3.8 Hazards and Hazardous Materials

This section is based on the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report*, incorporated into this DEIR as Appendix M.

3.8.1 Regulatory and Policy Framework

3.8.1.1 Federal

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA), also known as the "Superfund Act," provides a federal fund to identify, characterize, and remediate hazardous material sites. Through the Superfund Act, the U.S. Environmental Protection Agency (EPA) was granted the authority to identify and obtain the cooperation of parties responsible for hazardous material incidents and conditions.

Superfund Amendments and Reauthorization Act

The Superfund Amendment and Reauthorization Act, Title III of 1986 is the Emergency Planning and Community Right-to-Know Act. Facilities are required to report the following items on EPA Form R, the Toxic Chemical Release Inventory Reporting Form: facility identification, off-site locations where toxic chemicals are transferred in wastes, chemical-specific information, and supplemental information.

Resource Conservation and Recovery Act

At the federal level, the principal agency regulating the generation, transport, and disposal of hazardous substances is EPA, under the authority of the Resource Conservation and Recovery Act (RCRA) of 1976. The RCRA established an all-encompassing federal regulatory program for hazardous substances that is administered by EPA. Under the RCRA, EPA regulates the generation, transportation, treatment, storage, and disposal of hazardous substances. The RCRA was amended by the Hazardous and Solid Waste Amendments of 1984, which specifically prohibits the use of certain techniques to dispose of various hazardous substances. EPA has delegated much of the RCRA requirements to the California Department of Toxic Substances Control (DTSC).

Toxic Substances Control Act

The Toxic Substances Control Act of 1976 established the mechanisms by which EPA tracks, screens, and tests industrial chemicals currently produced or imported into the U.S. that may pose an environmental or human health hazard. The Toxic Substances Control Act addresses the production, importation, use, and disposal of specific chemicals including polychlorinated biphenyls (PCB), asbestos, radon, and lead-based paints (LBP).

Clean Water Act

The Clean Water Act of 1972 (CWA) 33 (United States Code [U.S.C.]) Section 1251 et seq. is the primary federal law that establishes the basic structure for regulating discharges of pollutants into waters of the United States (U.S.) and gives EPA the authority to implement pollution control programs such as setting wastewater standards for industries. In most states, including California, EPA has delegated this authority to state agencies.

Clean Air Act

The federal Clean Air Act (CAA) 42 U.S.C. Section 7401 et seq. is the comprehensive federal law that regulates air emissions from stationery and mobile sources. Among other things, this law authorizes EPA

to establish National Ambient Air Quality Standards to protect public health and public welfare based on the latest science, and it requires states to adopt enforceable plans to achieve the standards. The U.S. EPA administers national programs to monitor concentrations of certain air pollutants and to control emissions from major sources. Through the CAA, EPA regulates emission sources that are under the exclusive authority of the federal government, such as certain types of locomotives, and mandates various emission standards, including those for on-road vehicles. The CAA also contains specific provisions to address "hazardous" or "toxic" air pollutants that pose health risks such as cancer, or environmental threats such as bioaccumulation of heavy metals.

Pipeline and Hazardous Materials Safety Administration

The U.S. Department of Transportation (USDOT) Pipeline and Hazardous Materials Safety Administration (PHMSA) regulates oil pipeline design, construction, testing, operation, and maintenance are regulated under Title 49 Code of Federal Regulations (CFR) Part 195 entitled, "Transportation of Hazardous Liquids by Pipeline," authorized by the Pipeline Safety Act of 2011.

Pipeline facilities are subject to regular inspection and maintenance activities required by the USDOT's PHMSA regulations and would include, but would not be restricted to, regular inspections of the terminal and pipeline route to inspect for visible leaks and to evaluate aboveground equipment including valve stations, pump and power stations; monthly inspections of to ensure the integrity of pipeline corrosion protection; excavation and repair of pipeline segments experiencing degradation; and repair of pipeline anomalies identified during internal inspection or at locations damaged by third parties.

Federal Occupational Safety and Health Act

The Occupational Safety and Health Administration (OSHA) administers the Federal Occupational Safety and Health Act of 1970 which requires training handlers of hazardous materials, notifying employees who work in the vicinity of hazardous materials, acquiring material safety data sheets which describe the proper use of hazardous materials, and training employees to remediate any hazardous material accidental releases.

The Federal Occupational Safety and Health Act regulates lead and asbestos as it relates to employee safety through a set of notification and Corrective Action requirements, warning signs and labels, controlled access, use of protective equipment, demolition/renovation procedures, housekeeping controls, training, and in certain cases, air monitoring and medical surveillance to reduce potential exposure. This legislation also requires contractors conducting LBP and asbestos-containing material (ACM) surveys and removal to be certified by the California Occupational Safety and Health Administration (Cal/OSHA).

Federal Aviation Regulations, Part 77

Federal Aviation Regulations (FAR) (U.S. Code [U.S.C.] Title 14) Part 77, "Safe, Efficient Use, and Preservation of the Navigable Airspace" has been adopted as a means of monitoring and protecting the airspace required for safe operation of aircraft and airports. Part 77 recognizes that certain safety hazards to aircraft and airport operations may occur where a land use would:

- Exceed certain specified height limits;
- Attract large concentrations of birds within approach/climb out areas;
- Produce smoke or flashing lights;
- Reflect light or generate electronic interference; or
- Use or store large quantities of flammable materials.

Part 77 establishes the following:

- The requirements to provide notice to the Federal Aviation Administration (FAA) of certain proposed construction activities, or the alteration of existing structures
- The standards used to determine obstructions to air navigation, and navigational and communication facilities; and
- The process for aeronautical studies of obstructions to air navigation or navigational facilities to determine the effect on the safe and efficient use of navigable airspace, air navigation facilities, or equipment.

Objects that exceed certain specified height limits constitute airspace obstructions. FAR Section 77.9 requires that the FAA be notified of proposed construction or alteration of certain objects within a specified distance from an airport, among them the following:

- Construction or alteration of more than 200 feet in height above the ground level at its site; or
- Construction or alteration of greater height than an imaginary surface extending outward and upward at (a slope of) 100 to 1 for a horizontal distance of 20,000 feet from the nearest point of the nearest runway of each (public use airport, public use airport under construction, or military airport) with at least one runway more than 3,200 feet in actual length, excluding heliports.

However, notice does not need to be filed with the FAA for construction of any object that would be shielded by existing permanent, substantial structures or by natural terrain or topographic features of equal or greater height, and that would be located in the congested area of a city, town, or settlement where the shielded structure would not adversely affect air navigation safety.

3.8.1.2 State

Hazardous Waste Control Act

The Hazardous Waste Control Act is implemented by regulations contained in Title 26 of the California Code of Regulations (CCR) that describe requirements for the proper management of hazardous waste. This legislation created the state hazardous-waste management program, which is similar to, but more stringent than the federal RCRA program.

The program includes hazardous-waste criteria for the following:

- Identification and classification
- Generation and transportation
- Design and permitting of recycling, treatment, storage, and disposal facilities
- Treatment standards
- Operation of facilities and staff training
- Closure of facilities and liability requirements

The Hazardous Waste Control Act and Title 26 regulations list more than 800 potentially hazardous materials and establish criteria for identifying, packaging, and disposal of these materials. Under these regulations, the generator of hazardous waste must complete a manifest that accompanies the material from the point of generation through transport to the ultimate disposal location and must file copies of the manifest with DTSC.

State of California Occupational Safety and Health Act

Cal/OSHA regulates worker safety similar to federal OSHA but also requires preparation of an Injury and Illness Prevention Program, an employee safety program of inspections, procedures to correct unsafe conditions, employee training, and occupational safety communication. In addition, Cal/OSHA regulations indirectly protect the general public by requiring construction managers to post warning signs, limit public access to construction areas, and obtain permits for work considered to present a significant risk of injury, such as excavations greater than 5 feet.

Tanner Act

Although there are numerous state policies dealing with hazardous-waste materials, the most comprehensive is the Tanner Act (Assembly Bill 2948) which was adopted in 1986. The Tanner Act governs the preparation of hazardous-waste management plans and the storing of hazardous-waste facilities in the State of California. The Tanner Act also mandates that each County adopt a Hazardous Waste Management Plan. To be in compliance with the Tanner Act, local or regional hazardous-waste management plans need to include provisions that define (1) the planning process for waste management, (2) the permit process for new and expanded facilities, and (3) the appeal process to the state available for certain local decisions.

Hazardous Materials Management Plans

In January 1996, the California Environmental Protection Agency (CalEPA) adopted regulations implementing a Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program). The six program elements of the Unified Program are (1) hazardous-waste generators and hazardous-waste on-site treatment, (2) underground storage tanks (UST), (3) aboveground storage tanks, (4) hazardous material release response plans and inventories, (5) risk management and prevention program, and (6) Uniform Fire Code hazardous materials management plans and inventories. The Unified Program is implemented at the local level by a local agency—Certified Unified Program Agency (CUPA). CUPA is responsible for consolidating the administration of the six program elements within its jurisdiction. The Los Angeles County Fire Department (LACFD) is the CUPA for the unincorporated portions of Los Angeles County as well as the cities of Burbank, Pasadena, and Torrance; the Los Angeles Fire Department (LAFD) is the CUPA for the City of Los Angeles; and the City of Santa Monica is the CUPA for the City of Santa Monica.

State and federal laws require detailed planning to ensure that hazardous materials are properly handled, used, stored, and disposed of, and in the event that such materials are accidentally released, to prevent or mitigate injury to health or the environment. California's Hazardous Materials Release Response Plans and Inventory Law, sometimes called the Business Plan Act, aims to minimize the potential for accidents involving hazardous materials and to facilitate an appropriate response to possible hazardous materials emergencies. The law requires businesses that use hazardous materials to provide inventories of those materials to designated emergency response agencies, to illustrate on a diagram where the materials are stored on-site, to prepare an Emergency Response Plan, and to train employees to use the materials safely.

California Accidental Release Prevention Program

The California Accidental Release Prevention Program (CalARP) (CCR Title 19, Division 2, Chapter 4.5) covers certain businesses that store or handle more than a certain volume of specific regulated substances at their facilities. The CalARP program regulations became effective on January 1, 1997. These regulations include provisions of the Federal Accidental Release Prevention Program (Title 40, CFR

Part 68), with additions specific to the state, pursuant to Article 2, Chapter 6.95 of the Health and Safety Code.

Regulated substances are listed in Article 8, Section 2770.5 of the CalARP program regulations. The businesses that use a regulated substance above the noted threshold quantity must implement an accidental release prevention program and some may be required to complete a Risk Management Plan (RMP). An RMP is a detailed engineering analysis of the potential accident factors present at a business and the mitigation measures that can be implemented to reduce this accident potential. The RMP's purpose is to decrease the risk of an off-site release of a regulated substance that might harm the surrounding environment and community. An RMP includes the following components: safety information, hazard review, operating procedures, training, maintenance, compliance audits, and incident investigation. The RMP must consider the proximity to sensitive populations located in schools, residential areas, general acute-care hospitals, long-term health care facilities, and child day-care facilities. The RMP must also consider external events such as seismic activity.

Hazardous Materials Transport

The California Highway Patrol (CHP), the California Department of Transportation, and DTSC have the responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies.

Regulations governing hazardous materials transport are included in the California Vehicle Code (Title 13 of the CCR; the State Fire Marshal Regulations (Title 19 of the CCR); and Title 22, Division 4.5, Chapter 13 of the CCR.

California Vehicle Code

Title 13 of the CCR establishes regulations for motor carrier transport of hazardous materials. All motor carrier transporters of hazardous materials are required to have a Hazardous Materials Transportation license issued by the CHP. In addition, placards identifying that hazardous materials are being transported must be displayed on the vehicle.

The California Vehicle Code Section 31303 requires that hazardous materials be transported via routes with the least overall travel time and prohibits the transportation of hazardous materials through residential neighborhoods. The CHP is authorized to designate and enforce route restrictions for the transportation of hazardous materials.

California Code of Regulations Title 22

Transport of hazardous materials can only be conducted under a registration issued by DTSC as outlined by Chapter 13, Division 4.5 of Title 22.[1] Identification (ID) numbers are issued by DTSC or EPA for tracking hazardous-waste transporters and treatment, storage, and disposal facilities for hazardous materials. The ID number is used to identify the hazardous-waste handler and to track waste from point of origin to final disposal. Transporters of hazardous waste must register as a hazardous-waste hauler with the DTSC. Each truck, trailer, semitrailer, or container used for shipping hazardous waste must be designed and constructed, and its contents limited, that under conditions normally incident to transportation, there would be no release of hazardous waste to the environment. All material transport takes place under manifest, and compliance with Title 22 requires that transporters take immediate action to protect human health and the environment in the event of spill, release, or mishap.

[1] For additional detailed information regarding DTSC hazardous waste transporter requirements, including who to contact with waste transportation questions, refer to: dtsc.ca.gov/hazardous-waste-transporter-requirements-fact-sheet/.

Hazardous Waste and Substances Sites List

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the state, local agencies, and developers to comply with California Environmental Quality Act (CEQA) requirements in providing information about the location of hazardous materials release sites. Government Code Section (§) 65962.5 requires CalEPA to develop, at least annually, an updated Cortese List. The DTSC is responsible for a portion of the information contained in the Cortese List. Other state and local government agencies are required to provide additional hazardous material release information for the Cortese List.

Airport Land Use Commission Law

The state regulates airports under the authority of the Los Angeles County Airport Land Use Commission (ALUC) Law, Section 21670 et seq. of the California Public Utilities Code. The ALUC Law is implemented through individual airport land use commissions, which are required in every county with a public use airport or with an airport served by a scheduled airline. Under the provisions of the law, each ALUC has certain responsibilities conferred upon it and specific duties to perform. Among these are preparing airport land use plans (ALUP) for each of the airports within its jurisdiction (California Public Utilities Code, Sections 21674[c] and 21675[a]).

Liquid Pipeline Safety Act

Petroleum pipelines have been subject to pipeline safety and maintenance regulations since 1979, including the federal Hazardous Liquid Pipeline Safety Act (49 CFR Section 195.412) and state regulations (California Government Code Sections 51010–51019.1). These regulations require that petroleum pipelines be designed with equipment, such as low-pressure alarms and safety shut-down devices, to minimize spill volume in the event of a leak.

Hazardous Materials Screening Levels

Screening levels related to protection of human health in the case of routine, long-term exposure by direct pathways (i.e., ingestion, inhalation and dermal contact) commonly include EPA Regional Screening Levels (RSL) and DTSC Screening Levels (DTSC-SL).[2, 3] RSLs and DTSC-SLs include inorganic constituent concentrations that are based on the protection of public health. In California, DTSC-SLs are commonly used in lieu of RSLs when DTSC uses toxicity criteria that are different than the toxicity criteria used by EPA. RSLs and DTSC-SLs can be used for the following:

- Prioritizing multiple sites or operable units (OU) or areas of concern within a facility or exposure units
- Setting risk-based detection limits for contaminant of potential concerns (COPC)
- Focusing future site investigation and risk assessment efforts (e.g., selecting COPCs for the baseline risk assessment)
- Identifying contamination which may warrant cleanup
- Identifying sites, or portions of sites, which warrant no further action or investigation

[2] For additional information on EPA RSLs, including generic tables refer to: *epa.gov/risk/regional-screening-levels-rsls.*

[3] For additional information on DTSC SLs, including screen levels for soil, water, and air contaminants refer to: *dtsc.ca.gov/wp-content/uploads/sites/31/2019/04/HHRA-Note-3-June-2020-A.pdf*.

- Initial cleanup goals when site-specific data are lacking

The RSLs and DTSC-SLs are considered conservative. Under most circumstances, the presence of a chemical in site media at concentrations less than the corresponding RSL and DTSC-SL can be assumed not to pose a significant, long-term (chronic) threat to human health or the environment. Inorganic constituent concentrations may also be compared to local background levels.

Asbestos Abatement

Asbestos abatement efforts must be completed in compliance with 7 CCR Section 5208, 8 CCR Section 1529, and 8 CCR Sections 341.6 through 341.14. The regulations in 7 CCR Section 5208 implement worker exposure limits, require exposure monitoring, implement compliance programs, require employee protection and hazard communication, and require employee medical surveillance and reporting. Asbestos exposure for construction work is regulated by 8 CCR Section 1529, which includes exposure limits and procedures for handling and removal of asbestos. Requirements for transport and disposal are included in 8 CCR Sections 341.6 through 341.14.

Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, prohibits local agencies from issuing demolition or alteration permits until the applicant has demonstrated compliance with applicable regulations. If there are 100 square feet or more of ACM present, renovation or demolition of buildings must be conducted by a licensed contractor and the work must comply with requirements included in 8 CCR Sections 1529 and 341.6 through 341.14. Cal/OSHA must be notified 10 days before the start of construction and demolition activities. Asbestos encountered during demolition of an existing building must be transported to and disposed of at an appropriate facility. The contractor and hauler of the material must file a hazardous-waste manifest that provides disposal details.

Lead and Lead-Based Paint Abatement

Regulation of lead and LBP is described in 29 CFR 1926.62 and 8 CCR Section 1532.1. These regulations cover the demolition, removal, cleanup, transportation, storage, and disposal of lead-containing material. The regulations outline the permissible exposure limit, protective measures, and monitoring. Cal/OSHA's Lead in Construction Standard requires notification and a lead Compliance Plan with safe work practices and a detailed plan to protect workers from lead exposure.

3.8.1.3 Regional

South Coast Air Quality Management District

South Coast Air Quality Management District (SCAQMD) Rule 1403, adopted by the SCAQMD on October 6, 1989 and last amended in October 5, 2007, establishes survey requirements and notification work practice requirements to prevent asbestos emissions from emanating during building renovation and demolition activities. Rule 1403 incorporates the federal asbestos requirements found in National Emission Standards for Hazardous Air Pollutants found in the CFR Title 40, Part 61, Subpart M.

According to Rule 1403, an asbestos survey is required prior to the start of any renovation or demolition project, *regardless of the age of the building or the size of the project*, in order to determine the presence of ACMs. Rule 1403 defines a "demolition" project as a project that includes removing any load-bearing component. In addition, Rule 1403 designates receptor locations outside the boundaries of a project site and sets emissions standards.

Rule 1166 "Volatile Organic Compound Emissions from Decontamination of Soil" sets requirements to control the emission of volatile organic compounds (VOC) from excavating, grading, handling, and treating VOC-contaminated soil.

Certified Unified Program Agency

The CUPA, which has the responsibility for implementing federal and state laws and regulations pertaining to hazardous materials management in the Project Study Area. The LAFD serves as the CUPA for the City of Los Angeles. The CUPA for areas outside of the City of Los Angeles is the LACFD Health Hazardous Materials Division.

