- Subsegment 2B1: Escondido Transit Center Station

No Superfund sites were identified within 250 feet of the rail segment that would be served by the proposed Escondido Transit Center Station. However, plans for the station 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 from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared.

Segment 3: Mira Mesa to San Diego

Subsegment 3A1: Mira Mesa to Qualcomm Stadium

Subsegment 3B1: Beginning of Segment 3C to End of 3C, along 3B

Subsegment 3B2: End of Segment 3C to Downtown San Diego

Subsegment 3C1: Beginning of Segment 3C to End of 3C, along 3C

No Superfund sites were identified within 250 feet of Subsegments 3A1, 3B1, 3B2, or 3C1. However, plans for high-speed train improvements have not been finalized and rail alignment infrastructure (e.g., buildings and electrical substations) may extend beyond the 250-foot study area. Potential impacts to the proposed high-speed train improvements from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared.

Stations

- Subsegment 3A1: Mira Mesa Station
- Subsegment 3A1: Qualcomm Stadium Station
- Subsegment 3B2: University City Transit Center Station
- Subsegment 3B2: San Diego International Airport Station
- Subsegment 3B2: Downtown San Diego Station

No Superfund sites were identified within 250 feet of the rail segment that would be served by the proposed Mira Mesa, Qualcomm Stadium, University City Transit Center, San Diego International Airport, or Downtown San Diego 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 stations from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared.

4.3.2 State Priority List Sites

Segment 1: Union Station to March ARB

Subsegment 1B1: Union Station to Pomona

One State Priority List site (Rosen's Electrical Service) was reported within the 250-foot buffer of Subsegment 1B1. From the database information reported, it is impossible to determine the actual extent of contamination associated with this site. Potential impacts to the proposed high-speed train improvements from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared. Identifying information on this site follows.

- Rosen's Electrical Equipment Company, 8226 Whittier Blvd, Pico Rivera. EPA ID# CAD983570938. State Site No. 1000208393.

Subsegment 1A1: Union Station to Pomona

Subsegment 1A2: Pomona to Ontario

Subsegment 1A3: Ontario to Colton along Segment 1A

Subsegment 1A4: Colton to March ARB

Subsegment 1C1: Ontario to Colton along Segment 1C

Segment 2: March ARB to Mira Mesa*Subsegment 2A1: March ARB to Escondido**Subsegment 2A2: Beginning of Segment 2B to End of 2B, along 2A**Subsegment 2A3: Escondido to Mira Mesa**Subsegment 2B1: Beginning of Segment 2B to End of 2B, along 2B*Segment 3: Mira Mesa to San Diego*Subsegment 3A1: Mira Mesa to Qualcomm Stadium**Subsegment 3B1: Beginning of Segment 3C to End of 3C, along 3B**Subsegment 3B2: End of Segment 3C to Downtown San Diego**Subsegment 3C1: Beginning of Segment 3C to End of 3C, along 3C*

No State Priority List sites were identified within 250 feet of any subsegment in the region other than in Subsegment 1B1 (see above). However, plans for high-speed train improvements have not been finalized and rail alignment infrastructure (e.g., buildings and electrical substations) may extend beyond the 250-foot study area. Potential impacts to the proposed high-speed train improvements from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared.

Stations

- Subsegment 1A1: El Monte Station
- Subsegment 1A2: Pomona Station
- Subsegment 1A2: Ontario Station
- Subsegment 1A3: Colton Station
- Subsegment 1A4: UC Riverside Station
- Subsegment 1B1: South El Monte Station
- Subsegment 1B1: City of Industry Station
- Subsegment 1C1: San Bernardino Station
- Subsegment 2A1: March ARB Station
- Subsegment 2A2: Temecula Station
- Subsegment 2A2: Escondido Station
- Subsegment 2B1: Escondido Transit Center Station
- Subsegment 3A1: Mira Mesa Station
- Subsegment 3A1: Qualcomm Stadium Station
- Subsegment 3B2: University City Transit Center Station
- Subsegment 3B2: San Diego International Airport Station
- Subsegment 3B2: Downtown San Diego Station

No State Priority List sites were identified within 250 feet of the rail segment that would be served by any of the proposed high-speed train stations in this region. 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 stations from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared.

