

CALIFORNIA HIGH-SPEED TRAIN

Program Environmental Impact Report/Environmental Impact Statement

Sacramento to Bakersfield

HAZARDOUS MATERIALS/WASTES TECHNICAL EVALUATION

January 2004

Prepared for:

California High-Speed Rail Authority

U.S. Department of Transportation
Federal Railroad Administration



U.S. Department
of Transportation
**Federal
Railroad
Administration**

CALIFORNIA HIGH-SPEED TRAIN PROGRAM EIR/EIS

Sacramento to Bakersfield Hazardous Materials/Wastes Technical Evaluation

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January 2004

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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
BNSF	Burlington Northern & Santa Fe Railway Company
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
COG	Council of Governments
EDR	Environmental Geodata 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
LBP	Lead Based Paint
MTA	Metropolitan Transportation Authority
NPL	National Priority List
RTP	Regional Transportation Plan
SPL	State Priority List
SR	State Route
SWLF	Solid Waste Landfill
UPRR	Union Pacific Railroad

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 Sacramento 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.

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). 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.

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. 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.

For analysis purposes and to facilitate comparison with other alternatives, the Modal Alternative has been broken into the following six corridor segments: Sacramento to Stockton, Stockton to Modesto, Modesto to Merced, Merced to Fresno, Fresno to Tulare, and Tulare to Bakersfield. The projects that comprise the No-Project Alternative within the Sacramento to Bakersfield region are listed at the top of Table 1.

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.

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. The Sacramento to Bakersfield region has been divided into six corridors: Corridor A runs generally from Sacramento to Stockton; Corridor B, from Stockton to Modesto; Corridor C, from Modesto to Merced; Corridor D, from Merced to Fresno; Corridor E, from Fresno to Tulare; and Corridor F, from Tulare to Bakersfield. Within any given corridor, various alignment options have been developed. Each alignment option is named with an alpha-numeric designation: The letter corresponds to the corridor, and the number refers to a specific route within that corridor. The corridors and alignment routes for HST for this region are defined and presented in Appendix A.

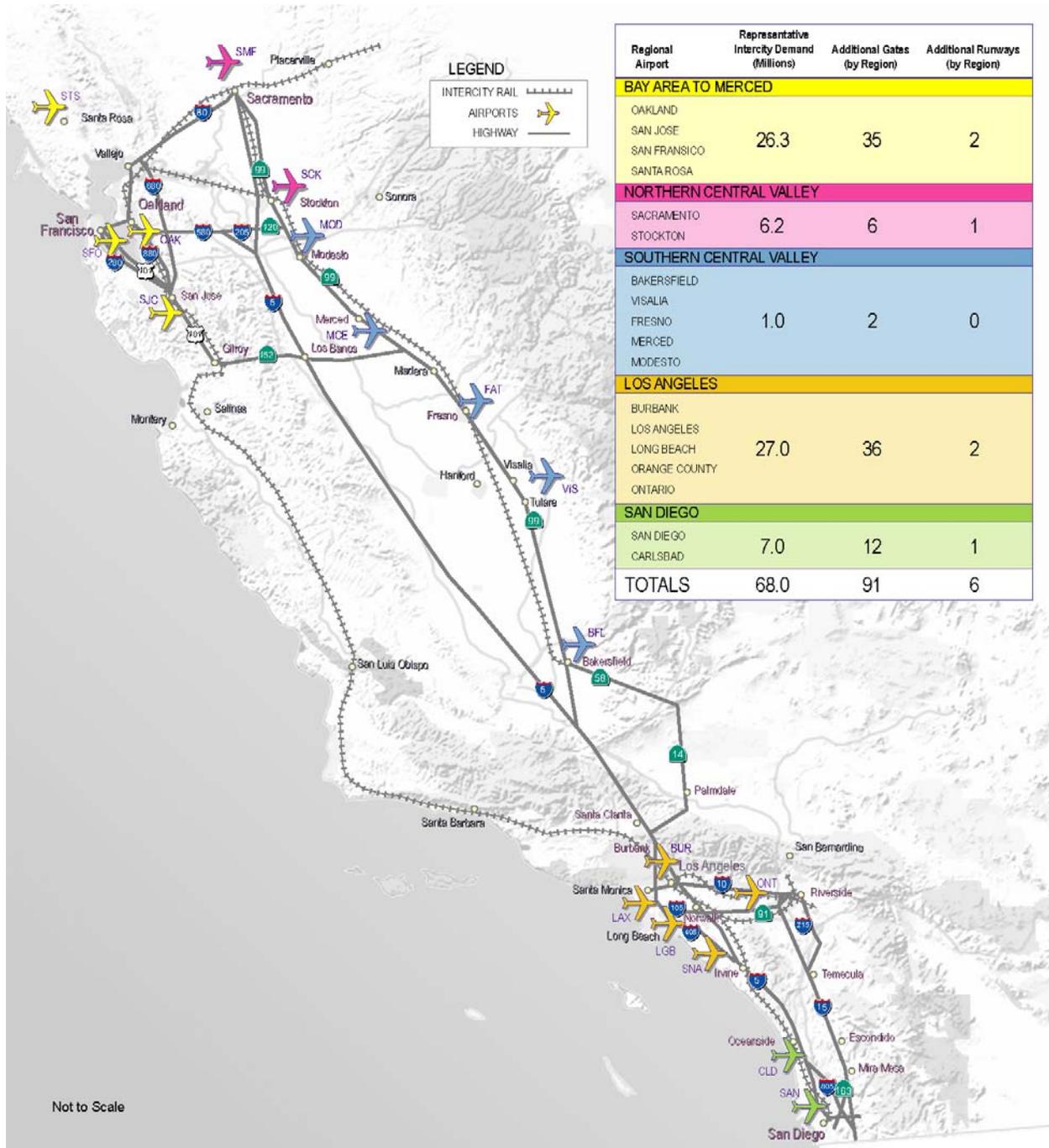
Figure 1
No-Project Alternative – California Transportation System