The Unified Program is the consolidation of six state environmental regulatory programs into one program under the authority of a CUPA. A CUPA is a local agency that has been certified by CalEPA to implement these programs within the local agency's jurisdiction. This program was established under the amendments to the California Health and Safety Code made by Senate Bill 1082 in 1994. The six consolidated programs are:

- Hazardous Materials Release Response Plan and Inventory
- California Accidental Release Prevention
- Hazardous Waste (including Tiered Permitting)
- USTs
- Aboveground Storage Tanks (Spill Prevention Control and Countermeasures requirements)
- Uniform Fire Code Article 80 Hazardous Material Management Program and Hazardous Material Identification System

Los Angeles County Metropolitan Transportation Authority Public Transportation Agency Safety Plan

The Los Angeles County Metropolitan Transportation Authority's (Metro) *Public Transportation Agency Safety Plan* (Metro, 2024a) is intended to establish safety guidelines for Metro's bus and rail systems. The plan has four components to implement the Safety Management System: Safety Management Policy, Safety Risk Management, Safety Assurance, and Safety Promotion. The purpose of the plan is to establish programs and processes to minimize injuries and accidents throughout Metro's bus and rail systems.

The plan identifies the following safety and security:

- Provide a level of safety and security in transit services that meets if not exceeds industry standards and practices;
- Identify, eliminate, minimize and/or control safety hazards and their associated risks;
- Improve safety by implementing practical and reasonable strategies to reduce the number and rates of accidents, injuries and assaults on transit workers based on data submitted to the National Transit Database (NTD);
- Comply with the applicable requirements of regulatory agencies;
- Maximize the safety of future operations by affecting the design and procurement processes;
- Continuously improve the safety culture by striving to incorporate innovative technologies; and
- Mitigate employee assaults and crime related incidents.

Los Angeles County Airport Land Use Plan

The Los Angeles County Regional Planning Commission has the responsibility of acting as ALUC and is responsible for the preparation of a Comprehensive Land Use Plan (CLUP) to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures

that minimize the public's exposure to excessive noise and safety hazards within areas around public airports. The CLUP establishes a set of compatibility criteria that are used to evaluate the compatibility of land use and airport proposals within the airport influence area (AIA). The CLUP was adopted in 1991 and revised in 2004 (LA County Planning, 1991). The CLUP policies are applicable to the Van Nuys Airport and Santa Monica Airport.

Los Angeles County has eleven general aviation airports, which are defined by FAA as an airport that enplanes less than 2,500 annual passengers, is used exclusively by private and business aircraft, and does not provide commercial air carrier passenger service, and four scheduled air carrier airports. The Van Nuys Airport and Santa Monica Airport are both included in the CLUP.

The safety zones established for the CLUP have been patterned after the Approach Surface and Runway Protection Zone (formerly called clear zone) instituted by the FAA by FAR Part 77. The Approach Surface and Runway Protection Zone dimensions depend on the type of approach being made to a runway.[4]

Los Angeles County Operational Area Emergency Response Plan

The adopted Los Angeles County Operational Area Emergency Response Plan (Los Angeles County Chief Executive Office, 2023) applies to both the unincorporated county and all incorporated cities in the county. The OAERP establishes the coordinated emergency management system, which includes prevention, protection, response, recovery, and mitigation within the Operational Area.

The OAERP does not address normal day-to-day emergencies; the operational concepts reflected in the plan focus on potential large-scale disasters that can generate unique situations requiring an unusual or extraordinary emergency response. The plan outlines procedures for operations during emergencies such as earthquakes, floods, fires, and other natural disasters; hazardous materials spills; transportation emergencies; civil disturbance; and terrorism. The plan also identifies the location of critical emergency response facilities, such as emergency dispatch and operations centers, government structures, and hospitals or other major medical facilities.

3.8.1.4 Local

Local Certified Uniform Program Agencies

The LACFD is the CUPA for the unincorporated portions of Los Angeles County as well as the cities of Burbank, Pasadena, and Torrance; The LAFD is the CUPA for the City of Los Angeles; and the City of Santa Monica is the CUPA for the city. These departments monitor the storage of hazardous materials for compliance with local requirements. Specifically, businesses and facilities that store more than threshold quantities of hazardous materials as defined in Chapter 6.95 of the California Health and Safety Code are required to file an Accidental Risk Prevention Program. This program includes information such as emergency contacts, phone numbers, facility information, chemical inventory and hazardous materials handling and storage locations. These departments also have delegated authority to administer and enforce federal and state laws and local ordinances for USTs. Plans for the construction/installation, modification, upgrade and removal of USTs are reviewed by department Inspectors.

4 The Approach Surface is an imaginary inclined plane beginning at the end of the primary surface and extending outward to distances up to 10 miles, depending on runway use. The Runway Protection Zone begins at the end of the primary surface and has a size which varies with the designated use of the runway. The zone is the most critical safety area under the approach pad and should be kept free of all obstructions.

Division 71 of the City of Los Angeles Municipal Code Chapter IX (Methane Seepage Regulations)

The Methane Seepage Regulations, contained within the City of Los Angeles Municipal Code (LAMC) Chapter IX, Article 1, Division 71 (Sections 91.7101 through 91.7109), establish requirements for mitigation and other general building requirements to prevent potential environmental and harmful health effects that could be caused by the construction of buildings located in a defined methane hazard zone within the City of Los Angeles. All new buildings and paved areas located in a methane zone or methane buffer zone must comply with the requirements of the LAMC Sections 91.7103 and 91.7104 and the Methane Mitigation Standards established by the Superintendent of Building. The Methane Mitigation Standards identify installation procedures, design parameters and test protocols for the methane gas mitigation system. The LAMC Chapter IX, Article 1, Division 71 was last amended in 2001 through Ordinance No. 175790 and Ordinance No. 180619 was adopted in 2009.

These special building code provisions for Methane Potential Zones and Methane Buffer Zones within the city address this natural occurrence and recommend mitigations. More specifically, the Los Angeles Department of Building and Safety publishes a methane (and combustible gas) site testing standard that provides initial guidance to the project. In addition, the Los Angeles Department of Building and Safety, Los Angeles Methane Zones Map showcases the location of subsurface methane gas hazard.

City of Los Angeles General Plan

The Safety Element of the *City of Los Angeles General Plan* has established the following goal, objective, and policy relevant to hazards (City of Los Angeles, 2021):

- **Goal 1: Hazard Mitigation.** A city where potential injury, loss of life, property damage, and disruption of the social and economic life of the city due to hazards is minimized.
  - **Objective 1.1:** Implement comprehensive hazard mitigation plans and programs that are integrated with each other and with the city's comprehensive emergency response and recovery plans and programs.
    - **Policy 1.1.4: Health/Environmental Protection.** Protect the public and workers from the release of hazardous materials and protect city water supplies and resources from contamination resulting from release or intrusion resulting from a disaster event, including protection of the environment and public from potential health and safety hazards associated with program implementation.
    - **Policy 1.1.6: State and Federal Regulations.** Assure compliance with applicable state and federal planning and development regulations. Regularly adopt new provisions of the California Building Standards Code, Title 24, and California Fire Code into the LAMC to ensure that new development meets or exceeds statewide minimums. Ensure new development in Very High Fire Hazard Severity Zones adheres to the California Building Code, the California Fire Code, Los Angeles Fire Code, and California Public Resources Code (PRC). Facilitate compliance with new standards for existing non-conforming structures and evacuation routes.

Van Nuys Airport Plan

The *Van Nuys Airport Plan* was adopted in January 2006 and is an element of the *City of Los Angeles General Plan*. The Van Nuys Airport Plan provides a comprehensive long-term plan that encourages the

orderly development of on-airport land uses, enhances the environment and increases compatibility between the airport and surrounding communities.

The *Van Nuys Airport Plan* is intended to serve as an official guide for the development of the airport for use by the City Council, Mayor, City Planning Commission, Board of Airport Commissioners, other concerned governmental agencies as well as private organizations and concerned citizens. The *Van Nuys Airport Plan* will function as a reference in connection with actions taken on various airport development matters as required by the Los Angeles City Planning and Zoning Ordinance (DCP, 2006).

The intent of the *Van Nuys Airport Plan* is to promote an arrangement of airport land uses, circulation, and services which in combination will contribute to the economic, social, health, safety, welfare, and convenience within the larger framework of the Valley. In addition, the *Van Nuys Airport Plan* is a guide for development of the airport to meet existing and anticipated needs, enhance the environment, balance growth and stability, reflect economic potentialities of airport development and protect public investment (DCP, 2006).

The *Van Nuys Airport Plan* map is not an official zone map. While it is a guide, it does not imply any implicit right to a particular zone or to the land uses permitted therein. Land uses shown on the Airport Plan are projected as much as 20 years into the future, the Van Nuys Airport Plan contains a designation of more land in some areas for different zones and land uses than may be desirable for many years. The Van Nuys Airport Plan will be reviewed and amended periodically as necessary to reflect changes in social, economic, and aviation conditions as well as ensure that land use projections remain consistent with the City of Los Angeles' General Plan and Zoning Code standards.

3.8.2 Methodology

3.8.2.1 Definition of Terms

For purposes of this section, the term "hazardous materials" refers to both hazardous substances and hazardous wastes. A "hazardous material" is defined by federal regulations as "a substance or material that … is capable of posing an unreasonable risk to health, safety, and property when transported in commerce" (49 CFR 171.8). California Health and Safety Code Section 25501 defines a hazardous material as follows:

> *Hazardous material means any material that, because of its quantity, concentration, or physical, or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, and any material which a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.*

Hazardous wastes are defined in California Health and Safety Code Section 25141(b) as wastes that:

> *…because of their quantity, concentration, or physical, chemical, or infectious characteristics, [may either] cause, or significantly contribute to an increase in mortality or an increase in serious illness [, or] pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.*

3.8.2.2 Hazard versus Risk

Workers and general public health are potentially at risk whenever hazardous materials have been used or where there could be an exposure to such materials. Inherent in the setting and analyses presented in this section are the concepts of the "hazard" of these materials and the "risk" they pose to human health. Exposure to some chemical substances may harm internal organs or systems in the human body, ranging from temporary effects to permanent disability, or death. Hazardous materials that result in adverse effects are generally considered "toxic." Other chemical materials, however, may be corrosive, or react with other substances to form other hazardous materials, but they are not considered toxic because organs or systems are not affected. Because toxic materials can result in adverse health effects, they are considered hazardous materials, but not all hazardous materials are necessarily "toxic." For purposes of the information and analyses presented in this section, the terms hazardous substances or hazardous materials are used interchangeably and include materials that are considered toxic.

The risk to human health is determined by the probability of exposure to a hazardous material and the severity of harm such exposure would pose. That is to say, the likelihood and means of exposure, in addition to the inherent toxicity of a material, are used to determine the degree of risk to human health. For example, a high probability of exposure to a low-toxicity chemical would not necessarily pose an unacceptable human health or ecological risk, whereas a low probability of exposure to a very-high-toxicity chemical might. Various regulatory agencies, such as EPA, the State Water Resources Control Board (SWRCB), the DTSC, and state and federal OSHA are responsible for developing and/or enforcing risk-based standards to protect human health and the environment.

3.8.2.3 Operation and Construction

This analysis considers the range and nature of foreseeable transport, use, storage, and disposal of hazardous materials resulting from implementation of the Project, and it identifies the primary ways that these hazardous materials could expose individuals or the environment to health and safety risks.

The Resource Study Area (RSA) for hazards and hazardous materials resources encompasses a 0.5-mile buffer zone around the project alternatives. Information related to known hazardous materials releases within the RSA was obtained from review of the following documents:

- *Phase I Initial Site Assessment* (Diaz Yourman & Associates, 2022)
- *Sepulveda Transit Corridor Phase 1 Environmental Site Assessment Impact Report* (Metro, 2023a)
- *Sepulveda Environmental Data Resources Alternative 1-3* (ICF, 2022a) (Attachment 1A)
- *Sepulveda Environmental Data Resources Alternative 4-5* (ICF, 2022b) (Attachment 1B)
- *Sepulveda Environmental Data Resources Alternative 6* (ICF, 2023) (Attachment 1C)
- *Sepulveda Transit Corridor Project Draft Hazardous Materials Data Review Report* (Metro, 2024b)
- *Sepulveda Transit Corridor Project Draft Geotechnical Design Memorandum* (Metro, 2023b)
- *Sepulveda Transit Corridor Project Preliminary Geotechnical Design and Data Report* (Metro, 2024c)

A government agency database records search was conducted by EDR Inc. (EDR) for the project alternatives. The purpose of the records search is to obtain and review records that would help to evaluate recognized environmental concerns (REC) in connection with the project alternatives'

alignments.[5] The records search was conducted in accordance with the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the American Society for Testing of Materials (ASTM) Standard Practice for Environmental Site Assessments (E1527-21). Federal, state, and local regulatory agencies publish databases or "lists" of businesses and properties that handle hazardous materials or hazardous waste or are the known location of a release of hazardous substances to soil and/or groundwater. A listing of the search distances, databases evaluated, dates the databases were last updated, and types of information contained in each database are included in the regulatory database search report provided in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a).

EDR utilizes a geographical information system to plot the locations of reported spills, leaks, and incidents. This information was reviewed to help establish if the Project alternative is listed in the databases and lists. Each listing was reviewed to assess whether the corresponding property details in EDR's report (ICF, 2022a; ICF, 2022b; ICF, 2023) revealed a potential environmental concern that could be affected by construction or operation of the Project. Many sites listed in the EDR report were concluded to pose no potential risks based on the following, or a combination thereof:

- The listed property is located at a distance from the project alternatives where the facility poses no risk of encountering hazardous materials during construction or operation of any of the project alternatives.
- The listed property is located in a down-gradient or cross-gradient direction from a project alternative, based on the anticipated direction and depth of groundwater[6] flow at the property being evaluated, and is located at a distance such that it is unlikely for a project alternative to encounter contaminated groundwater.
- The listed property is identified in the UST or small quantity generator databases and does not immediately adjoin any of the project alternatives' construction footprints and is furthermore not listed in other databases that report a release of a hazardous substance or petroleum product and/or is not listed as having environmental violations.
- The quantity of the hazardous substances or petroleum product released from an off-site, non-adjoining property was not judged to have resulted in contamination above the most stringent criteria requiring regulatory action. Therefore, no impact is anticipated to result from any of the project alternatives.

The remaining property listings, if applicable, were reviewed to assess whether these properties had environmental releases that may have resulted in RECs. These consisted of publicly available environmental risk databases maintained under Government Code Section 65962.5 (i.e., the Cortese

[5] As defined in the ASTM Standard, a REC is: "(1) The presence of hazardous substances or petroleum products due to a release to the environment; (2) likely presence of hazardous substances or petroleum products due to a release or likely release to the environment; or (3) presence of hazardous materials or petroleum products under conditions that pose a material threat of a future release to the environment. De minimis conditions are not recognized environmental conditions." As defined in the ASTM Standard, a de minimis condition is: "A condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies."

[6] Groundwater levels are highly variable along the extent of the RSA. Groundwater in the southerly portion of the project alignment is at approximately 40 feet below grade, extending from the southern terminus to approximately halfway between Wilshire and Sunset Boulevards. From this point north, the groundwater becomes shallower at around 30 feet below grade, extending to approximately just north of Wilshire Boulevard, and then deepens to 40 feet at the base of the Santa Monica Mountains. Groundwater measures between 40 and 70 feet below grade within the areas south of the Santa Monica Mountains. From U.S. Highway 101 (US-101) north along the corridor, the groundwater increases in depth progressively northward along the project alignment up to approximately 90 feet below grade (Metro, 2023b).

List), including searches of EPA's Envirofacts website, the SWRCB's GeoTracker web site, and DTSC's EnviroStor web site. In addition, the USDOT National Pipeline Mapping System was reviewed to identify high-pressure pipelines and California Geologic Energy Management Division Well Finder online database was reviewed to identify oil and gas wells.

The information obtained from these sources was reviewed and summarized to establish existing conditions and to evaluate the significance of potential environmental effects, based on the thresholds of significance presented in the following subsection. In determining the level of significance, this analysis assumes that development in the RSA would comply with relevant federal, state, regional, and local ordinances and regulations. Where a potentially significant impact would be anticipated, project measures (PMs) and mitigation measures (MMs) to address these potential effects were developed.

3.8.2.4 CEQA Thresholds of Significance

For the purposes of the Environmental Impact Report, impacts are considered significant if the Project would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment.
- For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area.

3.8.3 Project Measures

The following PMs are design features, best management practices, or other measures required by law and/or permit approvals. These measures are components of the Project and are applicable to Alternatives 1 through 6.

PM HAZ-1: *Operational (post Project) best management practices (BMP) shall be implemented by the Project and include but not be limited to:*

- *Cleaning and maintenance products shall be required to be labeled with appropriate cautions and instructions for handling, storage, and disposal. Staff shall be trained and required to use, store, and dispose of these materials properly in accordance with label directions.*
- *If the quantity of hazardous materials used, handled, or stored on-site at the maintenance and storage facility exceeds the regulatory thresholds of 55 gallons for a hazardous liquid; 500 pounds of a hazardous solid; 200 cubic feet for any compressed gas; or threshold planning quantities of an extremely hazardous substance per Chapter 6.95 of the California Health and Safety Code, the Project*

shall prepare a Hazardous Materials Business Plan in accordance with all related requirements of the California Health and Safety Code (Chapter 6.95, Articles 1 and 2). The plan shall be reviewed and recertified every year and amended as required by the California Health and Safety Code (Chapter 6.95, Articles 1 and 2).

- *Storage and disposal of hazardous materials and waste shall be conducted in accordance with all applicable federal and state regulatory requirements, such as the Resource Conservation and Recovery Act, the Comprehensive Environmental Response, Compensation, and Liability Act; the Hazardous Materials Release Response Plans and Inventory Law; and the Hazardous Waste Control Act, and if a spill does occur, it shall be remediated in accordance with all applicable federal and state regulatory requirements and in coordination with the Department of Toxic Substances Control and/or Los Angeles Regional Water Quality Control Board.*
- *Compliance with applicable Los Angeles County and City of Los Angeles requirements pertaining to emergency vehicle access as well as the California Building Code and California Fire Code standards shall ensure that sufficient ingress and egress routes are maintained and provided to the new stations.*

PM HAZ-2: *Construction BMPs shall include but not be limited to:*

- *The Project shall be required to obtain permits before construction begins and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases in accordance with the U.S. Environmental Protection Agency, State Water Resources Control Board, Department of Toxic Substances Control, California Division of Occupational Safety and Health, and the South Coast Air Quality Management District.*
- *The Project shall develop a Stormwater Pollution Prevention Plan in accordance with the State Water Resources Control Board's Construction Clean Water Act Section 402 General Permit conditions, and subject to regular inspections by applicable jurisdiction(s) to ensure compliance. The Stormwater Pollution Prevention Plan shall include specifications for the following, but not be limited to, the following:*
  - *Maintain proper working conditions for vehicles and equipment to minimize potential fugitive emissions of motor oil, antifreeze, hydraulic fluid, grease, or other hazardous materials.*
  - *Conduct servicing, refueling, and staging of construction equipment only at designated areas where a spill would not flow to drainages. Conduct equipment washing, if needed, only in designated locations where water would not flow into drainage channels.*
  - *Implement drainage best management practices to protect water quality, (such as oil/water separators, catch basin inserts, storm drain inserts, media filtration, and catch basin screens).*
  - *Report hazardous spills to the designated Certified Unified Program Agency (i.e., Los Angeles County Fire Department Health Hazardous Materials*

Division or Santa Fe Springs Department of Fire and Rescue) and implement clean up immediately and proper disposal of contaminated soil at a licensed facility.