4.3.3 Solid Waste Landfills

Segment 1: Union Station to March ARB

Subsegment 1A1: Union Station to Pomona

Five Solid Waste Landfill sites were reported within the 250-foot buffer of Subsegment 1A1. From the database information reported, it is impossible to determine the actual extent of contamination associated with these sites. Potential impacts to the proposed high-speed train improvements from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared. Identifying information on these two sites follows.

- La Puente Tires, 18121 Valley Boulevard, La Puente. EPA ID# CAD983570938. State ID No. S103588000.
- Pomona Valley Transfer Station, 1961 Mt. Vernon Avenue, Pomona. EPA ID# CAD983650953. State ID No. S103945807.
- Athens Services, 14048 E. Valley Boulevard, City of Industry. EPA ID# CAD000607705. State ID No. S102360739
- Athens Disposal, 14048 Valley Boulevard, City of Industry. EPA ID# CAD000607705. State ID No. S1023629997
- Rene's Tires, 15156 Valley Boulevard, La Puente. EPA ID# CAD000607705. State ID No. S103340327

Subsegment 1A2: Pomona to Ontario

One Solid Waste Landfill site was reported within the 250-foot buffer of Subsegment 1A2. From the database information reported, it is impossible to determine the actual extent of contamination associated with this site. Potential impacts to the proposed high-speed train improvements from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared. Identifying information on this site follows.

- Pomona Tire Service, 4485 State Street, Montclair. EPA ID# CAD983650953. State ID No. S103426905

Subsegment 1A3: Ontario to Colton along Segment 1A

One Solid Waste Landfill site was reported within the 250-foot buffer of Subsegment 1A3. From the database information reported, it is impossible to determine the actual extent of contamination associated with this site. Potential impacts to the proposed high-speed train improvements from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared. Identifying information on this site follows.

- Hesperia Refuse Disposal Site, 7 Miles South on Hesperia Road, Hesperia. EPA ID# CAD000629998. State ID No. S102361936

Subsegment 1A4: Colton to March ARB

No Solid Waste Landfill sites were identified within 250 feet of Subsegment 1A4. However, plans for high-speed train improvements have not been finalized and rail alignment infrastructure (e.g., buildings and electrical substations) may extend beyond the 250-foot study area. Potential impacts to the proposed high-speed train improvements from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared.

Stations

- Subsegment 1A1: El Monte Station
- Subsegment 1A2: Pomona Station

- Subsegment 1A2: Ontario Station
- Subsegment 1A3: Colton Station
- Subsegment 1A4: UC Riverside Station

No Solid Waste Landfill sites were identified within 250 feet of the rail segment that would be served by the El Monte, Pomona, Ontario, Colton, or UC Riverside 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 stations from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared.

Subsegment 1B1: Union Station to Pomona

Two Solid Waste Landfill sites were reported within the 250-foot buffer of Subsegment 1B1. From the database information reported, it is impossible to determine the actual extent of contamination associated with these sites. Potential impacts to the proposed high-speed train improvements from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared. Identifying information on these two sites follows.

- Waste Transfer and Recycling, 840 S. Mission Road, Los Angeles. EPA ID# CAD983650953. State ID No. 1000819127
- Mission Road Recycling and Transfer Station, 840 S. Mission Road, Los Angeles. EPA ID# CAD983650953. State ID No. S105620402

Stations

- Subsegment 1B1: South El Monte Station
- Subsegment 1B1: City of Industry Station

No Solid Waste Landfill sites were identified within 250 feet of the rail segment that would be served by the South El Monte or City of Industry 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 stations from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared.

Subsegment 1C1: Ontario to Colton along Segment 1C

Three Solid Waste Landfill sites were reported within the 250-foot buffer of Subsegment 1C1. From the database information reported, it is impossible to determine the actual extent of contamination associated with these sites. Potential impacts to the proposed high-speed train improvements from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared. Identifying information on these three sites follows.