Figure 2
Modal Alternative-Highway Component



Figure 3
Modal Alternative-Aviation Component



1.2 SITES POTENTIALLY AFFECTED BY HAZARDOUS MATERIALS/WASTES

The hazardous materials/wastes analysis for this program-level EIR/EIS is focused on a quantitative comparison of potential impacts to the public or the environment from hazardous materials or wastes. This analysis is limited to alignments that comprise the Modal and High Speed Train Alternatives, including proposed airport facilities and station locations. The potential impacts for each of these alternatives are compared with the No-Project Alternative. The number of the National Priority List Sites, the State Priority List Sites and the Solid Waste Landfill Sites affecting the No-Project, Modal, and HST Alternatives within each corridor is listed in Table 1, below, and are further discussed in Section 4.

1.2.1 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. Thus the No-Project Alternative is assumed to have no hazardous materials/waste impacts.

1.2.2 Modal Alternative

The Modal Alternative is potentially affected by facilities reported by EDR. Two NPL sites (Plate 1) and six SWLF sites (Plate 3) potentially impact SR-99 from Sacramento to Bakersfield. Five SPL sites (Plate 2) and one SWLF facility affect I-5 improvements. Airports were not potentially affected by listed facilities.

1.2.3 High-Speed Train Alternative

Between Sacramento and Stockton, the HST Alternative has the potential to impact fewer overall listed hazardous materials/waste sites than the Modal Alternative. For the balance of the region (south of Stockton), the HST Alternative is generally equally or more likely to affect sites listed on the three sources used for the evaluation than is the Modal Alternative, depending upon HST alignment option selected.

HST alignment options from Sacramento to Stockton are impacted by at least one NPL site and as many as three SWLF sites. Stations for the Sacramento to Stockton option were not potentially affected by listed facilities, with the exception of the Power Inn Road Station and the Sacramento Maintenance Facility BNSF Alternative, which are located within 250 feet an NPL site. Within this corridor, all listed sites are avoided by HST alignment options A6 and A8, which include Sacramento Station sites at Power Inn Road and follow the CCT alignment southward toward Stockton. The Power Inn Station site is potentially impacted by its proximity to the Sacramento Army Depot, a NPL/Superfund site. The soil contamination at the Sacramento Army Depot, an NPL site, however, has been remediated and only a groundwater plume remains at a depth of at least 80 feet so is not expect to impact HST construction or operation. Hazardous materials/waste impacts are, therefore, not a distinguishing factor among Sacramento to Stockton HST options.

From Stockton to Modesto, the BNSF alignment option (B2) avoids three SWLS that are impacted by the UP option (B1). The BNSF option, therefore has fewer potential hazardous materials/waste impacts.

From Modesto All HST alignment options within the four corridors from Modesto to Merced, Merced to Fresno, Fresno to Tulare, and Tulare to Bakersfield are within or near one or more listed NPL, SPL or SWL sites.

An NPL site and one or two SWLF facilities potentially affected all of the Modesto to Merced options of the HST Alternative. The Castle Air Force Base HST station is the only station for the Modesto to Merced option that is potentially affected by an NPL site. Because the nature of the SWLF facilities is not known, it is not possible to identify the importance of these potential impacts. The overall potential hazardous waste/materials impacts, however, will be minimized under the BNSF options serving the Merced

Downtown Station or the Merced Municipal Airport Station (C5 through C8 and C11-C16) since these options avoid the Superfund site at Castle AFB and are in proximity to fewer SPL- and SWL-listed sites.

Each of the HST alignment options from Merced to Fresno are potentially affected by two to four listed facilities. This potential impact is minimized by HST options – with or without a high-speed loop – that connect to BNSF alignment south of Fresno, (D1, D2, D7, and D8). These options, therefore, appear to be the better alternatives.

The UP option (E1) from Fresno to Tulare is potentially affected by four SWLF facilities, while the BNSF option (E2), the apparent better alignment in terms of hazardous waste impacts, is potentially affected by one SWLF site.

All alignment options within the Tulare to Bakersfield corridor are potentially affected by two to five SWLF facilities. The potential hazardous waste/materials impacts of the HST Alternative are minimized by alignments that follow the UP (F1 through F4, F7 through F10, and F19 through F22).

2.0 BASELINE/AFFECTED ENVIRONMENT

2.1 STUDY AREA 250 FEET OF CENTERLINE

The Study Area for hazardous materials/wastes is defined as 250 feet from the identified rail corridors 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 release site could potentially affect the acquired right-of-way or safety of persons using the proposed alternatives. The localized projects of the No Build Alternative were not quantified at this programmatic level of analysis.

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) Properties. 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/WASTE 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. The No-Project Alternative assumes that hazardous materials/wastes impacts would be mitigated as part of the projects that are associated with the impacts regardless of which proposed alternative the Authority implements.