- *Establish properly designed, centralized storage areas to keep hazardous materials fully contained.*
- *Keep spill cleanup materials (e.g., rags, absorbent materials, and secondary containment) properly stored and maintained at the work site when handling materials.*
- *Implement monitoring program by the construction site supervisor that includes both dry and wet weather inspections.*

- *Transportation of hazardous materials by the Project shall comply with state regulations governing hazardous materials transport included in the California Vehicle Code (Title 13 of the California Code of Regulations), the State Fire Marshal Regulations (Title 19 of the California Code of Regulations), and Title 22 of the California Code of Regulations. These regulations include the following:*
  - *Require all motor carrier transporters of hazardous materials to have a Hazardous Materials Transportation license issued by the California Highway Patrol.*
  - *Require the transport of hazardous materials via routes with the least overall travel time.*
  - *Prohibit the transport of hazardous materials through residential neighborhoods.*
  - *Require transporters to take immediate action to protect human health and the environment in the event of spill, release, or mishap.*
  - *Incorporate restrictions on haul routes into the construction specifications according to local permitting requirements.*
- *Contaminated soils and hazardous building materials and wastes shall be disposed of in accordance with federal, state, and local requirements at landfills serving Los Angeles County. The removal and disposal of hazardous building materials shall be the responsibility of a California Division of Occupational Safety and Health certified contractor in accordance with South Coast Air Quality Management District Rule 1403 (Asbestos Emissions from Renovation/Demolition Activities).*
- *Traffic control during construction shall follow local jurisdiction guidelines. For specialized construction tasks, it may be necessary to work during nighttime hours to minimize traffic disruptions.*

PM HAZ-3: *Construction best management practices for activities within methane hazard zones, including tunneling operations and underground station construction shall include but not be limited to, the following:*

- *Pursuant to Section 91.7104.1 of the City of Los Angeles Methane Code (Ordinance Nos. 175790 and 180619), site testing of subsurface geological formations shall be conducted by a Project-approved testing agency under the supervision of a licensed architect or registered engineer or geologist. Testing shall address, but necessarily be limited to, methane concentrations and surface conditions along tunneling routes and at underground stations locations. The licensed architect or registered engineer or geologist shall indicate the testing instruments used and testing procedure followed. The testing procedure shall meet the Methane Mitigation Standards established by the Superintendent of Building.*
- *All paving work, building construction, tunneling and underground station construction within the methane zone or methane buffer zone as defined by Los Angeles Department of Building and Safety shall be required to comply with Methane Mitigation Standards established by the Superintendent of Building as well as the requirements outlined in Sections 91.7103 and 91.7104 of the City of Los Angeles Methane Code (Ordinance Nos. 175790 and 180619).*
- *All buildings and underground structures, including tunneling and stations, located in the Methane Zone shall provide a methane mitigation system as required by Los Angeles Municipal Code Table 71 in Section 91.7104.2 of the City of Los Angeles Methane Code (Ordinance Nos. 175790 and 180619) based on the appropriate Site Design Level. The Superintendent of Building may approve an equivalent methane mitigation system designed by an architect, engineer, or geologist.*

PM HAZ-4: *Construction best management practices for demolition of existing structures shall include but shall not be limited to, the following:*

- *Both the federal Occupational Safety and Health and California Division of Occupational Safety and Health agencies regulate worker exposure during construction activities that disturb lead-based paints. Any asbestos-containing materials, if present, shall require appropriate abatement of identified asbestos prior to demolition pursuant to the South Coast Air Quality Management District Rule 1403.*
- *Polychlorinated biphenyl- (PCB) containing fluorescent light fixtures and electrical transformers that are not labeled "No PCBs" shall be assumed to contain polychlorinated biphenyls and shall be removed prior to demolition activities and shall be disposed of by a licensed and certified polychlorinated biphenyl removal contractor, in accordance with local, state, and federal regulations. The removal and disposal of the electrical transformers shall be the responsibility of the utility owner in accordance with all standards and practices.*

PM HAZ-5: *Construction best management practices for the areas with known or previously undiscovered hazardous materials shall include but not be limited to, the following:*

- *The Project shall hire a qualified professional to sample soil suspected of contamination (obvious signs of contamination include indicators such as odors, stains, or other suspect materials) for the purpose of classifying material and determining disposal requirements before construction begins. If excavated soil is suspected or known to be contaminated, the Project shall:*
  - *Segregate and stockpile the excavated material in a way that shall facilitate measurement of the stockpile volume.*
  - *Spray the stockpile with water or a South Coast Air Quality Management District approved vapor suppressant and cover the stockpile with a heavy-duty plastic (i.e., Visqueen) to prevent soil volatilization in the atmosphere or exposure to nearby workers per South Coast Air Quality Management District Rule 1166.*
- *Existing groundwater monitoring wells shall remain under ongoing groundwater investigations associated with off-site sources.*

3.8.4 Existing Conditions

3.8.4.1 Resource Study Area

There are a variety of hazardous materials known within the RSA which are common to all Alternatives. The following discussion describes known hazardous conditions and sites within the RSA.

Regional Setting

The RSA consists of portions of Los Angeles neighborhoods including West Los Angeles, Westwood, Brentwood, Sherman Oaks, and Van Nuys. Existing land uses within the RSA encompass a range of land uses typically found in mature urban and suburban communities such as residential, office, commercial, retail, mixed-use development, education facilities, museums, parks, and open space. The majority of single-family residential land uses within the RSA are located in Brentwood, Bel-Air, Encino, and Sherman Oaks, while multi-family residential is concentrated in the Westwood, Sawtelle, and Van Nuys neighborhoods. Businesses and industrial parks are concentrated within Van Nuys along Van Nuys Boulevard. Commercial uses within the RSA range from local neighborhood/commercial main street retails to large regional malls and shopping centers within West Los Angeles, Westwood, Santa Monica, Van Nuys, Brentwood and Sherman Oaks. Activity centers within the RSA include the Fox 11 Los Angeles, University of California, Los Angeles (UCLA), the Getty Museum, Los Angeles National Cemetery, Ronald Regan Medical Center, West Los Angeles U.S. Veterans Affairs Medical Center, Hammer Museum, Sherman Oaks Hospital, Sherman Oaks Galleria, Valley Presbyterian Hospital, the Bad News Bears Park, Southern California Behavioral Health Hospital, and the Department of Public Social Services. (Refer to the *Sepulveda Transit Corridor Project Land Use and Development Technical Report* [Metro, 2025b] for additional information related to existing land uses in the RSA.)

Hazardous Materials from Known Release Sites

In June 2023, publicly available databases maintained under Government Code Section 65962.5 (i.e., the Cortese List) were searched to determine whether any known hazardous materials are present in the RSA. The Hazardous Waste and Substances Site List (the EnviroStor database [DTSC, 2023]) is maintained by DTSC as part of the requirements of Government Code Section 65962.5. The SWRCB maintains the GeoTracker database, an information management system for tracking Leaking Underground Storage

Tank (LUST) cleanup sites, permitted UST, Cleanup Program Sites, Military Cleanup sites, Land Disposal sites, Waste Discharge Requirement sites, and Oil and Gas Monitoring sites (SWRCB, 2023).[7]

A government database search for listings within the appropriate ASTM minimum search distance was conducted on October 24, 2022, by EDR (refer to the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* [Metro, 2025a]). The search radius is dependent upon the applicable standards for each database and is identified in Table 3.8-1 for each of the respective database listings. There are a variety of identified sites within the vicinity of the RSA that are listed on the databases as shown in Table 3.8-1. Many of the facilities are permitted for more than one hazardous material use and, therefore, could appear in more than one database.

Table 3.8-1. Database Search Results for the Resource Study Area

Agency Database	Survey Distance	Number of Sites Identified
AST—Aboveground Petroleum Storage Tank Facilities: A listing of aboveground storage tank and petroleum storage tank locations.	0.25 mile	34
CERS HAZ WASTE: A list of sites in the Cal/EPA Regulated Site Portal that fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ (large quantity) Hazardous Waste Generator programs.	0.25 mile	268[a]
CERS TANKS—California Environmental Reporting System (CERS) Tanks: A list of sites in the Cal/EPA Regulated Site Portal that fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.	0.25 mile	73[a]
CERS: Provides an overview of regulated hazardous materials and waste, state, and federal cleanups, impacted ground and surface waters, and toxic materials activities across the spectrum of environmental programs for any given location in California.	0.25 mile	443[a]
CHMIRS—California Hazardous Material Incident Report System: Contains information on reported hazardous material incidents (accidental releases or spills).	0.25 mile	121[a]
CIWQS—California Integrated Water Quality System: A computer system used by the State and Regional Water Quality Control Boards (RWQCB) to track information about places of environmental interest, manage permits and other orders, track inspections, and manage violations and enforcement activities.	0.25 mile	149[a]
CORTESE—Hazardous Waste and Substances Sites List: Identifies public drinking water wells with detectable levels of contamination, hazardous-substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with underground storage tanks (UST) having a reportable release and all solid waste disposal facilities from which there is known migration. The sites for the list are designated by SWRCB (LUST), Integrated Waste Board (SWF/LS), and DTSC (CalSites).	0.25 mile	64[a]

[7] Cleanup Program Sites (CPS), also known as Site Cleanups (SC), are formerly known as Spills, Leaks, Investigations, and Cleanup (SLIC) sites. Cleanup Program Sites include all "non-federally owned" sites that are regulated under the SWRCB's Site Cleanup Program and/or similar programs conducted by each of the nine Regional Water Quality Control Boards, and these sites are highly variable and include but are not limited to hydrocarbon solvents, pesticides, perchlorate, nitrate, heavy metals, and petroleum constituents. LUST Cleanup Sites include all UST sites that have had an unauthorized release (i.e., leak or spill) of a hazardous substance, usually fuel hydrocarbons, and are being (or have been) cleaned up. In GeoTracker, LUST sites consist almost entirely of fuel-contaminated LUST sites (also known as Leaking Underground Fuel Tank [LUFT] sites), which are regulated pursuant to Title 23 of CCR, Chapter 16, Article 11.

Agency Database	Survey Distance	Number of Sites Identified
HIST CORTESE: Identifies historical public drinking water wells with detectable levels of contamination, hazardous-substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with USTs having a reportable release and all solid waste disposal facilities from which there is known migration. The sites for the list are designated by SWRCB [LUST], Integrated Waste Board [SWF/LS], and DTSC [CalSites]. This listing is no longer updated by the state agency.	0.5 mile	61[a]
CPS-SLIC—Statewide SLIC Cases (GEOTRACKER): Cleanup Program Sites (also known as Site Cleanups and formerly known as Spills, Leaks, Investigations, and Cleanups sites) included in GeoTracker. GeoTracker is the RWQCB data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.	0.5 mile	8
DRYCLEANERS—Cleaner Facilities: A list of dry cleaner-related facilities that have U.S. EPA identification numbers. These are facilities with certain Standard Industrial Classification codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; dry-cleaning plants, except rugs; carpet and upholstery cleaning; industrial launderers; laundry and garment services.	0.25 mile	95
EMI—Emissions Inventory Data: Toxics and criteria pollutant emissions data collected by the Air Resources Board and local air pollution agencies.	0.25 mile	209[a]
ENVIROSTOR—EnviroStor Database: DTSC's Site Mitigation and Brownfields Reuse Program's EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List [NPL]); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.	1 mile	17
FID UST—Facility Inventory Database: Contains a historical listing of active and inactive UST locations from SWRCB. Refer to local/county source for current data.	0.25 mile	222
HAULERS—Registered Waste Tire Haulers Listing: A listing of registered waste tire haulers.	0.25 mile	52
HAZNET—Facility and Manifest Data: The data is extracted from the copies of hazardous-waste manifests received each year by DTSC. The annual volume of manifests is typically 700,000 to 1,000,000 annually, representing approximately 350,000 to 500,000 shipments. Data are from the manifests submitted without correction; therefore, many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.	0.25 mile	2,933[a]
HIST CalSites—CalSites Database: The CalSites database contains potential or confirmed hazardous-substance release properties. In 1996, CalEPA reevaluated and significantly reduced the number of sites in the CalSites database. It is no longer updated by the state agency. It has been replaced by ENVIROSTOR.	1 mile	1
HWP—EnviroStor Permitted Facilities Listing: Detailed information on permitted hazardous-waste facilities and Corrective Action ("cleanups") tracked in EnviroStor.	1 mile	1

Agency Database	Survey Distance	Number of Sites Identified
HWTS— Hazardous Waste Tracking System: DTSC maintains the Hazardous Waste Tracking System that stores ID number information since the early 1980s and manifest data since 1993. The system collects both manifest copies from the generator and destination facility.	0.25 mile	4,441[a]
UST— Active UST Facilities: Active UST facilities gathered from the local regulatory agencies.	0.25 mile	449[a]
LUST—Leaking Underground Storage Tank Report (GEOTRACKER): Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the RWQCB data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.	0.5 mile	102
SWEEPS UST—Statewide Environmental Evaluation and Planning System: This UST listing was updated and maintained by a company contacted by SWRCB in the early 1990s. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.	0.25 mile	226
HIST UST—Hazardous Substances Storage Contained Database: Facilities on a historic list of UST sites.	0.25 mile	172
NPDES—NPDES Permits Listing: A listing of NPDES permits, including stormwater.	0.25 mile	78[a]
SWF/LF (SWIS)—Solid Waste Information System: Active, Closed and Inactive Landfills. SWF/LF records typically contain an inventory of solid waste disposal facilities or landfills. These may be active or inactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.	0.5 mile	7
WDS—Waste Discharge System: Sites that have been issued waste discharge requirements.	0.25 mile	2
ECHO—Enforcement & Compliance History Information: ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.	0.125 mile	1,211[a]
EDR Exclusive Historical Auto Stations: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc.	0.125 mile	222
EDR Exclusive Historical Cleaners: EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry-cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash and dry etc.	0.125 mile	114[a]
FINDS—Facility Index System/Facility Registry System: Contains both facility information and "pointers" to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).	0.125 mile	1,370[a]

Agency Database	Survey Distance	Number of Sites Identified
RCRA NonGen/NLR—RCRA - Non-Generators/No Longer Regulated: RCRA Info is EPA's comprehensive information system, providing access to data supporting RCRA of 1976 and Hazardous and Solid Waste Amendments of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by RCRA. Non-Generators do not presently generate hazardous waste.	0.25 mile	951[a]
RCRA-LQG—Resource Conservation and Recovery Act Information System Large Quantity Generators: Sites that generate, transport, store, treat, and/or dispose of hazardous wastes as defined by RCRA. Facilities permitted to generate more than 1,000 kg of hazardous waste or over 1 kg of acutely hazardous waste per month.	0.25 mile	45
RCRA-SQG—Resource Conservation and Recovery Act Information System Small Quantity Generators: Sites that generate, transport, store, treat and/or dispose of hazardous wastes as defined by RCRA. Facilities permitted to generate more than 100 kg per month but less than 1,000 kg per month of non-acutely hazardous materials.	0.25 mile	203
RCRA- TSDF—Resource Conservation and Recovery Act Information System Small Quantity Generators: Sites that generate, transport, store, treat and/or dispose of hazardous wastes as defined by RCRA. Transporters are individuals or entities that move hazardous waste from the generator off-site to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.	0.5 mile	1
RCRA-VSQG—RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators): Sites that generate, transport, store, treat and/or dispose of hazardous wastes as defined by RCRA. Very small quantity generators generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.	0.25 mile	2
SEMS—Superfund Enterprise Management System: Hazardous-waste sites, potentially hazardous-waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly known as CERCLIS, renamed to SEMS by EPA in 2015. The list contains data on potentially hazardous-waste sites that have been reported to EPA by states, municipalities, private companies, and private persons, pursuant to Section 103 of Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.	0.5 mile	1
SEMS ARCHIVE—Superfund Enterprise Management System Archive: Sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by EPA in 2015.	0.5 mile	5

Source: ICF, 2022a

[a]Indicates that one or more project alternatives' ROW is listed in this database

AST = aboveground storage tank
CalEPA = California Environmental Protection Agency
CERCLA = Comprehensive Environmental Response, Compensation, and Liability Act
CERCLIS = Comprehensive Environmental Response, Compensation, and Liability Information System
CHMIRS =California Hazardous Material Incident Report System
CIWQS = California Integrated Water Quality System
DTSC = Department of Toxic Substances Control
ECHO = Enforcement and Compliance History Information
EDR = EDR, Inc.

EPA = U.S. Environmental Protection
FID = Facility Inventory Database
ID = identification
HAULERS = Registered Waste Tire Haulers Listing
HAZNET = Hazardous Waste Information System
HIST = Historical
HWP = Hazardous Waste Program
HWTS = Hazardous Waste Tracking System.
kg = kilogram
LQG = Large Quantity Generators
LUST = leaking underground storage tank
NFRAP = No Further Remedial Action Plan
NPDES = National Pollutant Discharge Elimination System
NPL = National Priorities List
PADS = Polychlorinated Biphenyl Activity Data System
RCRA = Resource Conservation and Recovery Act
ROW = right-of-way
RWQCB = Regional Water Quality Control Boards
SEMs = Superfund Enterprise Management System
SOG = Small Quantity Generators
SWEEPS = Statewide Environmental Evaluation and Planning System
SWF/LF = solid waste landfills or disposal sites
SWIS = Solid Waste Information System
SWRCB = State Water Resources Control Board
TSD = treatment, storage, and disposal
TSDF = treatment, storage, and disposal facilities
UST = underground storage tank
VSQG = very small quantity generators
WDS =Waste Discharge System

San Fernando Valley Superfund Site

The Area 4 Pollock OU is one of the four San Fernando Valley (Valley) Superfund Site areas. The Valley (Area 4) Superfund site is located south of Los Feliz Avenue to State Route 110, east of the RSA. The four Valley Superfund Site area are designated as the following:

- Area 1 North Hollywood (North Hollywood and Burbank OUs)
- Area 2 Glendale (Crystal Springs Wellfield)
- Area 3 Glendale (Verdugo Study Area) (Note, Area 3 was removed from the Superfund site list in 2004)
- Area 4 Pollock OU (Pollock Wellfield)

The Valley (Area 4) Superfund site is a 5,860-acre area with areas of contaminated groundwater near the Los Angeles Department of Water and Power (LADWP) Pollock Well Field in Los Angeles. Historical manufacturing work in the Valley groundwater basin, dating back to World War II, contaminated the groundwater in the region with VOCs, including trichloroethylene (TCE) and tetrachloroethylene (PCE). The Valley groundwater basin provides drinking water to residents of the cities of Los Angeles, Burbank and Glendale, and the La Crescenta Water District. In 2022, LADWP stated that the San Fernando Basin provides approximately 10 percent of the City of Los Angeles ‘s water supply but has the potential to provide up to 21 percent in an average year.