- Koritas Tires, 1632 West 5th Street, San Bernardino. EPA ID#CAD000629998. State ID No. S103340423
- American Tire Disposal Inc., 1495 North Eighth Street, Colton. EPA ID# CAD000629998. State ID No. S102859269
- Idaho Tire Recovery Inc., 1496 North Eighth Street, Colton. EPA ID# CAD000629998. State ID No. S104493111

Station

- Subsegment 1C1: San Bernardino Station

No Solid Waste Landfill sites were identified within 250 feet of the rail segment that would be served by the San Bernardino Station. However, plans for the station 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 from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared.

Segment 2: March ARB to Mira Mesa

Subsegment 2A1: March ARB to Escondido

Subsegment 2A2: Beginning of Segment 2B to End of 2B, along 2A

Subsegment 2A3: Escondido to Mira Mesa

Subsegment 2B1: Beginning of Segment 2B to End of 2B, along 2B

No Solid Waste Landfill sites were identified within 250 feet of any subsegment in Segment 2. However, plans for high-speed train improvements have not been finalized and rail alignment infrastructure (e.g., buildings and electrical substations) may extend beyond the 250-foot study area. Potential impacts to the proposed high-speed train improvements from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared.

Stations

- Subsegment 2A1: March ARB Station
- Subsegment 2A2: Temecula Station
- Subsegment 2A2: Escondido Station
- Subsegment 2B1: Escondido Transit Center Station

No Solid Waste Landfill sites were identified within 250 feet of the rail segment that would be served by any of the proposed high-speed train stations in any subsegment of Segment 2. 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 stations from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared.

Segment 3: Mira Mesa to San Diego

Subsegment 3A1: Mira Mesa to Qualcomm Stadium

No Solid Waste Landfill sites were identified within 250 feet of Subsegment 3A1. However, plans for high-speed train improvements have not been finalized and rail alignment infrastructure (e.g., buildings and electrical substations) may extend beyond the 250-foot study area. Potential impacts to the proposed high-speed train improvements from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared.

Stations

- Subsegment 3A1: Mira Mesa Station
- Subsegment 3A1: Qualcomm Stadium Station

No Solid Waste Landfill sites were identified within 250 feet of the rail segment that would be served by the Mira Mesa or Qualcomm Stadium 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 stations from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared.

Subsegment 3B1: Beginning of Segment 3C to End of 3C, along 3B

No Solid Waste Landfill sites were identified within 250 feet of Subsegment 3B1. However, plans for high-speed train improvements have not been finalized and rail alignment infrastructure (e.g., buildings and electrical substations) may extend beyond the 250-foot study area. Potential impacts to the proposed high-speed train improvements from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared.

Subsegment 3B2: End of Segment 3C to Downtown San Diego

One Solid Waste Landfill site was reported within the 250-foot buffer of Subsegment 3B2. From the database information reported, it is impossible to determine the actual extent of contamination associated with this site. Potential impacts to the proposed high-speed train improvements from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared. Identifying information on this site follows.

- Rose Canyon, MCAS Miramar, San Diego. EPA ID# CAD983583097. State ID No. S105155669.

Stations

- Subsegment 3B2: University City Transit Center Station
- Subsegment 3B2: San Diego International Airport Station
- Subsegment 3B2: Downtown San Diego Station

No Solid Waste Landfill sites were identified within 250 feet of the rail segment that would be served by the University City, San Diego International Airport, or Downtown San Diego 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 stations from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared.

Subsegment 3C1: Beginning of Segment 3C to End of 3C, along 3C

No Solid Waste Landfill sites were identified within 250 feet of Subsegment 3C1. However, plans for high-speed train improvements have not been finalized and rail alignment infrastructure (e.g., buildings and electrical substations) may extend beyond the 250-foot study area. Potential impacts to the proposed high-speed train improvements from hazardous materials incidences will be evaluated further when the project-level environmental site assessments are prepared.

5.0 REFERENCES

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