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 on either side of the rail centerline was reviewed for the occurrence of recorded NPL, SPL, and SWLF sites. Based on these reviews, the number and location of the sites included in the database records were noted. Any sites located in the 250-foot study area and within 1,000 feet of a proposed station were also noted. The results of these findings are listed in Table 1 and are further discussed in Sections 4.2 and 4.3.

4.0 HAZARDOUS MATERIALS/WASTES IMPACTS

The following section describes the number and location of NPL, SPL, and SWLF sites occurring within the study areas. The results of these analyses are summarized in Table 1.

4.1 NO BUILD ALTERNATIVE

The No Build 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 Build Alternative is assumed to have no hazardous materials/waste impacts.

4.2 MODAL ALTERNATIVE

4.2.1 National Priority List Sites/Superfund Sites

Plate 1 depicts the National Priority List sites located within 250 feet of the proposed Modal Alternative Highways and 1,000 feet of the Modal Airport facilities. According to Plate 2, two National Priority Listed facilities were located within 250 feet of the Modal Alternative according to the EDR Report, affecting the following segments:

- SR-99: Fresno to Tulare/Visalia: Selma Treating Company and Purity Oil Sales, Inc.

4.2.2 State Priority List Sites

Plate 2 depicts the State Priority List sites located within 250 feet of the proposed Modal Alternative Highways and 1,000 feet of the Modal Airport facilities. Facilities depicted on Plate 2 were assigned an identification number which correspond to the numbers in parenthesis after the facility names below. According to Plate 2, five State Priority Listed facilities were located within 250 feet of the Modal Alternative according to the EDR Report, affecting the following segments:

- I-5: I-80 and Stockton: a Caltrans Offramp (1), the Sacramento Housing and Redevelopment Agency (2), a Pacific Gas & Electric (PG&E)-Sacramento Site (3), and a Sacramento Municipal Utilities District (SMUD) facility. (4)
- I-5: Stockton and I-580/SR-120: The Equinoa Property. (5)

No State Priority List Sites were identified within 250-feet of the proposed airports facilities. However plans for the airports have not been finalized and station infrastructure (i.e. buildings, parking lots, runways, and roadways) may extend beyond the 1000-foot study area. Potential impacts to the proposed airport modifications from hazardous materials incidents will be further evaluated when the project level environmental site assessments are prepared.

4.2.3 Solid Waste Landfills

Plate 3 depicts the Solid Waste Landfills located within 250 feet of the proposed Modal Alternative Highways and 1,000 feet of the Modal Airport facilities. Facilities depicted on Plate 3 were assigned an identification number which correspond to the numbers in parenthesis after the facility names below. According to Plate 3, nine Solid Waste Landfills were located within 250 feet of the Modal Alternative according to the EDR Report, affecting the following segments:

- I-5: I-580/SR-120 to SR-152: Covanta Stanislaus, Inc. (6) and Fink Road Landfill (42)

- SR-99: Merced to SR-152: Larry's Tire Mart (7)
- SR-99: Sacramento to SR-120: PGM Recycling Center(8) and Anguiano Dump (9)
- I-5: Stockton to I-580/SR-120: Windeler Ranch Glass D/S (10)
- SR-99: Tulare/Visalia to SR-58: Dave's Road Service (11), Ceres West Compost Operation (12), LA Tires (Atwell Tires, Inc.) (43)

No Solid Waste Landfills were identified within 250-feet of the proposed airports facilities. However plans for the airports have not been finalized and station infrastructure (i.e. buildings, parking lots, runways, and roadways) may extend beyond the 1000-foot study area. Potential impacts to the proposed airport modifications from hazardous materials incidents will be further evaluated when the project level environmental site assessments are prepared.

4.3 HIGH-SPEED TRAIN ALTERNATIVE

4.3.1 National Priority List Sites/ Superfund Sites

Plate 1 depicts the National Priority List Sites located within 250 feet of the proposed High Speed Train Alternative and 1,000 feet of the proposed High Speed Train stations and maintenance facilities. According to Plate 1, four National Priority List Sites may affect the following Alignment options:

- Sacramento to Stockton: Sacramento Army Depot is located within 250 feet of all alignment options with the exception of those extending from the Power Inn Station site along the CCT alignment toward Stockton (A6 and A8). The proposed maintenance and storage facility for these two alignments, however, is in close proximity to the Army Depot. This contaminated soil at this Superfund site has been largely remediated, with the remaining contamination being a groundwater plume at a depth of 80 feet. NPL-listed sites, therefore, are not a distinguishing factor among the HST options in this corridor.
- Stockton to Modesto: National Priority List Sites are not located within 250 feet of this alignment according to EDR.
- Modesto to Merced: The Valley Wood Preserving, Inc. Facility is located within 250 feet of alignment options that are parallel to the UPRR alignment north of Merced (C1, C2, C3, C4, C9, and C10). The Castle Air Force Base is located within 250 feet of options that parallel the BNSF alignment north of Merced (C5, C6, C7, C8, C12, C13, C14, C15, and C16). All options from Modesto to Merced, therefore, are affected by one National Priority List site according to the methodology. The relative contamination of these sites is not known, so proximity to NPL sites is not a distinguishing factor among the HST options.
- Merced to Fresno: Purity Oil Sales is located within 250 feet of HST options that connect to the UPRR alignment south of Fresno (D3, D4, D5, and D6). The other options are not affected by NPL sites.
- Fresno to Tulare: National Priority List Sites are not located within 250 feet of this alignment according to EDR.
- Tulare to Bakersfield: National Priority List Sites are not located within 250 feet of this alignment according to EDR.