The regional plume of the Area 4 Pollock OU could potentially affect the northern portions of the Project Study Area north of Saticoy Street. Use of contaminated groundwater poses the greatest risk at this site. The Valley Area 4 groundwater contamination is being addressed through the coordination of federal, state and municipal agencies including EPA, DTS, SRWQCB, and Los Angeles Regional Water Quality Control Board (LARWQCB).

EPA completed an interim investigation of the Pollock Well Field in 1994. EPA did not select a remedy for the site because the LADWP constructed a wellhead treatment project to clean the water in the Valley Basin. Since 1999, LADWP's Granular Activated Carbon Treatment Plant at the Pollock Well Field has been treating groundwater to meet drinking water standards and returned to the public water supply system.

Because the LADWP built a VOC treatment facility to prevent indoor air quality impacts, EPA determined that further cleanup was not immediately necessary. EPA is evaluating the effectiveness of the Pollock Well Field project as part of its ongoing basin-wide studies and will determine the need for additional cleanup actions at the site. While the site awaits further investigation on the nature and extent of contamination in this area, the Pollock wellhead treatment operation continues to treat groundwater to meet drinking water standards and reduce the potential of exposure to contaminated water.

EPA Remedial Investigation field activities began in 2017 and have included the following:

- Groundwater assessment and sampling of existing monitoring wells
- Soil sampling during the installation of new monitoring wells
- Installation and sampling of soil gas monitoring probes
- Indoor air sampling to evaluate vapor intrusion

EPA conducted an initial round of indoor air sampling of homes in the Atwater Village area in February 2022. Sampling results from this first sampling event indicated that indoor air in the homes sampled was not impacted by VOCs migrating from the groundwater into homes. To verify that VOCs from the contaminated groundwater are not impacting indoor air quality in the area, an additional round of indoor air sampling of homes, businesses and schools in the Atwater Village neighborhood was conducted in winter 2023 (EPA, 2023a). Results from the initial sampling indicate that VOCs would not affect proposed stations under the proposed Project Alternatives.

Hazardous Materials from Roadway Corridors

Yellow-thermoplastic and yellow-painted traffic stripe and pavement markings that was applied to roadways before 1997 contained as much as 2.6 percent lead (Caltrans, 2019). Lead is a highly toxic metal that was used until the late 1970s in a number of products, most notably paint. The use of lead as an additive to paint was discontinued in 1978 because human exposure to lead was determined by EPA and OSHA to be an adverse human health risk. Residue produced from the removal of this yellow-thermoplastic and yellow-painted traffic stripe and pavement marking contains heavy metals such as lead chromate in concentrations that exceed thresholds established by the California Health and Safety Code and Title 22 of the CCR Division 4.5 (Caltrans, 2019).

Aerially deposited lead (ADL) can be present along major roadway corridors, such as I-405, Van Nuys Boulevard and Sepulveda Boulevard. Lead alkyl compounds were first added to gasoline in the 1920s to boost octane levels and improve engine performance. Beginning in 1973, EPA ordered a gradual phase-out of lead from gasoline, substantially reducing the use of leaded gasoline by the mid-1980s. However, EPA estimated that prior to the 1970s, vehicles emitted approximately 75 percent of the lead consumed in leaded gasoline as particulate matter through tailpipe exhaust (DTSC, 2004). A portion of this

particulate matter settled into soils near major roadways. DTSC regulations specify the levels at which lead in soil is considered to be a risk to human health. In areas where road construction would occur, the California Department of Transportation (Caltrans) has found lead within 30 feet of the edge of the pavement and within the top 6 inches of soil. In some cases, lead has been found as deep as 2 to 3 feet below the surface. Therefore, soils in major roadway corridors, including those within the Alternative 1 alignment, have the potential to be contaminated with ADL from car emissions that occurred prior to the elimination of lead in gasoline (DTSC, 2016). Elevated concentrations of lead may be present in the striping paint used on the existing roadways. Until the mid-1980s, gasoline and other fuels contained lead as an additive. As each motor vehicle traveled the local roads and highways, tiny particles of lead were emitted in the exhaust and settled on the soils next to the roadways. Most of the time, lead tends not to move very far or very fast in the environment; however, exposure of construction workers to lead could cause human health hazards.

Treated Wood Waste

Wood utility poles may be treated with preserving chemicals resulting in treated wood waste (TWW) if removal is necessary. TWW contains hazardous chemicals that pose a risk to human health and the environment. Arsenic, chromium, copper, creosote, and pentachlorophenol are among the chemicals added to preserve wood. These chemicals are known to be toxic or carcinogenic. Harmful exposure to these chemicals may result from dermal contact with TWW, or from inhalation or ingestion of TWW particulate (DTSC, 2024).

Hazardous Building Materials

Asbestos is designated as a hazardous substance when the fibers have potential to come in contact with air because the fibers are small enough to lodge in the lung tissue and cause health problems. The presence of ACMs in existing buildings as well as in natural gas and cementitious water pipelines poses an inhalation threat only if the ACMs are found to be in a friable state. If the ACMs are not friable, there is no inhalation hazard because asbestos fibers remain bound in the material matrix. Emissions of asbestos fiber to the ambient air, which can occur during activities such as renovation or demolition of structures made with ACMs (e.g., insulation), are regulated in accordance with Section 112 of the CAA.

Lead is a highly toxic metal that has been determined by EPA and OSHA to be an adverse health risk, particularly to young children. In 1978, the federal government required the reduction of lead in house paint to less than 0.06 percent (600 parts per million). Because of its toxic properties, lead is regulated as a hazardous material. Excessive exposure to lead can result in the accumulation of lead in the blood, soft tissues, and bones. Primary sources of lead exposure are deteriorating LBPs, including painted curbs, poles, protective bollards, bridges, and fire hydrants along the ROW and existing buildings within project alternatives' alignments; lead-contaminated dust; and lead-contaminated soil. Buildings that have been constructed prior to 1978 and that contain LBPs could require abatement prior to construction activities.

Polychlorinated biphenyls (PCBs) are organic chemicals, usually in the form of an oil, that were historically used in electrical equipment. PCBs are most commonly associated with pole-mounted electrical transformers, but they were also used in insulators and capacitors in building electrical equipment. PCBs were commonly used in the small capacitor within fluorescent light ballasts. Ballasts manufactured through 1979 may contain PCBs. On-site fluorescent light features and electrical transformers that were manufactured prior to and throughout 1979, or reasonably suspected to have been manufactured before or throughout 1979, shall be assumed to contain PCBs. PCBs-containing florescent light bulbs would be of concern if they are leaking as they may expose workers handling the

fixtures to a variety of adverse health effects. According to EPA Toxic Substances Control Act regulations, the material must be incinerated. The entire lighting fixture does not need special handling and disposal as long as the ballast (electrical box) is not leaking. The non-leaking ballasts can be removed and recycled or disposed of properly. PCBs are considered hazardous materials because of their toxicity; they have been shown to cause cancer in animals, along with effects on the immune, reproductive, nervous, and endocrine systems, and studies have shown evidence of similar effects in humans (EPA, 2013).

Other Potential Hazardous Materials

Residual Pesticides

Chemicals used in agricultural activities could result in residual concentrations of persistent pesticides in the soil. Persistent pesticides, such as organochlorine pesticides (e.g., dichlorodiphenyltrichloroethane, Toxaphene, and Dieldrin), leave residues that remain in the environment without breaking down.

Lead arsenate is used as an herbicide, insecticide, or rodenticide. Lead arsenates were historically used by railroad companies as a means of weed control along a railroad ROW. Pesticide residues from lead arsenate bind tightly to the surface soil layer, where they can remain for decades. As a result, such residues, if present, could pose a human health risk when the soil is excavated. Lead and arsenic are the primary constituents of lead arsenate pesticide. Both lead and arsenic could be toxic at high concentrations in soil and are highly toxic to humans.

Household Hazardous Waste

EPA defines household hazardous waste as “leftover products such as paints, cleaners, oils, batteries, and pesticides that contain potentially hazardous ingredients that could be corrosive, toxic, ignitable, or reactive.” According to EPA, Americans generate approximately 1.6 million tons of household hazardous waste per year, with the average home accumulating as much as 100 pounds of household hazardous waste annually. Improper disposal of household hazardous wastes commonly includes pouring them down the drain, on the ground, or into storm sewers, and in some cases, putting them out with the trash. Though the dangers of such disposal methods might not be immediately obvious, improper disposal of these wastes can pollute the environment and pose a threat to human health.

Methane Hazard Zones

Methane gas, commonly known as natural gas, may underlay the site. Potential hazards associated with methane include fire or explosion due to methane gas accumulations, since it is a highly flammable substance, and human health risks associated with natural gas poisoning. Exposure to high concentrations of methane can result in long-term health effects such as respiratory, cardiovascular, and neurological issues, though this is generally a concern in confined spaces rather than outdoor environments. Methane and other flammable or toxic gases, notably hydrogen sulfide, are often associated with naturally occurring petroleum deposits or active and former oil fields. These areas may have a potential for subsurface accumulations of methane and other volatile gases. Both methane and hydrogen sulfide are highly flammable and, in high concentrations, pose explosion hazards to the public. Exposure to high levels of hydrogen sulfide can also cause long-term health effects, including impaired cognitive function, respiratory irritation, and neurological impacts.

In the City of Los Angeles, there are two types of methane hazard zones: methane zones and methane buffer zones. A methane zone is closer to the source of the subsurface methane gas. Whereas a methane buffer zone surrounds the outer limits of a methane zone. These zones are mostly a result of naturally surfacing tar and crude oil. Similarly, these subsurface hazards occur by other soil

contamination issues, such as historical oil wells (Metro, 2024c). The presence of methane hazard zones relative to each project alternative is provided in Sections 3.8.4.2 through 0.

Proximity to Airports

There are two airports within the RSA. Each project alternative's proximity to these airports is provided in Sections 3.8.4.2 through 0.

Van Nuys Airport

The Van Nuys Airport is located at 16461 Sherman Way in Van Nuys. Van Nuys Airport is a 740-acre general aviation facility owned and operated by Los Angeles World Airports. The airport is located in the west-central portion of the City of Los Angeles' incorporated boundaries, approximately 25 miles northwest of downtown Los Angeles in the center of the Valley. The airport is generally bounded by Roscoe Boulevard on the north, Victory Boulevard on the south, Balboa Boulevard on the west, and Woodley Avenue on the east.

The airport houses 720 aircraft and operates two north-south parallel asphalt runways, one of which is 4,013 feet long (16L-24R) and the other is 8,001 feet long (16R-34L). As of May 2023, the airport is averaging 615 flights per day (AirNav, 2023a).

The area surrounding the airport is built out — developed with a combination of residential, commercial, industrial, and public uses — with single-family residential being the predominant use. Much of the land immediately surrounding the airport is developed with light industrial and commercial manufacturing uses, with golf courses and public park land located immediately to the south.

Alternative 4 is approximately 1.3 miles east of the Van Nuys Airport. The Van Nuys Airport Plan indicates that Alternative 4 is located outside the AIA (Figure 3.8-15) (DCP, 2006; ALUC, 2003a, 2023).

Santa Monica Municipal Airport

The Santa Monica Municipal Airport is located at 3223 Donald Douglas Loop-South in the City of Santa Monica. The airport is approximately 2 miles east of the Pacific Ocean and 6 miles north of Los Angeles. The airport houses various types of businesses, including art studios, office space, and event venues. The airport is generally bounded by Ocean Park Boulevard on the north, Airport Avenue on the south, 23rd Street on the west, and Bundy Drive on the east. It includes recreational space for a city park, a restaurant, a theater, and an interim open space. The Santa Monica City Council approved a plan to formally close the Santa Monica Airport in 2028.

The airport houses 84 aircraft and operates two northeast-northwest parallel asphalt runways, both of which are 3,500 feet long, and a 1,600-square-foot asphalt helipad. As of May 2023, the airport is averaging 452 flights per day (AirNav, 2023b).

3.8.4.2 Alternative 1 Resource Study Area

Hazardous Materials from Known Release Sites

As stated in Section 3.8.2, many sites listed in the EDR report were concluded not to have the potential to pose risks within the RSA. Thus, this discussion focuses on the potential for RECs, LUST, and Cortese sites that could potentially result in a hazard to the public and/or environment during construction and operation. There are 51 closed LUST cases, six Cleanup Program Sites, one State Response, one Corrective Action, and seven Tiered Permit sites within 0.5 mile of Alternative 1 (refer to the *Sepulveda*

Transit Corridor Hazards and Hazardous Materials Technical Report [Metro, 2025a]).[8] No Brownfields sites were identified within or in the vicinity of Alternative 1. All 51 closed LUST cases are on the Cortese List. Table B-1 of the technical report provides a summary of the identified affected properties including business addresses, a summary of the status of each property, and proximity of the property to a project alternative's alignment. The site numbers identified for each property in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* correspond with the numbers that appear on Figure 3.8-1 and Figure 3.8-2. Refer to Table 3.8-1 for a summary of RECs identified within the RSA.

[8] Tiered Permit: Sites with permits granted by RCRA

Figure 3.8-1. Alternative 1: Hazardous Material Sites within 0.5 Mile (North)

Source: DTSC, 2023; SWRCB, 2023, ICF 2022a

Figure 3.8-2. Alternative 1: Hazardous Material Sites within 0.5 Mile (South)

Source: DTSC, 2023; SWRCB, 2023, ICF 2022a

San Fernando Valley Superfund Site

As discussed in Section 3.8.4.1, the Valley (Area 4) Superfund site is located south of Los Feliz Avenue to State Route 110, east of the RSA. One of the four Valley Superfund site, Area 4 Pollock OU could potentially extend near the northern portions of Alternative 1. Affected groundwater associated with the San Fernando Valley Superfund Site could potentially extend near the northern portions of Alternative 1 north of Saticoy Street. In addition, the eastern portion of the plume is depicted as moving

south, just east of Alternative 1 (ICF, 2022a). Use of contaminated groundwater poses the greatest risk. The Valley Area 4 groundwater contamination is being addressed through the coordination of federal, state, and municipal agencies, including EPA, DTSC, State Regional Water Quality Control Board (SRWQCB), and the Los Angeles Regional Water Quality Control Board (LARWQCB).

EPA conducted an initial round of indoor air sampling of homes in the Atwater Village area, which is outside of the RSA, in February 2022. Results from the first sampling event indicated that indoor air in the homes sampled was not impacted by VOCs migrating from the groundwater into homes. In additional round of indoor air sampling of homes, businesses, and schools in the Atwater Village neighborhood was conducted in winter 2023 (EPA, 2023a). Results from the initial sampling indicate that VOCs would not affect proposed stations under Alternative 1.

Methane Hazard Zones

As shown on Figure 3.8-3, the Sawtelle Methane Hazard Zone begins at the base of the southern slope of the Santa Monica Mountains and follows Interstate 405 (I-405) south to approximately Santa Monica Boulevard. According to gas data collected from monitoring wells and soil vapor probes, methane and hydrogen sulfide were detected within existing monitoring wells and vapor probes at high concentrations particularly near the Westfield Mall area (Metro, 2024c). Relatively low concentrations of methane and hydrogen sulfide were detected in soil gas vapor probes installed in Metro D Line monitoring wells, which are located along and adjacent to Wilshire Boulevard in the Westwood area and at the Veterans Affairs (Metro, 2024c). In addition, the methane zones map shows the methane zone and methane buffer zone near the southern end of the tunnel alignment (GeoForward, 2021).