No Superfund Sites were identified within 1,000-feet of the proposed HST stations and maintenance facilities, with the exception of the Power Inn Road Station, the Castle Air Force Base Station, and the Sacramento Maintenance Facility (BNSF Alternative). These three facilities were located within Superfund Sites (the Sacramento Army Depot and the Castle Air Force Base). Potential impacts to the proposed

station locations from hazardous materials incidents will be further evaluated when the project level environmental site assessments are prepared.

4.3.2 State Priority List Sites

Plate 2 depicts the National Priority List Sites located within 250 feet of the proposed High Speed Train Alternative and 1,000 feet of the proposed High Speed Train stations and maintenance facilities. Facilities depicted on Plate 2 were assigned an identification number which correspond to the numbers in parenthesis after the facility names below. According to Plate 2, four State Priority List Sites may affect the following segments:

- Sacramento to Stockton: State Priority List Sites are not located within 250 feet of the HST Alternative in this corridor according to EDR.
- Stockton to Modesto: State Priority List Sites are not located within 250 feet of the HST Alternative in this corridor according to EDR.
- Modesto to Merced: State Priority List Sites are not located within 250 feet of the HST Alternative in this corridor according to EDR.
- Merced to Fresno: Weir Floway, Inc. (13) is located within 250 feet of all HST options in the Merced to Fresno corridor. Schoettler Tire, Inc. (32) is located within 250 feet of HST options that parallel the UPRR alignment north of Fresno (D5, D6, D7, and D8).
- Fresno to Tulare: State Priority List Sites are not located within 250 feet of the HST Alternative in this corridor according to EDR.
- Tulare to Bakersfield: K & D Salvage (15) is located within 250 feet of HST alignment options with connection to the Truxtun (Union Avenue) Station site (F13 and F14). The Brown and Bryant-Shafter Facility (14) is located within 250 feet of all HST options that serve the Truxtun (Amtrak) Station site, except those options where the Truxtun (Amtrak) site is an off-line (loop) station (F15, F16, F17, F18, F23, and F24).

No State Priority List sites were identified within 1,000-feet of the proposed HST stations and maintenance facilities. However plans for stations have not been finalized and station infrastructure (i.e. buildings, parking lots, and roadways) may extend beyond the 250-foot study area. Potential impacts to the proposed station locations from hazardous materials incidents will be further evaluated when the project level environmental site assessments are prepared.

4.3.3 Solid Waste Landfills

Plate 3 depicts the Solid Waste Landfills located within 250 feet of the proposed High Speed Train Alternative and 1,000 feet of the proposed High Speed Train stations and maintenance facilities. Facilities depicted on Plate 3 were assigned an identification number, which correspond, to the numbers in parenthesis after the facility names below. According to Plate 3, the following options are located within 250 feet of Solid Waste Landfills:

- Sacramento to Stockton: The Sacramento Recycling and Transfer Station (26) is located within 250 feet of each option serving the Sacramento Downtown Station (A1, A2, A3, and A4). The G & G Tire and Lube Facility (27) is located within 250 feet of the HST alignment options that parallel the UPRR alignment north of Stockton (A1, A3, A5, and A7). Ramona Avenue Clean Soils Recycling Center (24) is located within 250 feet of options from the Sacramento Downtown Station with connection to the CCT alignment (A2 and A4). The South Area Transfer Station (25) is located within 250 feet of options from the Sacramento Downtown Station with connection to the CCT alignment (A2 and A4). There are no Solid Waste Landfills within 250 feet of options from the Power Inn Road Station site along the CCT alignment (A6 and A8) according to EDR.

- Stockton to Modesto: G & S Tire Sales (28), Southwest Tire Shop (29) and Larry's Tire Mart (7) are located within 250 feet of the UPRR alignment option (B1). There are no solid waste landfills located within 250 feet of the BNSF alignment option (B2).
- Modesto to Merced: Golden State Auto Wrecking (30) is located within 250 feet of options parallel to the UPRR alignment north of Merced (C1, C2, C3, C4, C9, and C10). The Mercer Property (31), a California Highway Patrol Site, is also located within 250 feet of these alignment options. Winston Tire and Auto Center (16) is located within 250 feet of options paralleling the BNSF north of Merced (C5, C6, C7, C8, C11, C12, C13, C14, C15, and C16). All alignments within this corridor are affected by at least one solid waste landfill site according to EDR.
- Merced to Fresno: Avenue 17 WTS (17) is located within 250 feet of the BNSF alignment options (D1, D2, D3, and D4) within this corridor. Fresno United Metal (33) is located within 250 feet of the options with connection to the UPRR alignment south of Fresno (D3, D4, D5, and D6). Conversely, the UPRR alignments with connections to BNSF south of Fresno (D7 and D8) are not located within 250 feet of solid waste landfill sites according to EDR.
- Fresno to Tulare: Golden State Auto (34), Rodriguez Tires (35), G & L Enterprise/ Alves WTP (36), and L & R Tire Disposal (37) are located within 250 feet of the UPRR alignment option (E1). The Chestnut Avenue Sanitary Landfill (18) is located within 250 feet of the BNSF alignment option (E2).
- Tulare to Bakersfield: Group Tires (22) and the Kern County Transportation (23) facility are located within 250 feet of all options between Tulare and Bakersfield, with the exception of the alignments serving the Truxtun (Union Avenue) Station (F13 and F14); however, these two options are within 250 feet of Maria's Tire and Auto Repair (38), K & D Salvage (15), LA Union Tire Shop (40), and Active 24 Hour Tire Service (41). The Corcoran Sanitary Landfill (19), James Construction/Ready Rent (20), and American Tire Tec (21) are located within 250 feet of options parallel to BNSF north of Bakersfield (F5, F6, F11, F12, F23, and F24). The Brown and Bryant-Shafter Facility (14) is located within 250 feet of options parallel to BNSF north of Bakersfield (F5, F6, F11, F12, F23, and F24).