Figure 3.8-3. Alternative 1: Methane Hazard Zones

Source: GeoForward, 2021

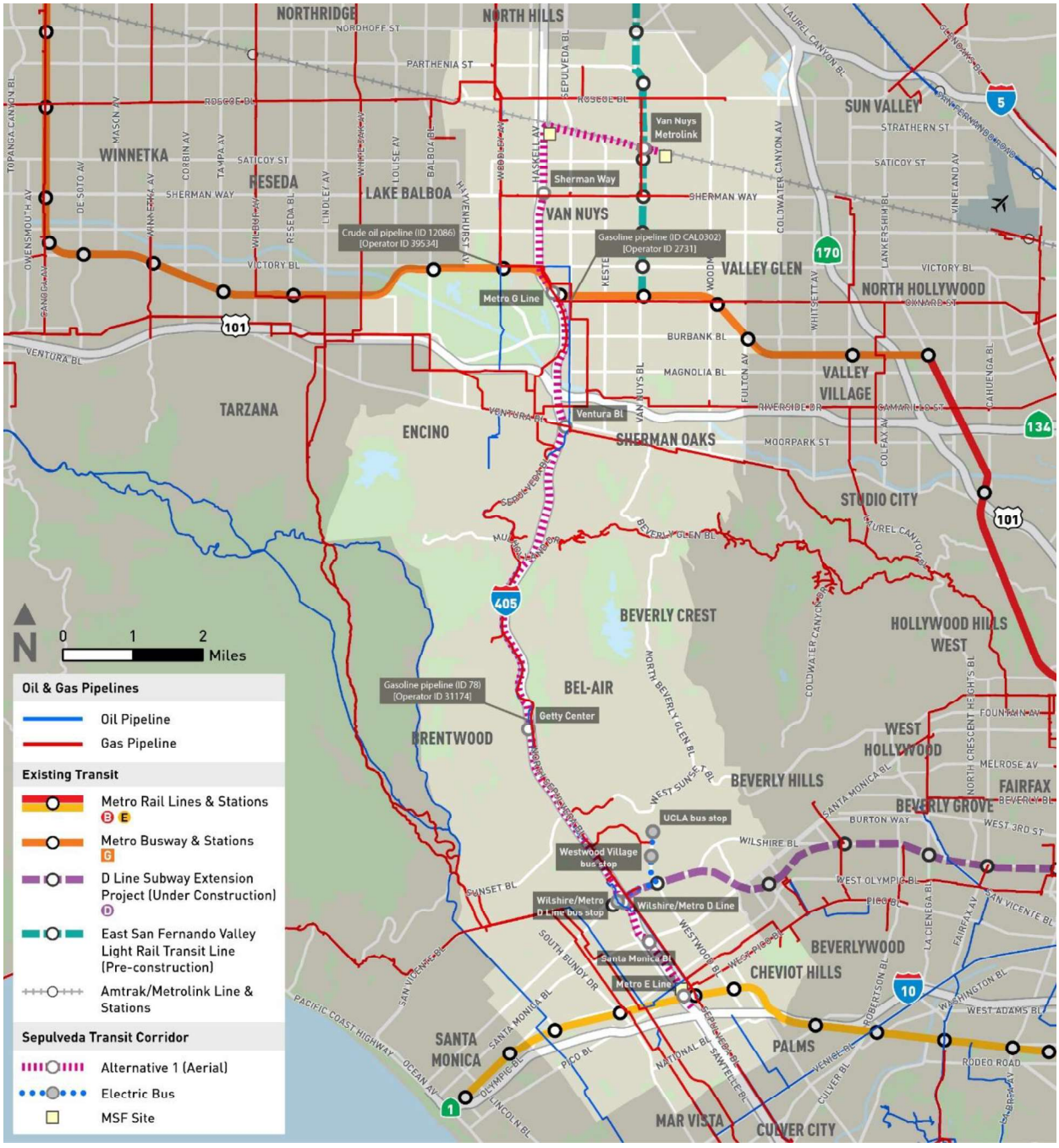
Petroleum and Natural Gas Pipelines

The PHMSA Public Map Viewer (USDOT PHMSA, 2023) identifies the following three high-pressure hazardous liquid pipelines within and in the vicinity of Alternative 1 as shown on Figure 3.8-4:[9]

- Torrance Valley Pipeline Company (Operator Identification [ID] 39534) operates a crude oil pipeline (ID 12086) as part of the Saticoy-Slauson system. As of May 20, 2022, the pipeline was reported active and filled. The 13.34-mile pipeline originates east of the Van Nuys Airport at Woodley Avenue. It travels south to the intersection of Woodley Avenue and Victory Boulevard when it travels east along Victory Boulevard to the intersection of Victory Boulevard and Sepulveda Boulevard. The pipeline parallels Sepulveda Boulevard its terminus at intersection of Sepulveda Boulevard and Montana Avenue.
- Shell Pipeline Company (Operator ID 31174) operates a gasoline pipeline (ID 78) as part of the Ventura Products Line system. As of June 15, 2022, the pipeline was indicated to be active and filled. The 12.25-mile pipeline originates near the intersection of Sepulveda Boulevard and Bellagio Road where it travels south parallel to Sepulveda Boulevard and continues south beyond (I-10).
- Chevron Pipeline Company (Operator ID 2731) operates a gasoline pipeline (ID CAL0302) as part of the El Segundo-Van Nuys Production subsystem. As of August 3, 2022, the pipeline was indicated to be active and filled. The 17.14-mile pipeline originates near the intersection of Oxnard Street and Sepulveda Boulevard. The pipeline travels south parallel to Sepulveda Boulevard and continues south beyond I-10.

[9] In accordance with PHMSA's security policy, the scale of the Public Map Viewer is restricted to 1:24,000, and the minimum accuracy of the mapped pipeline locations is 500 feet.

Figure 3.8-4. Alternative 1: Pipelines



Source: USDOT PHMSA, 2023

Proximity to Schools

The following schools are located within one-quarter mile of Alternative 1:

- Cohasset Street Elementary located at 15810 Saticoy Street in Van Nuys
- Bassett Street Elementary located at 15756 Bassett Street in Van Nuys
- Hesby Oaks Leadership Charter located at 15530 Hesby Street in Sherman Oaks
- Ivy Bound Academy of Math, Science, and Technology Charter Middle located at 15355 Morrison Street in Sherman Oaks
- Nora Sterry Elementary located at 1730 Corinth Avenue in West Los Angeles
- UCLA located at 405 Hilgard Avenue in Westwood (the UCLA campus also houses two university-affiliated schools, the Geffen Academy for students in grades 6-12 and the Lab School for children ages 4-12)

Proximity to Airports

Van Nuys Airport

Alternative 1 is approximately 0.9 mile east of the Van Nuys Airport. The *Van Nuys Airport Plan* indicates that Alternative 1 is located approximately 0.4 mile outside the airport's AIA[10] (Figure 3.8-5) (DCP, 2006; ALUC, 2003a, 2023).

Santa Monica Municipal Airport

Alternative 1 southern terminus is approximately 1.2 miles northeast of the Santa Monica Municipal Airport. The Los Angeles County ALUP indicates that Alternative 1 is located approximately one mile outside the airport's AIA (Figure 3.8-5) (LA County Planning, 1991; ALUC, 2003b, 2023).

[10] Airport Influence Area (AIA) is the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may substantially affect land uses or necessitate restrictions on those uses. The AIA constitutes the area within which certain land use actions are subject to review to determine consistency with the ALUCP policies.

Figure 3.8-5. Alternative 1: Airport Influence Area

Source: Los Angeles County ALUC, 2023a, 2023b

3.8.4.3 Alternative 3 Resource Study Area

Hazardous Materials from Known Release Sites

As stated in Section 3.8.2, many sites listed in the EDR report were concluded not to have the potential to pose risks within the RSA. Thus, this discussion focuses on the potential for RECs, LUST, and Cortese sites that could potentially result in a hazard to the public and/or environment during construction and operation. There are 48 closed LUST cases, six Cleanup Program Sites, one State Response, one Corrective Action, and seven-Tiered Permit sites within 0.5 mile of Alternative 3 (refer to the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* [Metro, 2025a]).[11] No Brownfields sites were identified within or in the vicinity of Alternative 3. All 48 closed LUST cases are on the Cortese List. The status of the LUST cases reported as "case closed" indicates that remedial action is completed, or was deemed unnecessary, by the local regulatory agency. The site numbers identified for each property in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* correspond with the numbers that appear on Figure 3.8-6 and Figure 3.8-7. Refer to Table 3.8-1 for a summary of RECs identified within the RSA.

[11] Tiered Permit: Sites with permits granted by RCRA

Figure 3.8-6. Alternative 3: Hazardous Material Sites within 0.5 Mile (North)

Source: DTSC, 2023; SWRCB, 2023, ICF 2022a

Figure 3.8-7. Alternative 3: Hazardous Material Sites within 0.5 Mile (South)

Source: DTSC, 2023; SWRCB, 2023, ICF 2022a

San Fernando Valley Superfund Site

As discussed in Section 3.8.4.1, the Valley (Area 4) Superfund site is located south of Los Feliz Avenue to State Route 110, east of the RSA. One of the four Valley Superfund site, Area 4 Pollock OU could potentially extend near the northern portions of Alternative 3. Affected groundwater associated with the San Fernando Valley Superfund Site could potentially extend near the northern portions of Alternative 3 north of Saticoy Street. In addition, the eastern portion of the plume is depicted as moving

south, just east of Alternative 3 (ICF, 2022a). Use of contaminated groundwater poses the greatest risk at this site. The Valley Area 4 groundwater contamination is being addressed through the coordination of federal, state and municipal agencies, including EPA, DTSC, State Regional Water Quality Control Board (SRWQCB), and the Los Angeles Regional Water Quality Control Board (LARWQCB).

EPA conducted an initial round of indoor air sampling of homes in the Atwater Village area, which is outside of the RSA, in February 2022. Results from the first sampling event indicated that indoor air in the homes sampled was not impacted by VOCs migrating from the groundwater into homes. In additional round of indoor air sampling of homes, businesses, and schools in the Atwater Village neighborhood was conducted in winter 2023 (EPA, 2023a). Results from the initial sampling indicate that VOCs would not affect proposed stations under Alternative 3.

Methane Hazard Zones

As shown on Figure 3.8-8, methane hazard zones exist within the Alternative 3 alignment. The Sawtelle Methane Hazard Zone begins at the base of the southern slope of the Santa Monica Mountains and follows I-405 south to approximately Santa Monica Boulevard. According to gas data collected from monitoring wells and soil vapor probes, methane and hydrogen sulfide were detected within existing monitoring wells and vapor probes at high concentrations particularly near the Century City Westfield Mall area (Metro, 2024c). Relatively low concentrations of methane and hydrogen sulfide were detected in soil gas vapor probes installed in Metro D Line Reaches 6 and 7, which are located along and adjacent to Wilshire Boulevard in the Westwood area and at the Veterans Affairs (Metro, 2024c). In addition, the methane zones map shows the methane zone and methane buffer zone near the southern end of the tunnel alignment (GeoForward, 2021).

Figure 3.8-8. Alternative 3: Methane Hazard Zones

Source: GeoForward, 2021

Petroleum and Natural Gas Pipelines

The PHMSA Public Map Viewer (USDOT PHMSA, 2023) identifies the following three hazardous liquid pipelines within and in the vicinity of Alternative 3 as shown on Figure 3.8-9:[12]

- Torrance Valley Pipeline Company (Operator ID 39534) operates a crude oil pipeline (ID 12086) as part of the Saticoy-Slauson system. As of May 20, 2022, the pipeline was reported active and filled. The 13.34-mile pipeline originates east of the Van Nuys Airport at Woodley Avenue. It travels south to the intersection of Woodley Avenue and Victory Boulevard when it travels east along Victory Boulevard to the intersection of Victory Boulevard and Sepulveda Boulevard. The pipeline parallels Sepulveda Boulevard its terminus at intersection of Sepulveda Boulevard and Montana Avenue.
- Shell Pipeline Company (Operator ID 31174) operates a gasoline pipeline (ID 78) as part of the Ventura Products Line system. As of June 15, 2022, the pipeline was indicated to be active and filled. The 12.25-mile pipeline originates near the intersection of Sepulveda Boulevard and Bellagio Road where it travels south parallel to Sepulveda Boulevard and continues south beyond I-10.
- Chevron Pipeline Company (Operator ID 2731) operates a gasoline pipeline (ID CAL0302) as part of the El Segundo-Van Nuys Production subsystem. As of August 3, 2022, the pipeline was indicated to be active and filled. The 17.14-mile pipeline originates near the intersection of Oxnard Street and Sepulveda Boulevard. The pipeline travels south parallel to Sepulveda Boulevard and continues south beyond I-10.

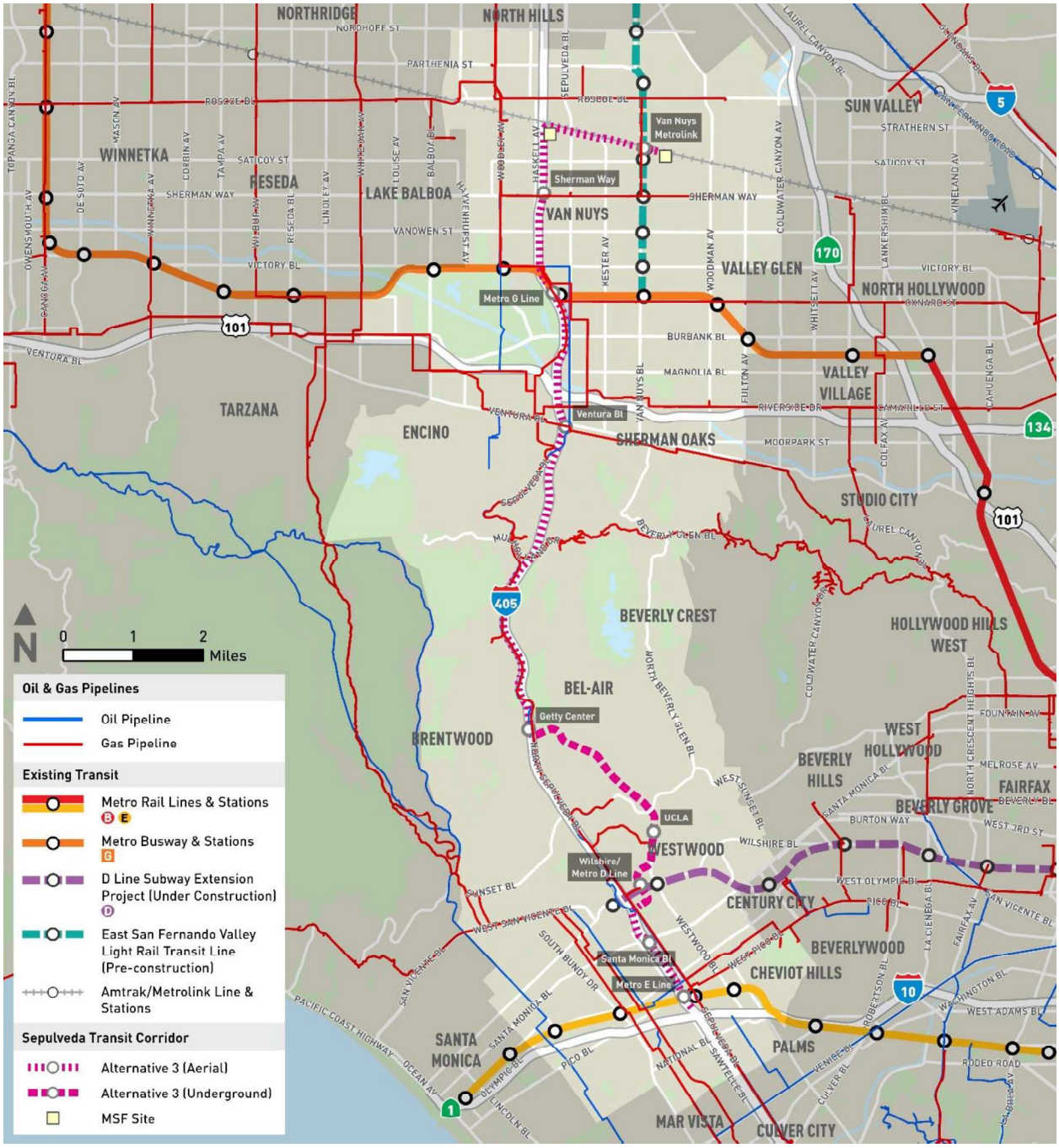
Proximity to Schools

The following schools are located within one-quarter mile of Alternative 3:

- Cohasset Street Elementary located at 15810 Saticoy Street in Van Nuys
- Bassett Street Elementary located at 15756 Bassett Street in Van Nuys
- Hesby Oaks Leadership Charter located at 15530 Hesby Street in Sherman Oaks
- Ivy Bound Academy of Math, Science, and Technology Charter Middle located at 15355 Morrison Street in Sherman Oaks
- Nora Sterry Elementary located at 1730 Corinth Avenue in West Los Angeles
- UCLA located at 405 Hilgard Avenue in Westwood (the UCLA campus also houses two university-affiliated schools, the Geffen Academy for students in grades 6-12 and the Lab School for children ages 4-12)

[12] In accordance with PHMSA's security policy, the scale of the Public Map Viewer is restricted to 1:24,000, and the minimum accuracy of the mapped pipeline locations is 500 feet.

Figure 3.8-9. Alternative 3: Pipelines



Source: USDOT PHMSA, 2023

Proximity to Airports

Van Nuys Airport

Alternative 3 is approximately 0.9 mile east of the Van Nuys Airport. The Van Nuys Airport Plan indicates that Alternative 3 is located approximately 0.4 mile outside the AIA[13] (Figure 3.8-10) (DCP, 2006; ALUC, 2003a, 2023).

Santa Monica Municipal Airport

The Santa Monica Municipal Airport is located at 3223 Donald Douglas Loop-South in the City of Santa Monica. The Alternative 3 southern terminus is approximately 1.2 miles northeast of the Santa Monica Municipal Airport. The Los Angeles County ALUP indicates that Alternative 3 is located approximately 1.0 mile outside the AIA (Figure 3.8-10) (LA County Planning, 1991; ALUC, 2003b, 2023).

[13] Airport Influence Area (AIA) is the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may substantially affect land uses or necessitate restrictions on those uses. The AIA constitutes the area within which certain land use actions are subject to review to determine consistency with the ALUCP policies.

Figure 3.8-10. Alternative 3: Airport Influence Area

Source: Los Angeles County ALUC, 2023a, 2023b

3.8.4.4 Alternative 4 Resource Study Area

Hazardous Materials from Known Release Sites

As stated in Section 3.8.2, many sites listed in the EDR report were concluded not to have the potential to pose risks within the RSA. Thus, this discussion focuses on the potential for RECs, LUST, and Cortese sites that could potentially result in a hazard to the public and/or environment during construction and operation. There are 48 closed LUST cases, nine Cleanup Program Sites, one State Response, and four Tiered Permit sites within 0.5 mile of Alternative 4 (refer to the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* [Metro, 2025a]).[14] No Brownfields sites were identified within or in the vicinity of Alternative 4. All 48 closed LUST cases are on the Cortese List. Sites listed as sites are listed as "Closed" signify that they have been remediated to the satisfaction of the agency with oversight. Table B-3 of the technical report provides a summary of the identified affected properties including business addresses and a summary of the status of each property within the RSA. The site numbers identified for each property in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* correspond with the numbers that appear on Figure 3.8-11 and Figure 3.8-12. Refer to Table 3.8-1 for a summary of RECs identified within the RSA.

[14] Tiered Permit: Sites with permits granted by RCRA

Figure 3.8-11. Alternative 4: Hazardous Material Sites within 0.5 Mile (North)

Source: DTSC, 2023; SWRCB, 2023, ICF 2022b

Figure 3.8-12. Alternative 4: Hazardous Material Sites within 0.5 Mile (South)

Source: DTSC, 2023; SWRCB, 2023, ICF 2022b

San Fernando Valley Superfund Site

As discussed in Section 3.8.4.1, the Valley (Area 4) Superfund site is located south of Los Feliz Avenue to State Route 110, east of the RSA. One of the four Valley Superfund site, Area 4 Pollock OU could potentially extend near the northern portions of Alternative 4. The regional plume of the Area 4 Pollock OU could potentially affect the northern portions of Alternative 4 north of Saticoy Street. In addition, the eastern portion of the plume is depicted as moving south, just east of Alternative 4 (ICF, 2022b). The Valley Area 4 groundwater contamination is being addressed through the coordination of federal, state, and municipal agencies, including EPA, DTSC, State Regional Water Quality Control Board (SRWQCB), and the Los Angeles Regional Water Quality Control Board (LARWQCB).