No Solid Waste Landfill sites were identified within 1,000-feet of the proposed HST stations and maintenance facilities. However plans for stations have not been finalized and station infrastructure (i.e. buildings, parking lots, and roadways) may extend beyond the 250-foot study area. Potential impacts to the proposed station locations from hazardous materials incidents will be further evaluated when the project level environmental site assessments are prepared.

Table 1
Detailed Analysis/Comparison Table
Hazardous Materials/Wastes Impacts
Sacramento to Bakersfield Region

	NPL/ Superfund Listings	SPL Listings	SWLF Listings
No-Project	-	-	-
	No Impact	No Impact	No Impact
Modal Alternative			
Sacramento to Stockton			
Highways			
<i>I-5: I-580/SR-120 to SR-152</i>	-	-	2
Covanta Stanislaus, Inc. (6) 4040 Fink Road Crows Landing	-	-	X
Fink Road Landfill (42) 4000 Fink Road Crows Landing	-	-	X
<i>I-5: I-80 to Stockton</i>	-	4	-
Caltrans (1) I-5/Q-Street Offramp Sacramento	-	X	-
Sacramento Housing and Redevelopment Agency (2) 1920 Front Street Sacramento	-	X	-
PG&E-Sacramento Site (3) 2000 Front Street Sacramento	-	X	-
SMUD (4) Front Street and T-Street Sacramento	-	X	-
<i>99: Sacramento to SR-120</i>	-	-	2
PGM Recycling Center (8) 19414 North Highway 99 Acampo	-	-	X
Anguiano Dump (9) 4660 East Morse Road Lodi	-	-	X
<i>I-5: Stockton to I-580/SR-120</i>	-	1	1
Equinoa Property (5) 4599 Manthey Road French Camp	-	X	-
Windeler Ranch Glass D/S (10) 640 Mossdale Road Lathrop	-	-	X
Airports			
Sacramento	-	-	-
Stockton to Modesto			
Highways			
<i>99: SR-120 to Modesto</i>	-	-	-
Modesto to Merced			
Highways			

	NPL/ Superfund Listings	SPL Listings	SWLF Listings
99: Modesto to Merced	-	-	1
Larry's Tire Mart (7) 1453 South 7 th Street Modesto	-	-	X
Merced to Fresno			
Highways			
99: Merced to SR-152	-	-	-
99: SR-152 to Fresno	-	-	-
Airports			
Fresno	-	-	-
Fresno to Tulare			
Highways			
99: Fresno to Tulare/Visalia	2	-	-
Selma Treating Company	X	-	-
Purity Oil Sales, Inc.	X	-	-
I-5: SR-152 to SR-99			
Tulare to Bakersfield			
Highways			
99: Tulare/Visalia to SR-58	-	-	3
Dave's Road Service (11) 974 Frontage Road Bakersfield	-	-	X
Ceres West Compost Operation (12) 6070 State Road Bakersfield	-	-	X
LA Tires (Atwell Tires, Inc.) (43) 990 Frontage Road McFarland	-	-	X
High Speed Train Alternative (see Appendix A for Alignment Options)			
Sacramento to Stockton			
Alignments			
A1	1	-	2
Sacramento Army Depot	X	-	-
Sacramento Recycling and Transfer Station (26) 8191 Fruitridge Road Sacramento	-	-	X
G & G Tire and Lube (27) 321 A Street Galt	-	-	X
A2	1	-	3
Ramona Avenue Clean Soils Recycling Center (24) 3562 Ramona Avenue Sacramento	-	-	X
South Area Transfer Station (25) 8550 Fruitridge Road Sacramento	-	-	X
Sacramento Army Depot	X	-	-

	NPL/ Superfund Listings	SPL Listings	SWLF Listings
Sacramento Recycling and Transfer Station (26) 8191 Fruitridge Road Sacramento	-	-	X
A3	1	-	2
Sacramento Army Depot	X	-	-
Sacramento Recycling and Transfer Station (26) 8191 Fruitridge Road Sacramento	-	-	X
G & G Tire and Lube (27) 321 A Street Galt	-	-	X
A4	1	-	3
Ramona Avenue Clean Soils Recycling Center (24) 3562 Ramona Avenue Sacramento	-	-	X
South Area Transfer Station (25) 8550 Fruitridge Road Sacramento	-	-	X
Sacramento Army Depot	X	-	-
Sacramento Recycling and Transfer Station (26) 8191 Fruitridge Road Sacramento	-	-	X
A5	1	-	1
G & G Tire and Lube (28) 321 A Street Galt	-	-	X
Sacramento Army Depot	X	-	-
A6	-	-	-
A7	1	-	1
G & G Tire and Lube (28) 321 A Street Galt	-	-	X
Sacramento Army Depot	X	-	-
A8	-	-	-
Stations			
Sacramento Downtown Depot	-	-	-
Power Inn Road Station	1	-	-
Sacramento Army Depot	X	-	-
Stockton Downtown Station	-	-	-
Maintenance Facilities			
Sacramento Maintenance Facility BNSF Alt	1	-	-
Sacramento Army Depot	X	-	-
Sacramento Maintenance Facility UPRR Alt	-	-	-
Stockton to Modesto			