EPA conducted an initial round of indoor air sampling of homes in the Atwater Village area, which is outside of the RSA, in February 2022. Results from the first sampling event indicated that indoor air in the homes sampled was not impacted by VOCs migrating from the groundwater into homes. In additional round of indoor air sampling of homes, businesses, and schools in the Atwater Village neighborhood was conducted in winter 2023 (EPA, 2023a). Based on these results, it can be inferred that VOCs would not affect proposed stations under Alternative 4.

Methane Hazard Zones

As shown on Figure 3.8-13, methane hazard zones exist within the Alternative 4 alignment. The Sawtelle Methane Hazard Zone begins at the base of the southern slope of the Santa Monica Mountains and follows I-405 south to approximately Santa Monica Boulevard. The Santa Monica Boulevard Station and the Wilshire/Metro D Line Station would be within the methane hazard zone (Metro, 2024c). Relatively low concentrations of methane and hydrogen sulfide were detected in soil gas vapor probes installed in Metro D Line monitoring wells, which are located along and adjacent to Wilshire Boulevard in the Westwood area and at the Veterans Affairs (Metro, 2024c). In addition, the methane zones map shows the methane zone and methane buffer zone near the southern end of the tunnel alignment (GeoForward, 2021).

Figure 3.8-13. Alternative 4: Methane Hazard Zones

Source: GeoForward, 2021

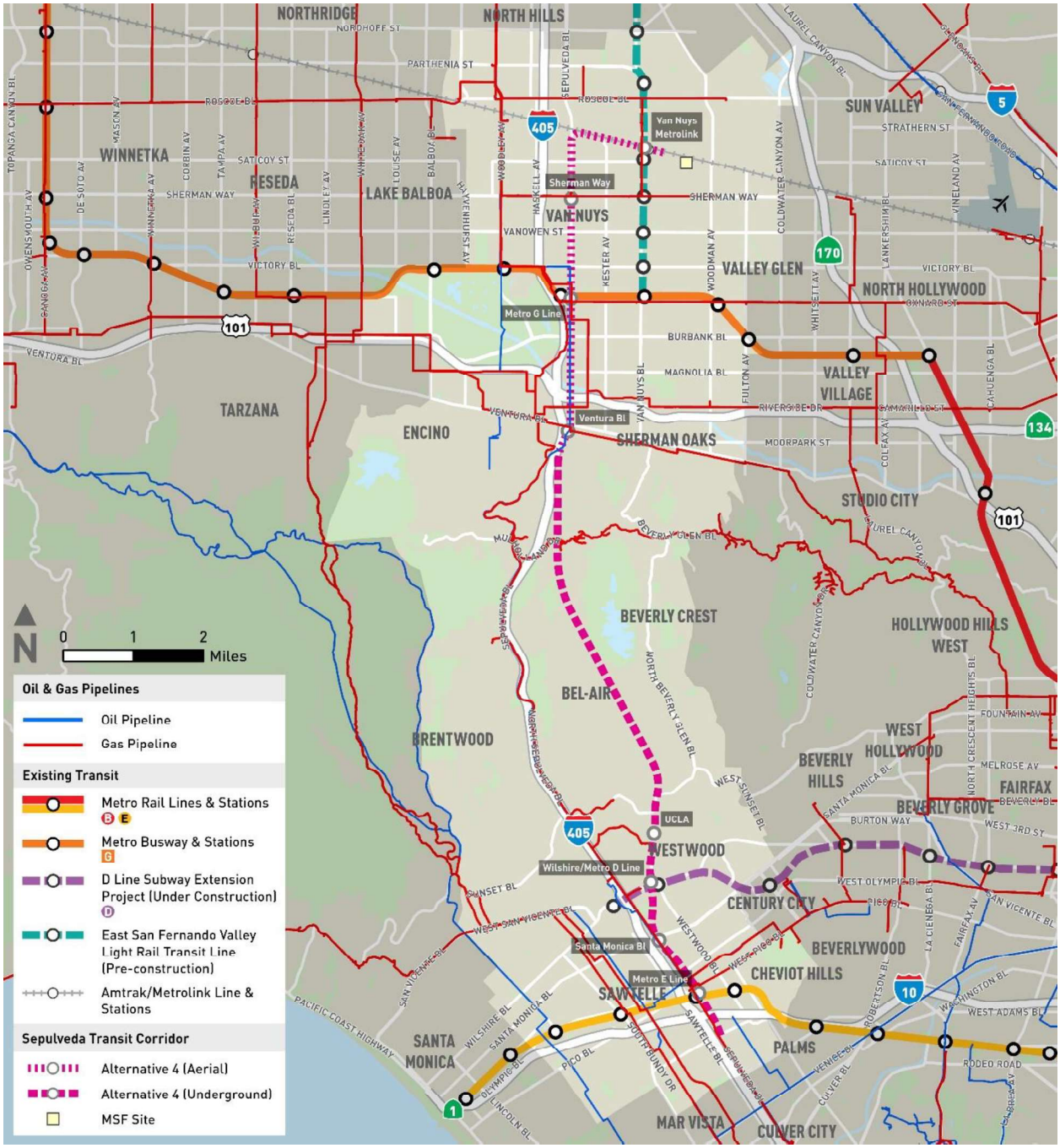
Petroleum and Natural Gas Pipelines

The PHMSA Public Map Viewer Public Map Viewer (USDOT PHMSA, 2023) identifies the following three hazardous liquid pipelines within and in the vicinity of Alternative 4 as shown on Figure 3.8-14:[15]

- Torrance Valley Pipeline Company (Operator ID 39534) operates a crude oil pipeline (ID 12086) as part of the Saticoy-Slauson system. As of May 20, 2022, the pipeline was reported active and filled. The 13.34-mile pipeline originates east of the Van Nuys Airport at Woodley Avenue. It travels south to the intersection of Woodley Avenue and Victory Boulevard when it travels east along Victory Boulevard to the intersection of Victory Boulevard and Sepulveda Boulevard. The pipeline parallels Sepulveda Boulevard with its terminus at intersection of Sepulveda Boulevard and Montana Avenue.
- Shell Pipeline Company (Operator ID 31174) operates a gasoline pipeline (ID 78) as part of the Ventura Products Line system. As of June 15, 2022, the pipeline was indicated to be active and filled. The 12.25-mile pipeline originates near the intersection of Sepulveda Boulevard and Bellagio Road where it travels south parallel to Sepulveda Boulevard and continues south beyond I-10.
- Chevron Pipeline Company (Operator ID 2731) operates a gasoline pipeline (ID CAL0302) as part of the El Segundo-Van Nuys Production subsystem. As of August 3, 2022, the pipeline was indicated to be active and filled. The 17.14-mile pipeline originates near the intersection of Oxnard Street and Sepulveda Boulevard. The pipeline travels south parallel to Sepulveda Boulevard and continues south beyond I-10.

[15] In accordance with PHMSA's security policy, the scale of the Public Map Viewer is restricted to 1:24,000, and the minimum accuracy of the mapped pipeline locations is 500 feet.

Figure 3.8-14. Alternative 4: Pipelines



Source: USDOT PHMSA, 2023

Proximity to Schools

The following schools are located within one-quarter mile of Alternative 4:

- Head Start located at 15035 Valerio Steet in Van Nuys
- Valerio Street Elementary located at 15035 Valerio Street in Van Nuys
- Columbus Avenue Elementary located at 6700 Columbus Avenue in Van Nuys
- Lashon Academy located at 7477 Kester Avenue in Van Nuys
- Sylvan Park Elementary located at 6238 Noble Avenue in Van Nuys
- Robert Fulton College Preparatory located at 7477 Kester Avenue in Van Nuys
- Girls Athletic Leadership School located at 8015 Van Nuys Boulevard in Panorama City
- Ivy Bound Academy of Math, Science, and Technology Charter Middle located at 15355 Morrison Street in Sherman Oaks
- UCLA located at 405 Hilgard Avenue in Westwood (the UCLA campus also houses two university-affiliated schools, the Geffen Academy for students in grades 6-12 and the Lab School for children ages 4-12).

Proximity to Airports

Van Nuys Airport

Alternative 4 is approximately 1.3 miles east of the Van Nuys Airport. The Van Nuys Airport Plan indicates that Alternative 4 is located outside the AIA[16] (Figure 3.8-15) (DCP, 2006; ALUC, 2003a, 2023).

Santa Monica Municipal Airport

Alternative 4 southern terminus is approximately 1.2 miles northeast of the Santa Monica Municipal Airport. The Los Angeles County ALUP indicates that Alternative 4 is located outside the airport's AIA (Figure 3.8-15) (LA County Planning, 1991; ALUC, 2003b, 2023).

[16] Airport Influence Area (AIA) is the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may substantially affect land uses or necessitate restrictions on those uses. The AIA constitutes the area within which certain land use actions are subject to review to determine consistency with the ALUCP policies.

Figure 3.8-15. Alternative 4: Airport Influence Area

Source: Los Angeles County ALUC, 2023a, 2023b

3.8.4.5 Alternative 5 Resource Study Area

Hazardous Materials from Known Release Sites

Known releases within the Alternative 5 RSA are the same as those described for the Alternative 4 RSA in Section 3.8.4.4. As with Alternative 4 there are a variety of identified sites within the vicinity of the RSA that are listed on the databases as listed in Table 3.8-1 Many of the facilities are permitted for more than one hazardous material use and, therefore, could appear in more than one database.

As stated in Section 3.8.2, many sites listed in the EDR report were concluded not to have the potential to pose risks within the RSA. Thus, this discussion focuses on the potential for RECs, LUST, and Cortese sites that could potentially result in a hazard to the public and/or environment during construction and operation. There are 48 closed LUST cases, nine Cleanup Program Sites, one State Response, one Corrective Action site, and four Tiered Permit sites within 0.5 mile of Alternative 5 (*Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* [Metro, 2025a]).[17] No Brownfields sites were identified within or in the vicinity of Alternative 5. All 48 closed LUST cases are on the Cortese List. Sites listed as sites are listed as "Closed" signify that they have been remediated to the satisfaction of the agency with oversight. Table B-4 of the technical report provides a summary of the identified affected properties including business addresses, a summary of the status of each property, and proximity of the property to the Alternative 5 alignment. The site numbers identified for each property in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a) correspond with the numbers that appear on Figure 3.8-16 and Figure 3.8-17.

[17] Tiered Permit: Sites with permits granted by RCRA

Figure 3.8-16. Alternative 5: Hazardous Material Sites within 0.5-Mile (North)

Source: DTSC, 2023; SWRCB, 2023, ICF 2022b

Figure 3.8-17. Alternative 5: Hazardous Material Sites within 0.5-Mile (South)

Source: DTSC, 2023; SWRCB, 2023, ICF 2022b

San Fernando Valley Superfund Site

As discussed in Section 3.8.4.1, the Valley (Area 4) Superfund site is located south of Los Feliz Avenue to State Route 110, east of the RSA. One of the four Valley Superfund site, Area 4 Pollock OU could potentially extend near the northern portions of Alternative 5. The regional plume of the Area 4 Pollock OU could potentially affect the northern portions of Alternative 5 north of Saticoy Street. In addition, the eastern portion of the plume is depicted as moving south, just east of Alternative 5 (ICF, 2022b). Use

of contaminated groundwater poses the greatest risk at this site. The San Fernando Valley Area 4 groundwater contamination is being addressed through the coordination of federal, state, and municipal agencies, including EPA, DTSC, State Regional Water Quality Control Board (SRWQCB), and the Los Angeles Regional Water Quality Control Board (LARWQCB).

EPA conducted an initial round of indoor air sampling of homes in the Atwater Village area, which is outside of the RSA, in February 2022. Results from the first sampling event indicated that indoor air in the homes sampled was not impacted by VOCs migrating from the groundwater into homes. In additional round of indoor air sampling of homes, businesses, and schools in the Atwater Village neighborhood was conducted in winter 2023 (EPA, 2023a). Based on these results, it can be inferred that VOCs would not affect proposed stations under Alternative 5.

Methane Hazard Zones

As shown on Figure 3.8-18, methane hazard zones exist within the Alternative 5 alignment. The Sawtelle Methane Hazard Zone begins at the base of the southern slope of the Santa Monica Mountains and follows I-405 south to approximately Santa Monica Boulevard. The Santa Monica Boulevard Station and the Wilshire/Metro D Line Station would be within the methane hazard zone (Metro, 2024c). Relatively low concentrations of methane and hydrogen sulfide were detected in soil gas vapor probes installed in Metro D Line Reaches 6 and 7, which are located along and adjacent to Wilshire Boulevard in the Westwood area and at the Veterans Affairs (Metro 2024c). In addition, the methane zones map shows the methane zone and methane buffer zone near the southern end of the tunnel alignment (GeoForward, 2021).

Figure 3.8-18. Alternative 5: Methane Hazard Zones

Source: GeoForward, 2021

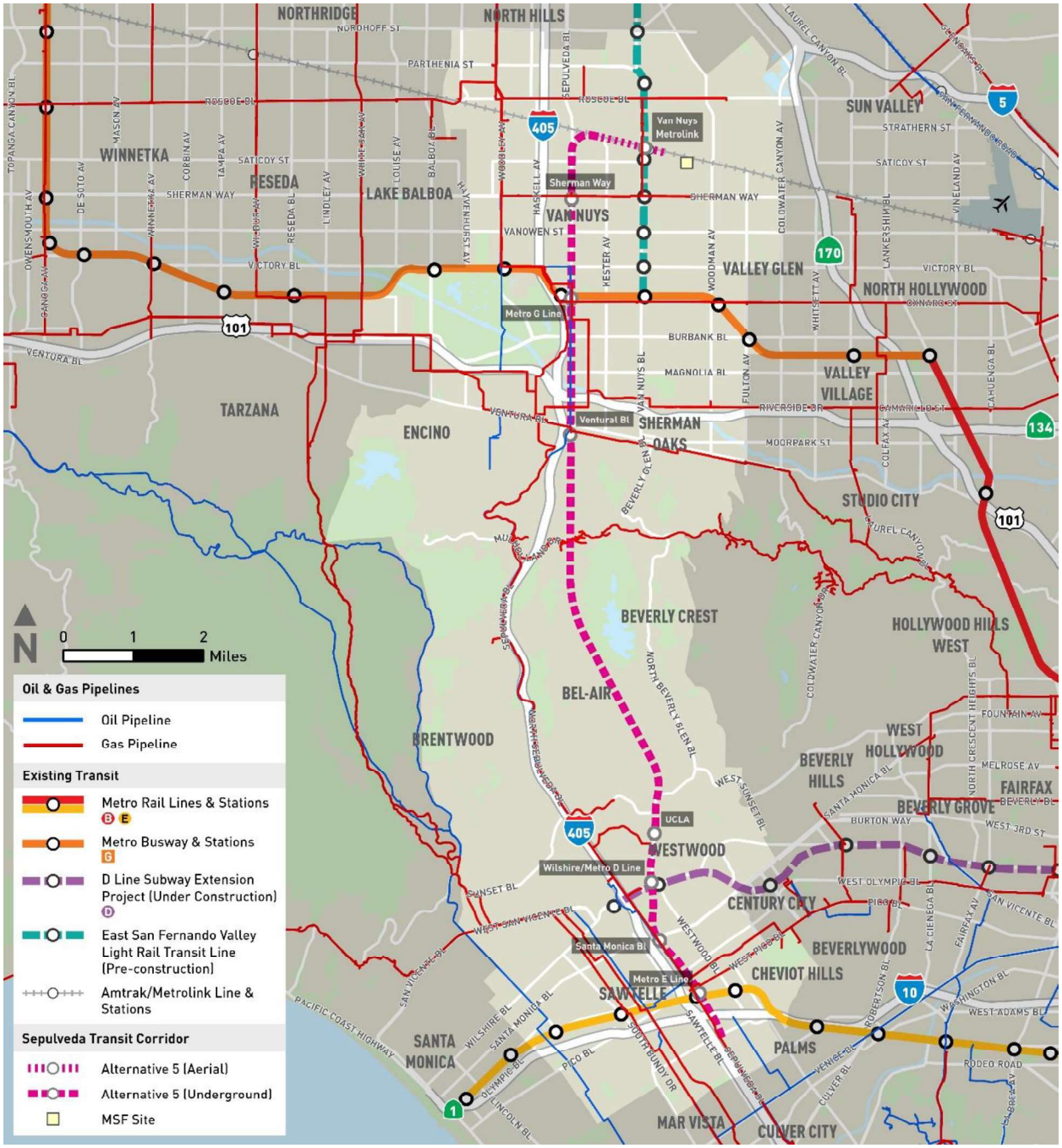
Petroleum and Natural Gas Pipelines

The PHMSA Public Map Viewer (USDOT PHMSA, 2023) identifies the following three hazardous liquid pipelines within and in the vicinity of Alternative 5 as shown on Figure 3.8-19:[18]

- Torrance Valley Pipeline Company (Operator ID 39534) operates a crude oil pipeline (ID 12086) as part of the Saticoy-Slauson system. As of May 20, 2022, the pipeline was reported active and filled. The 13.34-mile pipeline originates east of the Van Nuys Airport at Woodley Avenue. It travels south to the intersection of Woodley Avenue and Victory Boulevard when it travels east along Victory Boulevard to the intersection of Victory Boulevard and Sepulveda Boulevard. The pipeline parallels Sepulveda Boulevard its terminus at intersection of Sepulveda Boulevard and Montana Avenue.
- Shell Pipeline Company (Operator ID 31174) operates a gasoline pipeline (ID 78) as part of the Ventura Products Line system. As of June 15, 2022, the pipeline was indicated to be active and filled. The 12.25-mile pipeline originates near the intersection of Sepulveda Boulevard and Bellagio Road where it travels south parallel to Sepulveda Boulevard and continues south beyond I-10.
- Chevron Pipeline Company (Operator ID 2731) operates a gasoline pipeline (ID CAL0302) as part of the El Segundo-Van Nuys Production subsystem. As of August 3, 2022, the pipeline was indicated to be active and filled. The 17.14-mile pipeline originates near the intersection of Oxnard Street and Sepulveda Boulevard. The pipeline travels south parallel to Sepulveda Boulevard and continues south beyond I-10.

[18] In accordance with PHMSA's security policy, the scale of the Public Map Viewer is restricted to 1:24,000, and the minimum accuracy of the mapped pipeline locations is 500 feet.

Figure 3.8-19. Alternative 5: Pipelines



Source: USDOT PHMSA, 2023

Proximity to Schools

The following schools are located within one-quarter mile of Alternative 5:

- Head Start located at 15035 Valerio Steet in Van Nuys
- Valerio Street Elementary located at 15035 Valerio Street in Van Nuys
- Columbus Avenue Elementary located at 6700 Columbus Avenue in Van Nuys
- Lashon Academy 7477 Kester Avenue in Van Nuys
- Sylvan Park Elementary located at 6238 Noble Avenue in Van Nuys
- Robert Fulton College Preparatory located at 7477 Kester Avenue in Van Nuys
- Girls Athletic Leadership School located at 8015 Van Nuys Boulevard in Panorama City
- Ivy Bound Academy of Math, Science, and Technology Charter Middle located at 15355 Morrison Street in Sherman Oaks
- UCLA located at 405 Hilgard Avenue in Westwood (the UCLA campus also houses two university-affiliated schools, the Geffen Academy for students in grades 6-12 and the Lab School for children ages 4-12).