	NPL/ Superfund Listings	SPL Listings	SWLF Listings
Alignments			
B1	-	-	3
G & S Tire Sales (28) 301 Kansa Avenue Modesto	-	-	X
Southwest Tire Shop (29) 513 Crows Landing Modesto	-	-	X
Larry's Tire Mart (7) 1453 South Seventh Street Modesto	-	-	X
B2	-	-	-
Stations			
Modesto Downtown Station	-	-	-
Modesto Briggsmore Station	-	-	-
Modesto to Merced			
Alignments			
C1	1	-	2
Golden State Auto Wrecking (30) 1565 Paulson Road Turlock	-	-	X
Valley Wood Preserving, Inc. 2237 South Golden State Blvd. Turlock	X	-	-
Mercer Property (CHP Site) (31) 2024 South Daubenberger Turlock	-	-	X
C2	1	-	2
Golden State Auto Wrecking (30) 1565 Paulson Road Turlock	-	-	X
Valley Wood Preserving, Inc. 2237 South Golden State Blvd. Turlock	X	-	-
Mercer Property (CHP Site) (31) 2024 South Daubenberger Turlock	-	-	X
C3	1	-	2
Golden State Auto Wrecking (30) 1565 Paulson Road Turlock	-	-	X
Valley Wood Preserving, Inc. 2237 South Golden State Blvd. Turlock	X	-	-
Mercer Property (CHP Site) (31) 2024 South Daubenberger Turlock	-	-	X
C4	1	-	2
Golden State Auto Wrecking (30) 1565 Paulson Road Turlock	-	-	X

	NPL/ Superfund Listings	SPL Listings	SWLF Listings
Valley Wood Preserving, Inc. 2237 South Golden State Blvd. Turlock	X	-	-
Mercer Property (CHP Site) (31) 2024 South Daubenberger Turlock	-	-	X
C5	1	-	1
Castle Air Force Base	X	-	-
Winton Tire and Auto Center (16) 6478 Santa Fe Winton	-	-	X
C6	1	-	1
Castle Air Force Base	X	-	-
Winton Tire and Auto Center (16) 6478 Santa Fe Winton	-	-	X
C7	1	-	1
Castle Air Force Base	X	-	-
Winton Tire and Auto Center (16) 6478 Santa Fe Winton	-	-	X
C8	1	-	1
Castle Air Force Base	X	-	-
Winton Tire and Auto Center (16) 6478 Santa Fe Winton	-	-	X
C9	1	-	2
Golden State Auto Wrecking (30) 1565 Paulson Road Turlock	-	-	X
Valley Wood Preserving, Inc. 2237 South Golden State Blvd. Turlock	X	-	-
Mercer Property (CHP Site) (31) 2024 South Daubenberger Turlock	-	-	X
C10	1	-	2
Golden State Auto Wrecking (30) 1565 Paulson Road Turlock	-	-	X
Valley Wood Preserving, Inc. 2237 South Golden State Blvd. Turlock	X	-	-
Mercer Property (CHP Site) (31) 2024 South Daubenberger Turlock	-	-	X
C11	1	-	1
Castle Air Force Base	X	-	-
Winton Tire and Auto Center (16) 6478 Santa Fe Winton	-	-	X
C12	1	-	1
Castle Air Force Base	X	-	-

	NPL/ Superfund Listings	SPL Listings	SWLF Listings
Winton Tire and Auto Center (16) 6478 Santa Fe Winton	-	-	X
C13	1	-	1
Castle Air Force Base	X	-	-
Winton Tire and Auto Center (16) 6478 Santa Fe Winton	-	-	X
C14	1	-	1
Castle Air Force Base	X	-	-
Winton Tire and Auto Center (16) 6478 Santa Fe Winton	-	-	X
C15	1	-	1
Castle Air Force Base	X	-	-
Winton Tire and Auto Center (16) 6478 Santa Fe Winton	-	-	X
C16	1	-	1
Castle Air Force Base	X	-	-
Winton Tire and Auto Center (16) 6478 Santa Fe Winton	-	-	X
Stations			
Merced Downtown Station	-	-	-
Merced Municipal Airport Station	-	-	-
Castle Air Force Base	1	-	-
Castle Air Force Base	X	-	-
Merced to Fresno			
Alignments			
D1	-	1	1
Avenue 17 WTS (17) 27652 Avenue 17 Madera	-	-	X
Weir Floway Inc. (13) 2494 South Railroad Avenue Fresno	-	x	-
D2	-	1	1
Avenue 17 WTS (17) 27652 Avenue 17 Madera	-	-	X
Weir Floway Inc. (13) 2494 South Railroad Avenue Fresno	-	x	-
D3	1	1	2
Avenue 17 WTS (17) 27652 Avenue 17 Madera	-	-	X
Weir Floway Inc. (13) 2494 South Railroad Avenue Fresno	-	X	-

	NPL/ Superfund Listings	SPL Listings	SWLF Listings
Fresno United Metal (33) 3270 South Golden Gate Fresno	-	-	X
Purity Oil Sales 3265 South Maple Avenue Malaga	X	-	-
D4	1	1	2
Avenue 17 WTS (17) 27652 Avenue 17 Madera	-	-	X
Weir Floway Inc. (13) 2494 South Railroad Avenue Fresno	-	X	-
Fresno United Metal (33) 3270 South Golden Gate Fresno	-	-	X
Purity Oil Sales 3265 South Maple Avenue Malaga	X	-	-
D5	1	2	1
Schoettler Tire Inc. (32) 401 North E Madera	-	X	-
Weir Floway Inc. (13) 2494 South Railroad Avenue Fresno	-	X	-
Fresno United Metal (33) 3270 South Golden Gate Fresno	-	-	X
Purity Oil Sales 3265 South Maple Avenue Malaga	X	-	-
D6	1	2	1
Schoettler Tire Inc. (32) 401 North E Madera	-	X	-
Weir Floway Inc. (13) 2494 South Railroad Avenue Fresno	-	X	-
Fresno United Metal (33) 3270 South Golden Gate Fresno	-	-	X
Purity Oil Sales 3265 South Maple Avenue Malaga	X	-	-
D7	-	2	-
Schoettler Tire Inc. (32) 401 North E Madera	-	X	-
Weir Floway Inc. (13) 2494 South Railroad Avenue Fresno	-	X	-
D8	-	2	-

	NPL/ Superfund Listings	SPL Listings	SWLF Listings
Schoettler Tire Inc. (32) 401 North E Madera	-	X	-
Weir Floway Inc. (13) 2494 South Railroad Avenue Fresno	-	X	-
Stations			
Fresno Downtown Station	-	-	-
Fresno to Tulare			
Alignments			
E1	-	-	4
Golden State Auto (34) 2608 Thompson Selma	-	-	X
Rodriguez Tires (35) 1616 Whitson Avenue Selma	-	-	X
G & L Enterprise/ Alves WTP (36) 13488 Golden State Selma	-	-	X
L & R Tire Disposal (37) 1247 Earl Street Kingsburg	-	-	X
E2	-	-	1
Chesnut Ave. Sanitary Landfill (18) 12825 South Chesnut Avenue Fresno	-	-	X
Stations			
Visalia Airport	-	-	-
Hanford Station	-	-	-
Tulare to Bakersfield			
Alignments			
F1	-	-	2
Group Tires (22) 1619 East Truxtun Bakersfield	-	-	X
Kern County Transportation (23) 1409 Washington Street Bakersfield	-	-	X
F2	-	-	2
Group Tires (22) 1619 East Truxtun Bakersfield	-	-	X
Kern County Transportation (23) 1409 Washington Street Bakersfield	-	-	X
F3	-	-	2
Group Tires (22) 1619 East Truxtun Bakersfield	-	-	X

	NPL/ Superfund Listings	SPL Listings	SWLF Listings
Kern County Transportation (23) 1409 Washington Street Bakersfield	-	-	X
F4	-	-	2
Group Tires (22) 1619 East Truxtun Bakersfield	-	-	X
Kern County Transportation (23) 1409 Washington Street Bakersfield	-	-	X
F5	-	1	5
Brown and Bryant- Shafter Facility (14) 135 Commercial Drive Shafter	-	X	-
Corcoran Sanitary Landfill (19) 6061 Nevada Avenue Corcoran	-	-	X
James Const./Ready Rent (CHP Site) (20) 200 Otis Avenue Corcoran	-	-	X
American Tire Tec (21) 1316 J Street Wasco	-	-	X
Group Tires (22) 1619 East Truxtun Bakersfield	-	-	X
Kern County Transportation (23) 1409 Washington Street Bakersfield	-	-	X
F6	-	1	5
Brown and Bryant- Shafter Facility (14) 135 Commercial Drive Shafter	-	X	-
Corcoran Sanitary Landfill (19) 6061 Nevada Avenue Corcoran	-	-	X
James Const./Ready Rent (CHP Site) (20) 200 Otis Avenue Corcoran	-	-	X
American Tire Tec (21) 1316 J Street Wasco	-	-	X
Group Tires (22) 1619 East Truxtun Bakersfield	-	-	X
Kern County Transportation (23) 1409 Washington Street Bakersfield	-	-	X
F7	-	-	2
Group Tires (22) 1619 East Truxtun Bakersfield	-	-	X

	NPL/ Superfund Listings	SPL Listings	SWLF Listings
Kern County Transportation (23) 1409 Washington Street Bakersfield	-	-	X
F8	-	-	2
Group Tires (22) 1619 East Truxtun Bakersfield	-	-	X
Kern County Transportation (23) 1409 Washington Street Bakersfield	-	-	X
F9	-	-	2
Group Tires (22) 1619 East Truxtun Bakersfield	-	-	X
Kern County Transportation (23) 1409 Washington Street Bakersfield	-	-	X
F10	-	-	2
Group Tires (22) 1619 East Truxtun Bakersfield	-	-	X
Kern County Transportation (23) 1409 Washington Street Bakersfield	-	-	X
F11	-	1	5
Brown and Bryant- Shafter Facility (14) 135 Commercial Drive Shafter	-	X	-
Corcoran Sanitary Landfill (19) 6061 Nevada Avenue Corcoran	-	-	X
James Const./Ready Rent (CHP Site) (20) 200 Otis Avenue Corcoran	-	-	X
American Tire Tec (21) 1316 J Street Wasco	-	-	X
Group Tires (22) 1619 East Truxtun Bakersfield	-	-	X
Kern County Transportation (23) 1409 Washington Street Bakersfield	-	-	X
F12	-	1	5
Brown and Bryant- Shafter Facility (14) 135 Commercial Drive Shafter	-	X	-
Corcoran Sanitary Landfill (19) 6061 Nevada Avenue Corcoran	-	-	X