Proximity to Airports

Van Nuys Airport

Alternative 5 is approximately 1.3 miles east of the Van Nuys Airport. The Van Nuys Airport Plan indicates that Alternative 5 is located outside the AIA[19] (Figure 3.8-20) (DCP, 2006; ALUC, 2003a, 2023).

Santa Monica Municipal Airport

Alternative 5 southern terminus is approximately 1.2 miles northeast of the Santa Monica Municipal Airport. The Los Angeles County ALUP indicates that Alternative 5 is located outside the airport's AIA (Figure 3.8-20) (LA County Planning, 1991; ALUC, 2003b, 2023).

[19] Airport Influence Area (AIA) is the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may substantially affect land uses or necessitate restrictions on those uses. The AIA constitutes the area within which certain land use actions are subject to review to determine consistency with the ALUCP policies.

Figure 3.8-20. Alternative 5: Airport Influence Area

Source: ALUC, 2023

3.8.4.6 Alternative 6 Resource Study Area

Hazardous Materials from Known Release Sites

There are a variety of identified sites within the vicinity of the Study Area that are listed on the databases as listed in Table 3.8-1. Many of the facilities are permitted for more than one hazardous material use and, therefore, could appear in more than one database. Many sites listed in the EDR report were concluded not to have the potential to pose risks within the RSA. Thus, this discussion focuses on the potential for RECs, LUST, and Cortese sites that could potentially result in a hazard to the public and/or environment during construction and operation. There are 67 closed LUST cases, two open LUST case, 10 Cleanup Program Sites, one State Response site, and one Tiered Permit site within 0.5 mile of Alternative 6 (refer to the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* [Metro, 2025a]).[20] No Brownfields sites were identified within or in the vicinity of Alternative 6. All 69 LUST cases are on the Cortese List. Table B-5 of the technical report provides a summary of the identified affected properties including business addresses, a summary of the status of each property, and proximity of the property to the Alternative 6 alignment. The site numbers identified for each property in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a) correspond with the numbers that appear on Figure 3.8-21 and Figure 3.8-22.

[20] Tiered Permit: Sites with permits granted by RCRA

Figure 3.8-21. Alternative 6: Hazardous Material Sites within 0.5-Mile (North)

Source: DTSC, 2023; SWRCB, 2023, ICF 2022c

Figure 3.8-22. Alternative 6: Hazardous Material Sites within 0.5-Mile (South)

Source: DTSC, 2023; SWRCB, 2023, ICF 2022c

San Fernando Valley Superfund Site

As discussed in Section 3.8.4.1, the Valley (Area 4) Superfund site is located south of Los Feliz Avenue to State Route 110, east of the RSA. One of the four Valley Superfund site, Area 4 Pollock OU could potentially extend near the northern portions of Alternative 6. The regional plume of the Area 4 Pollock OU could potentially affect the northern portions of Alternative 6 north of Saticoy Street. In addition, the eastern portion of the plume is depicted as moving south, just east of Alternative 6 (ICF, 2023). Use of contaminated groundwater poses the greatest risk at this site. The Valley Area 4 groundwater contamination is being addressed through the coordination of federal, state, and municipal agencies, including EPA, DTSC, State Regional Water Quality Control Board (SRWQCB), and the Los Angeles Regional Water Quality Control Board (LARWQCB).

EPA conducted an initial round of indoor air sampling of homes in the Atwater Village area, which is outside of the RSA, in February 2022. Results from the first sampling event indicated that indoor air in the homes sampled was not impacted by VOCs migrating from the groundwater into homes. In additional round of indoor air sampling of homes, businesses, and schools in the Atwater Village neighborhood was conducted in winter 2023 (EPA, 2023a). Based on these results, it can be inferred that VOCs would not affect proposed stations under Alternative 6.

Methane Hazard Zones

As shown on Figure 3.8-23, methane hazard zones exist within the Alternative 6 alignment. The Sawtelle Methane Hazard Zone begins at the base of the southern slope of the Santa Monica Mountains and follows I-405 south to approximately Santa Monica Boulevard. The tunnel alignment would traverse the methane and methane buffer zones from about Station (STA) 568+50 to STA 631+00. The Santa Monica Boulevard Station and the Wilshire/Metro D Line Station would be within the methane hazard zone. Relatively low concentrations of methane and hydrogen sulfide were detected in soil gas vapor probes installed in Metro D Line monitoring wells, which are located along and adjacent to Wilshire Boulevard in the Westwood area and at the Veterans Affairs (Metro, 2024c). In addition, the methane zones map shows the methane zone and methane buffer zone near the southern end of the tunnel alignment and a small methane and methane buffer zone near the northern portion of the Alternative 6 alignment (Metro 2024c). The methane and methane buffer zones near the northern end of the alignment is near the location of an abandoned oil exploration well (Leadwell Well No. 1) on Van Nuys Boulevard between Valerio Street and Wyandotte Street (GeoForward, 2021, EDR, 2021).

Figure 3.8-23. Alternative 6: Methane Hazard Zones

Source: GeoForward, 2021

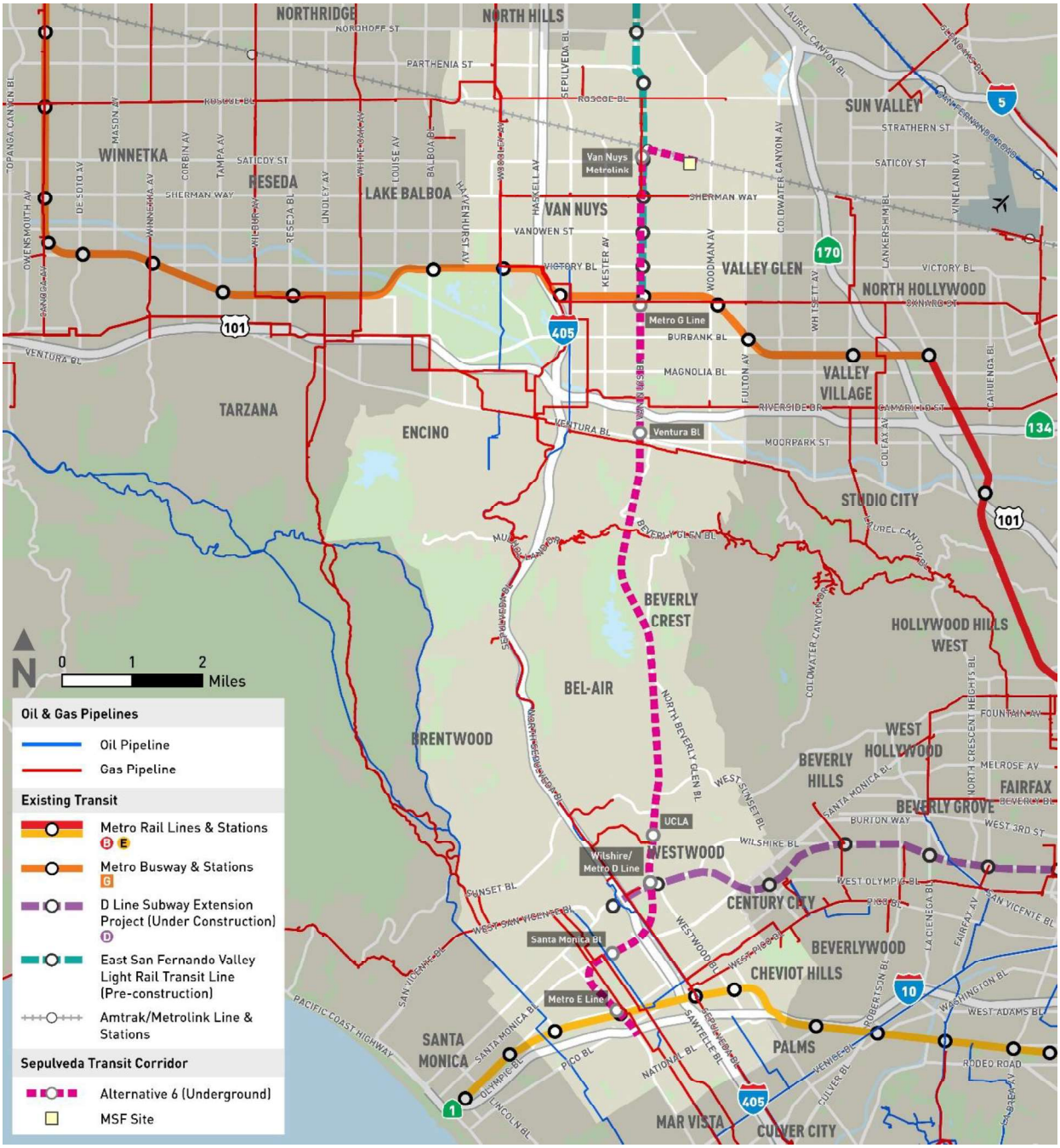
Petroleum and Natural Gas Pipelines

The PHMSA Public Map Viewer (USDOT PHMSA, 2023) identifies the following three hazardous liquid pipelines within and in the vicinity of Alternative 6 as shown on Figure 3.8-24:[21]

- Torrance Valley Pipeline Company (Operator ID 39534) operates a crude oil pipeline (ID 12086) as part of the Saticoy-Slauson system. As of May 20, 2022, the pipeline was reported active and filled. The 13.34-mile pipeline originates east of the Van Nuys Airport at Woodley Avenue. It travels south to the intersection of Woodley Avenue and Victory Boulevard when it travels east along Victory Boulevard to the intersection of Victory Boulevard and Sepulveda Boulevard. The pipeline parallels Sepulveda Boulevard with its terminus at intersection of Sepulveda Boulevard and Montana Avenue.
- Shell Pipeline Company (Operator ID 31174) operates a gasoline pipeline (ID 78) as part of the Ventura Products Line system. As of June 15, 2022, the pipeline was indicated to be active and filled. The 12.25-mile pipeline originates near the intersection of Sepulveda Boulevard and Bellagio Road where it travels south parallel to Sepulveda Boulevard and continues south beyond I-10.
- Chevron Pipeline Company (Operator ID 2731) operates a gasoline pipeline (ID CAL0302) as part of the El Segundo-Van Nuys Production subsystem. As of August 3, 2022, the pipeline was indicated to be active and filled. The 17.14-mile pipeline originates near the intersection of Oxnard Street and Sepulveda Boulevard. The pipeline travels south parallel to Sepulveda Boulevard and continues south beyond I-10.

[21] In accordance with PHMSA's security policy, the scale of the Public Map Viewer is restricted to 1:24,000, and the minimum accuracy of the mapped pipeline locations is 500 feet.

Figure 3.8-24. Alternative 6: Pipelines



Source: USDOT PHMSA, 2023

Proximity to Schools

The following schools are located within one-quarter mile of Alternative 6:

- California Children's Academy - Saticoy Village located at 14649 Saticoy Steet in Van Nuys
- Van Nuys Elementary located at 6464 Sylmar Avenue in Van Nuys
- High Tech LA Middle located at 5435 Vesper Avenue in Van Nuys
- Van Nuys Middle located at 5435 Vesper Avenue in Van Nuys
- Charter High School of Arts-Multimedia & Performing located at 6842 Van Nuys Boulevard in Van Nuys
- Van Nuys Senior High located at 6535 Cedros Avenue in Van Nuys
- Valley Charter Middle located at 14646 Sherman Way in Van Nuys
- The Nurtury located at 14401 Dickens Steet in Sherman Oaks
- Brockton Avenue Elementary located at 1309 Armacost Avenue in West Los Angeles
- New West Charter located at 1905 Armacost Avenue in West Los Angeles
- Nora Sterry Elementary located at 1730 Corinth Avenue in West Los Angeles
- UCLA located at 405 Hilgard Avenue in Westwood (the UCLA campus also houses two university-affiliated schools, the Geffen Academy for students in grades 6-12 and the Lab School for children ages 4-12)

Proximity to Airports

Van Nuys Airport

Alternative 6 is approximately 1.3 miles east of the Van Nuys Airport. The Van Nuys Airport Plan indicates that Alternative 6 is located outside the AIA[22] (Figure 3.8-25) (DCP, 2006; ALUC, 2003a, 2023).

Santa Monica Municipal Airport

Alternative 6 southern terminus is approximately 1.3 miles northeast of the Santa Monica Municipal Airport. The Los Angeles County APLU indicates that Alternative 6 is located outside the airport's AIA (Figure 3.8-25) (LA County Planning, 1991; ALUC, 2003b, 2023).

[22] Airport Influence Area (AIA) is the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may substantially affect land uses or necessitate restrictions on those uses. The AIA constitutes the area within which certain land use actions are subject to review to determine consistency with the ALUCP policies.

Figure 3.8-25. Alternative 6: Airport Influence Area

Source: Los Angeles County ALUC, 2023a, 2023b

3.8.5 Environmental Impacts

3.8.5.1 Impact HAZ-1: Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Project Alternatives

No Project Alternative

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational Impacts

The No Project Alternative would not include construction and operation of the Project, and impacts associated with the Project would not occur. In absence of the Project, the only reasonably foreseeable transit improvement in the Project Study Area would involve changes to Metro Line 761. Operation of the rerouted Metro Line 761 would likely involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, and common cleaning materials. Cleaning and maintenance products are required to be labeled with appropriate cautions and instructions for handling, storage and disposal, and do not represent a significant threat to human health and the environment. Staff would be required to use, store, and dispose of these materials properly in accordance with label directions. With adherence to existing federal, state and local regulations, operation of the No Project Alternative is not anticipated to create significant hazards to the public or the environment through routine transport, storage, use, and disposal of hazardous materials during operation and the impact would be less than significant.

Construction Impacts

The No Project Alternative would not include construction and operation of the Project, and impacts associated with the Project would not occur. Construction activities associated with rerouting Metro Line 761 would involve minor alterations to the street ROW for potential new bus stops. The No Project Alternative would be subject to the same comprehensive federal, state, regional, and local framework described in Section 3.8.1, which is independent of the CEQA process and is intended to reduce the risks associated with the use, transport, and disposal of hazardous materials. The use and disposal of hazardous materials is heavily regulated at both the federal and state level; these regulations are promulgated and enforced by agencies such as EPA, SWRCB, DTSC, Cal/OSHA, and the SCAQMD.

Transportation of hazardous materials would comply with state regulations governing hazardous materials transport included in the California Vehicle Code (Title 13 of the CCR), the State Fire Marshal Regulations (Title 19 of the CCR), and Title 22 of the CCR.

Adherence to federal and state regulations reduces the risk of exposure to hazardous materials used during construction. Each of these regulations is specifically designed to protect the public health through improved procedures for the handling of hazardous materials, better technology in the equipment used to transport these materials, and a more coordinated, quicker response to emergencies. With adherence to existing federal, state and local regulations, the No Project Alternative is not anticipated to create significant hazards to the public or the environment through routine transport, storage, use, and disposal of hazardous materials during construction and the impact would be less than significant.

Alternative 1

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

It is not anticipated that substantial quantities of hazardous materials would be routinely transported, used, stored, or disposed of during operation of Alternative 1. Operation of stations and the guideway would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, and common cleaning materials. None of these substances would be acutely hazardous.[23] As mandated by PM HAZ-1, cleaning and maintenance products are required to be labeled with appropriate cautions and instructions for handling, storage and disposal, and do not represent a significant threat to human health and the environment. Staff would be required to use, store, and dispose of these materials properly in accordance with label directions.

Compliance with existing regulations mandated by PM HAZ-1 would ensure proper transportation, use, storage and disposal of hazardous materials, and the operational impacts of Alternative 1 would be less than significant.

Construction Impacts

Construction of Alternative 1 could expose the public or the environment to hazardous materials if the following situations occurred: improper handling or use of hazardous materials or hazardous wastes, (particularly if used or handled by untrained personnel); transportation accident; environmentally unsound disposal methods; or fire, explosion, or other emergencies. The severity of potential effects would vary with the activity conducted, the concentration of and type of hazardous material or wastes present, and the proximity of sensitive receptors.

As described throughout Section 3.8.1, Regulatory and Policy Framework, there is an established, comprehensive federal, state, regional, and local framework independent of the CEQA process that is intended to reduce the risks associated with the use, transport, and disposal of hazardous materials. Transportation of hazardous materials on area roadways is regulated by the CHP and Caltrans. The use and disposal of hazardous materials is heavily regulated at both the federal and state level; these regulations are declared and enforced by agencies such as EPA, SWRCB, DTSC, Cal/OSHA, and the SCAQMD. Metro would be required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases. In accordance with the SWRCB and PM HAZ-2, Metro would obtain and comply with a National Pollutant Discharge Elimination System (NPDES) permit. In addition, coverage under the SWRCB's Construction General Permit would be obtained. As part of the Construction General Permit, the contractor would be required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP), which would include best management practices (BMP) as mandated by PM HAZ-2, including measures to minimize the risk of accidental spills of hazardous materials during construction. The types and amounts of hazardous materials would vary according to the nature of the construction activity. Construction of Alternative 1 would require use of typical construction equipment (e.g., gasoline- or diesel-powered machinery) and vehicles containing fuel, oil,

[23] Acutely hazardous materials are defined as waste containing such dangerous chemicals that it could pose a threat to human health and the environment even when properly managed.

and grease, as well as use and transport of these materials. Limited quantities of certain hazardous materials such as paints, solvents, and glues would be used during construction. Construction staging and laydown would occur at multiple locations along the alignment and station sites and could include storage of excavated or demolished materials, construction offices, equipment storage, mechanical shops, and plants (grout, water treatment, foam, etc.) (Metro, 2024c). There is low likelihood that substantial quantities of hazardous materials would be stored during construction. Moreover, these hazardous materials would not include acutely hazardous materials or substances listed in 40 CFR 355 *Appendix A: Extremely Hazardous Substances and Their Threshold Planning Quantities* that could harm construction workers or the general public.

Whether a person exposed to a hazardous substance suffers adverse health effects as a result of that exposure depends upon a complex interaction of factors, including the following: the exposure pathway (the route by which a hazardous material enters the body); the amount of material to which the person is exposed; the physical form of the hazardous material (e.g., liquid or vapor) and its characteristics (e.g., toxicity); the frequency and duration of exposure; and the individual's unique biological characteristics, such as age, gender, weight, and general health. Adverse health effects from exposure to hazardous materials may be short term (acute) or long term (chronic). Acute effects can include damage to organs or systems in the body and possibly death. Chronic adverse effects, which may result from acute short-term or long-term exposure to a hazardous material, can also include organ or systemic damage, but chronic effects of particular concern include birth defects, genetic damage, and cancer.