	NPL/ Superfund Listings	SPL Listings	SWLF Listings
James Const./Ready Rent (CHP Site) (20) 200 Otis Avenue Corcoran	-	-	X
American Tire Tec (21) 1316 J Street Wasco	-	-	X
Group Tires (22) 1619 East Truxtun Bakersfield	-	-	X
Kern County Transportation (23) 1409 Washington Street Bakersfield	-	-	X
F13	-	1	4
Maria's Tire and Auto Repair (38) 124 Union Avenue Bakersfield	-	-	X
K & D Salvage (15) 600 South Union Avenue Bakersfield	-	X	X
LA Union Tire Shop (40) 2021 South Union Avenue Bakersfield	-	-	X
Active 24 Hour Tire Service (41) 2599 South Union Avenue Bakersfield	-	-	X
F14	-	1	4
Maria's Tire and Auto Repair (38) 124 Union Avenue Bakersfield	-	-	X
K & D Salvage (15) 600 South Union Avenue Bakersfield	-	X	X
LA Union Tire Shop (40) 2021 South Union Avenue Bakersfield	-	-	X
Active 24 Hour Tire Service (41) 2599 South Union Avenue Bakersfield	-	-	X
F15	-	-	2
Group Tires (22) 1619 East Truxtun Bakersfield	-	-	X
Kern County Transportation (23) 1409 Washington Street Bakersfield	-	-	X
F16	-	-	2
Group Tires (22) 1619 East Truxtun Bakersfield	-	-	X
Kern County Transportation (23) 1409 Washington Street Bakersfield	-	-	X
F17	-	-	2

	NPL/ Superfund Listings	SPL Listings	SWLF Listings
Group Tires (22) 1619 East Truxtun Bakersfield	-	-	X
Kern County Transportation (23) 1409 Washington Street Bakersfield	-	-	X
F18	-	-	2
Group Tires (22) 1619 East Truxtun Bakersfield	-	-	X
Kern County Transportation (23) 1409 Washington Street Bakersfield	-	-	X
F19	-	-	2
Group Tires (22) 1619 East Truxtun Bakersfield	-	-	X
Kern County Transportation (23) 1409 Washington Street Bakersfield	-	-	X
F20	-	-	2
Group Tires (22) 1619 East Truxtun Bakersfield	-	-	X
Kern County Transportation (23) 1409 Washington Street Bakersfield	-	-	X
F21	-	-	2
Group Tires (22) 1619 East Truxtun Bakersfield	-	-	X
Kern County Transportation (23) 1409 Washington Street Bakersfield	-	-	X
F22	-	-	2
Group Tires (22) 1619 East Truxtun Bakersfield	-	-	X
Kern County Transportation (23) 1409 Washington Street Bakersfield	-	-	X
F23	-	1	5
Brown and Bryant- Shafter Facility (14) 135 Commercial Drive Shafter	-	X	-
Corcoran Sanitary Landfill (19) 6061 Nevada Avenue Corcoran	-	-	X
James Const./Ready Rent (20) (CHP Site) 200 Otis Avenue Corcoran	-	-	X

	NPL/ Superfund Listings	SPL Listings	SWLF Listings
American Tire Tec (21) 1316 J Street Wasco	-	-	X
Group Tires (22) 1619 East Truxtun Bakersfield	-	-	X
Kern County Transportation (23) 1409 Washington Street Bakersfield	-	-	X
F24	-	1	5
Brown and Bryant-Shafter Facility (14) 135 Commercial Drive Shafter	-	X	-
Corcoran Sanitary Landfill (19) 6061 Nevada Avenue Corcoran	-	-	X
James Const./Ready Rent (20) (CHP Site) 200 Otis Avenue Corcoran	-	-	X
American Tire Tec (21) 1316 J Street Wasco	-	-	X
Group Tires (22) 1619 East Truxtun Bakersfield	-	-	X
Kern County Transportation (23) 1409 Washington Street Bakersfield	-	-	X
Stations			
Bakersfield Airport Station	-	-	-
Golden State Station	-	-	-
Truxtun (Union Avenue) Station	-	-	-
Truxtun (Amtrak) Station	-	-	-
Maintenance Facilities			
Main Maintenance Facility BNSF Alt	-	-	-
Main Maintenance Facility UPRR Alt	-	-	-

Note: "X" designates whether the listed facility is a National Priority List Site, A State Priority List Site, or a Solid Waste Landfill Site.
 "#" indicates the number of National Priority List Sites, State Priority List Sites or Solid Waste Landfill Sites noted according to the methodology described in Section 1.2.
 (#) corresponds to the facility labels on Plates 2 and 3.
 "-" indicates no National Priority List Sites, State Priority List Sites or Solid Waste Landfill Sites noted

Source: EDR, January 2003.

5.0 REFERENCES

1. ASTM, 2000 *Standard Practice for Environmental Site Assessments – Phase I Environmental Site Assessment Process (E1527-00)*
2. ASTM, 2001, *Standards Related to the Phase II Environmental Site Assessment Process (E1903-01)*.
3. EDR, 2003, *Environmental Geodata*. Environmental Data Resources, Inc. (EDR), January 2003
4. Parsons-Brinckerhoff, 2002, *Screening Report, prepared for California High-Speed Rail Authority, April 2002.*
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6. Parsons-Brinckerhoff, 2002, *Final Draft Environmental Analysis Methodologies, prepared for California High-Speed Rail Authority, November 7, 2002.*

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