Transportation of hazardous materials, such as contaminated soils; hazardous building materials, including asbestos, lead, and PCBs; and other hazardous wastes (i.e., TWW, roadway demolition debris, and hazardous building materials) would occur along designated truck routes within the Alternative 1 corridor and/or along major streets connecting to construction staging areas and the nearest freeways (e.g., I-405, I-10, US-101). Consistent with local plans, truck routes that may be used for transporting and hauling hazardous materials include Van Nuys Boulevard, Ventura Boulevard, Beverly Glen Boulevard, Santa Monica Boulevard, and Bundy Drive. As mandated by PM HAZ-2, transportation of hazardous materials would comply with state regulations governing hazardous materials transport as stated in the California Vehicle Code (Title 13 of the CCR), the State Fire Marshal Regulations (Title 19 of the CCR), and Title 22 of the CCR. Restrictions on haul routes can be incorporated into the construction specifications according to local permitting requirements.

Contaminated soils and hazardous building materials and wastes would be disposed of in accordance with federal, state, and local requirements at the following landfills:

- South Yuma County Landfill located at 19536 South Avenue 1E, Yuma, AZ
- Clean Harbors Buttonwillow Landfill located at 2500 West Lokern Road, Buttonwillow, CA
- U.S. Ecology located at Highway 95 South, Beatty, NV (EPA, 2023b)

The Los Angeles County Public Health Department manages enforcement and permitting for facilities that receive and dispose of solid waste, including hazardous waste. Table 3.8-2 provides a representative list of the hazardous-waste disposal landfills and potential haul routes.

Table 3.8-2. Hazardous-Waste Disposal Landfills and Potential Haul Routes

Landfill Site Name	Hazardous Waste Accepted	General Potential Haul Route
South Yuma County Landfill 19536 S. Avenue 1E Yuma, Arizona	Contaminated soil, PCBs, asbestos	I-405 South to SR-91 East to I-15 South to I-8 East to Yuma Arizona
Clean Harbors Buttonwillow 2500 W. Lokern Road Buttonwillow, California	Acutely hazardous materials,[a] contaminated soil, PCBs, asbestos, RCRA waste with heavy metals	I-405 North to I-5 North to SR-58 West to Lokern Road
US Ecology Highway 95 South Beatty, Nevada	Contaminated soil, PCBs, asbestos	I-405 South to I-10 East to I-15 North to I-15 North to Beatty, Nevada

Source: HTA, 2024

[a]Acutely hazardous materials are defined as waste containing such dangerous chemicals that it could pose a threat to human health and the environment even when properly managed.

PCB = polychlorinated biphenyls
RCRA = Resource Conservation and Recovery Act
SR = State Route

Adherence to federal and state regulations stipulated by PM HAZ-2 reduces the risk of exposure to hazardous materials used during construction. Each of these regulations is specifically designed to protect the public health through improved procedures for the handling of hazardous materials, better technology in the equipment used to transport these materials, and a more coordinated, quicker response to emergencies. With compliance with existing regulations, impacts related to the creation of significant hazards to the public or the environment through the routine transport, storage, use, and disposal of hazardous materials during construction of Alternative 1 would be less than significant.

Alternative 3

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

Alternative 3 operations would have the same potential as Alternative 1 to transport, use, store, or dispose of hazardous materials. Refer to the Operational Impacts discussion provided for Alternative 1 for further detail on operational activities that involve hazardous materials. As mandated by PM HAZ-1, cleaning and maintenance products are required to be labeled with appropriate cautions and instructions for handling, storage and disposal, and do not represent a significant threat to human health and the environment. Staff would be required to use, store, and dispose of these materials properly in accordance with label directions.

Compliance with existing regulations mandated by PM HAZ-1 would assure proper transportation, use, storage and disposal of hazardous materials, and the operational impacts of Alternative 3 would be less than significant.

Construction Impacts

Construction of Alternative 3 could expose the public or the environment to hazardous materials due to improper handling or use of hazardous materials or hazardous wastes particularly by untrained

personnel; transportation accident; environmentally unsound disposal methods; or fire, explosion, or other emergencies. Much of the construction activities associated with Alternative 3 would be similar to Alternative 1 construction activities where the project alternatives share alignment and station components. The risks of public exposure to hazardous materials would be generally the same as those described for Alternative 1. The severity of potential effects would vary with the activity conducted, the concentration of and type of hazardous material or wastes present, and the proximity of sensitive receptors.

Regulatory requirements described for Alternative 1 would be applicable to Alternative 3. As mandated by PM HAZ-2, transportation of hazardous materials would comply with state regulations governing hazardous materials transport included in the California Vehicle Code (Title 13 of the CCR), the State Fire Marshal Regulations (Title 19 of the CCR), and Title 22 of the CCR.

The types and amounts of hazardous materials would vary according to the nature of the construction activity. Construction of Alternative 3 would require use of typical construction equipment (e.g., gasoline- or diesel-powered machinery) and vehicles containing fuel, oil, and grease, as well as use and transport of these materials. Alternative 3 requires the use of the tunnel boring machine (TBM) during underground tunnel construction activities. Alternative 3 is anticipated to result in some contaminated soil associated with mass excavation efforts. Limited quantities of certain hazardous materials such as paints, solvents, and glues would be used during construction. Construction staging and laydown would occur at multiple locations along the alignment and station sites and could include storage of excavated materials, construction offices, equipment storage, mechanical shops, and plants (grout, water treatment, foam, etc.) (Metro, 2024c). There is low likelihood that substantial quantities of hazardous materials would be stored during construction. Moreover, these hazardous materials would not include acutely hazardous materials or substances listed in 40 CFR 355 *Appendix A: Extremely Hazardous Substances and Their Threshold Planning Quantities* that could harm construction workers or the general public.

Whether a person exposed to a hazardous substance suffers adverse health effects as a result of that exposure depends upon a complex interaction of factors, including the following: the exposure pathway (the route by which a hazardous material enters the body); the amount of material to which the person is exposed; the physical form of the hazardous material (e.g., liquid, vapor) and its characteristics (e.g., toxicity); the frequency and duration of exposure; and the individual's unique biological characteristics, such as age, gender, weight, and general health. Adverse health effects from exposure to hazardous materials may be short term (acute) or long term (chronic). Acute effects can include damage to organs or systems in the body and possibly death. Chronic adverse effects, which may result from acute short-term or long-term exposure to a hazardous material, can also include organ or systemic damage, but chronic effects of particular concern include birth defects, genetic damage, and cancer.

Transportation of hazardous materials, such as contaminated soils; hazardous building materials, including asbestos, lead, and PCBs; and other hazardous wastes (i.e., TWW, roadway demolition debris, hazardous building materials) would occur along designated truck routes within the Alternative 3 corridor and/or along major streets connecting to construction staging areas and the nearest freeways (e.g., I-405, I-10, US-101). Contaminated soils and hazardous building materials and wastes would be disposed of in accordance with federal, state, and local requirements. Table 3.8-2 lists the hazardous-waste disposal landfills and potential haul routes. As mandated by project measure PM HAZ-2, transportation of hazardous materials would comply with state regulations governing hazardous materials transport as stated in the California Vehicle Code (Title 13 of the CCR), the State Fire Marshal

Regulations (Title 19 of the CCR), and Title 22 of the CCR. In addition, PM HAZ-2 would incorporate restrictions haul routes into the construction specifications according to local permitting requirements.

Adherence to federal and state regulations stipulated by PM HAZ-2 reduces the risk of exposure to hazardous materials used during construction. Each of these regulations is specifically designed to protect the public health through improved procedures for the handling of hazardous materials, better technology in the equipment used to transport these materials, and a more coordinated, quicker response to emergencies. With compliance with existing regulations, impacts related to the creation of significant hazards to the public or the environment through the routine transport, storage, use, and disposal of hazardous materials during construction of Alternative 3 would be less than significant.

Alternative 4

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

It is not anticipated that substantial quantities of hazardous materials would be routinely transported, used, stored, or disposed of during operation of Alternative 4. Operation of stations and the guideway would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, and common cleaning materials. None of these substances would be acutely hazardous.[24] As mandated by PM HAZ-1, cleaning and maintenance products are required to be labeled with appropriate cautions and instructions for handling, storage and disposal, and do not represent a significant threat to human health and the environment. Staff would be required to use, store, and dispose of these materials properly in accordance with label directions. Compliance with existing regulations as mandated by PM HAZ-1 would assure proper transportation, use, storage and disposal of hazardous materials, and the operational impacts of Alternative 4 would be less than significant.

Construction Impacts

Construction of Alternative 4 could expose the public or the environment to hazardous materials if the following situations occurred: improper handling or use of hazardous materials or hazardous wastes (particularly if used or handled by untrained personnel); transportation accident; environmentally unsound disposal methods; or fire, explosion, or other emergencies. The severity of potential effects would vary with the activity conducted, the concentration of and type of hazardous material or wastes present, and the proximity of sensitive receptors.

As described throughout Section 3.8.1, Regulatory and Policy Framework, there is an established, comprehensive federal, state, regional, and local framework independent of the CEQA process that is intended to reduce the risks associated with the use, transport, and disposal of hazardous materials. Transportation of hazardous materials on area roadways is regulated by the CHP and Caltrans. The use and disposal of hazardous materials is heavily regulated at both the federal and state level; these regulations are declared and enforced by agencies such as EPA, SWRCB, DTSC, Cal/OSHA, and the SCAQMD. Metro would be required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases. In accordance with the SWRCB and PM HAZ-2,

[24] Acutely hazardous materials are defined as waste containing such dangerous chemicals that it could pose a threat to human health and the environment even when properly managed.

Metro would obtain and comply with an NPDES permit. In addition, coverage under the SWRCB's Construction General Permit would be obtained. As part of the Construction General Permit, the contractor would be required to prepare and implement an SWPPP, which would include BMPs as mandated by PM HAZ-2, including the following and/or similar measure to minimize the risk of accidental spills of hazardous materials during construction.

The types and amounts of hazardous materials would vary according to the nature of the construction activity. Construction of Alternative 4 would require use of typical construction equipment (e.g., gasoline- or diesel-powered machinery) and vehicles containing fuel, oil, and grease, as well as use and transport of these materials. Limited quantities of certain hazardous materials such as paints, solvents, and glues would be used during construction. Construction staging and laydown would occur at multiple locations along the alignment and station sites and could include storage of excavated materials, construction offices, equipment storage, mechanical shops, and plants (grout, water treatment, foam, etc.) (Metro, 2024c). There is low likelihood that substantial quantities of hazardous materials would be stored during construction. Moreover, these hazardous materials would not include acutely hazardous materials or substances listed in 40 CFR 355 *Appendix A: Extremely Hazardous Substances and Their Threshold Planning Quantities* that could harm construction workers or the general public.

Whether a person exposed to a hazardous substance suffers adverse health effects as a result of that exposure depends upon a complex interaction of factors, including the following: the exposure pathway (the route by which a hazardous material enters the body); the amount of material to which the person is exposed; the physical form of the hazardous material (e.g., liquid, vapor) and its characteristics (e.g., toxicity); the frequency and duration of exposure; and the individual's unique biological characteristics, such as age, gender, weight, and general health. Adverse health effects from exposure to hazardous materials may be short term (acute) or long term (chronic). Acute effects can include damage to organs or systems in the body and possibly death. Chronic adverse effects, which may result from acute short-term or long-term exposure to a hazardous material, can also include organ or systemic damage, but chronic effects of particular concern include birth defects, genetic damage, and cancer.

Transportation of hazardous materials, such as contaminated soils; hazardous building materials, including asbestos, lead, and PCBs; and other hazardous wastes (i.e., TWW, roadway demolition debris, and hazardous building materials) would occur along designated truck routes within the Alternative 4 corridor and/or along major streets connecting to construction staging areas and the nearest freeways (e.g., I-405, Interstate 10, US-101). Consistent with local plans, truck routes that may be used for transporting and hauling hazardous materials include Van Nuys Boulevard, Ventura Boulevard, Beverly Glen Boulevard, Santa Monica Boulevard, and Bundy Drive. As mandated by PM HAZ-2, transportation of hazardous materials would comply with state regulations governing hazardous materials transport as stated in the California Vehicle Code (Title 13 of the CCR), the State Fire Marshal Regulations (Title 19 of the CCR), and Title 22 of the CCR. Restrictions on haul routes can be incorporated into the construction specifications according to local permitting requirements.

Contaminated soils, including muck associated with the TBM activities, and hazardous building materials and wastes would be disposed of in accordance with federal, state, and local requirements at the landfills listed in Table 3.8-2 which have potential haul routes.

Adherence to federal and state regulations stipulated by PM HAZ-2 reduces the risk of exposure to hazardous materials used during construction. Each of these regulations is specifically designed to protect the public health through improved procedures for the handling of hazardous materials, better technology in the equipment used to transport these materials, and a more coordinated, quicker

response to emergencies. With compliance with existing regulations, impacts related to the creation of significant hazards to the public or the environment through the routine transport, storage, use, and disposal of hazardous materials during construction of Alternative 4 would be less than significant.

Alternative 5

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

It is not anticipated that substantial quantities of hazardous materials would be routinely transported, used, stored, or disposed of during operation of Alternative 5. Operation of stations and the guideway would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, and common cleaning materials. None of these substances would be acutely hazardous.[25] As mandated by PM HAZ-1, cleaning and maintenance products are required to be labeled with appropriate cautions and instructions for handling, storage and disposal, and do not represent a significant threat to human health and the environment. Staff would be required to use, store, and dispose of these materials properly in accordance with label directions. Compliance with existing regulations as mandated by PM HAZ-1 would assure proper transportation, use, storage and disposal of hazardous materials, and the operational impacts of Alternative 5 would be less than significant.

Construction Impacts

Construction of Alternative 5 could expose the public or the environment to hazardous materials due to improper handling or use of hazardous materials or hazardous wastes particularly by untrained personnel; transportation accident; environmentally unsound disposal methods; or fire, explosion, or other emergencies. Much of the construction activities associated with Alternative 5 would be similar to Alternative 4 construction activities where the project alternatives share alignment and station components. The risks of public exposure to hazardous materials would be generally the same as those described for Alternative 4. The severity of potential effects would vary with the activity conducted, the concentration of and type of hazardous material or wastes present, and the proximity of sensitive receptors.

Regulatory requirements described for Alternative 4 would be applicable to Alternative 5. As mandated by PM HAZ-2, transportation of hazardous materials would comply with state regulations governing hazardous materials transport included in the California Vehicle Code (Title 13 of the CCR), the State Fire Marshal Regulations (Title 19 of the CCR), and Title 22 of the CCR.

Transportation of hazardous materials, such as contaminated soils; hazardous building materials, including asbestos, lead, and PCBs; and other hazardous wastes (i.e., TWW, roadway demolition debris, hazardous building materials) would utilize the same truck routes as Alternative 4 and would be disposed of at the same potential landfills as those described for Alternative 4. Table 3.8-2 lists the hazardous-waste disposal landfills and potential haul routes. Similar to Alternative 4, Alternative 5 requires the use of the TBM during underground tunnel construction activities. TBM's are typically used in the construction of infrastructure projects to build deep underground tunnels by boring, or

[25] Acutely hazardous materials are defined as waste containing such dangerous chemicals that it could pose a threat to human health and the environment even when properly managed.

excavating, through soil, rocks, and/or other subsurface materials. After mining is completed and TBM logistics are demobilized, both ends of the tunnel would be utilized to build the invert roadway, walkways, center wall and etc. Alternative 5 is anticipated to result in some contaminated soil associated with mass excavation efforts. Restrictions on haul routes can be incorporated into the construction specifications according to local permitting requirements.

Adherence to federal and state regulations stipulated by PM HAZ-2 reduces the risk of exposure to hazardous materials used during construction. Each of these regulations is specifically designed to protect the public health through improved procedures for the handling of hazardous materials, better technology in the equipment used to transport these materials, and a more coordinated, quicker response to emergencies. With compliance with existing regulations, impacts related to the creation of significant hazards to the public or the environment through the routine transport, storage, use, and disposal of hazardous materials during construction of Alternative 5 would be less than significant.

Alternative 6

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

It is not anticipated that substantial quantities of hazardous materials would be routinely transported, used, stored, or disposed of during operation of Alternative 6. Operation of stations and the guideway would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, and common cleaning materials. None of these substances would be acutely hazardous.[26] As mandated by PM HAZ-1, cleaning and maintenance products are required to be labeled with appropriate cautions and instructions for handling, storage and disposal, and do not represent a significant threat to human health and the environment. Staff would be required to use, store, and dispose of these materials properly in accordance with label directions. Compliance with existing regulations as mandated by PM HAZ-1 would ensure proper transportation, use, storage and disposal of hazardous materials, and the operational impacts of Alternative 6 would be less than significant.

Construction Impacts

Construction of Alternative 6 could expose the public or the environment to hazardous materials if the following situations occurred: improper handling or use of hazardous materials or hazardous wastes (particularly if used or handled by untrained personnel); transportation accident; environmentally unsound disposal methods; or fire, explosion, or other emergencies. The severity of potential effects would vary with the activity conducted, the concentration of and type of hazardous material or wastes present, and the proximity of sensitive receptors.

As described throughout Section 3.8.1, Regulatory and Policy Framework, there is an established, comprehensive federal, state, regional, and local framework independent of the CEQA process that is intended to reduce the risks associated with the use, transport, and disposal of hazardous materials. Transportation of hazardous materials on area roadways is regulated by the CHP and Caltrans. The use and disposal of hazardous materials is heavily regulated at both the federal and state level; these

[26] Acutely hazardous materials are defined as waste containing such dangerous chemicals that it could pose a threat to human health and the environment even when properly managed.

regulations are declared and enforced by agencies such as EPA, SWRCB, DTSC, Cal/OSHA, and the SCAQMD. Metro would be required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases. In accordance with the SWRCB and PM HAZ-2, Metro would obtain and comply with an NPDES permit. In addition, coverage under the State Water Resource Control Board's Construction General Permit would be obtained. As part of the Construction General Permit, the contractor would be required to prepare and implement an SWPPP, which would include BMPs as mandated by PM HAZ-2, including the following and/or similar measure to minimize the risk of accidental spills of hazardous materials during construction.

The types and amounts of hazardous materials would vary according to the nature of the construction activity. Construction of Alternative 6 would require use of typical construction equipment (e.g., gasoline- or diesel-powered machinery) and vehicles containing fuel, oil, and grease, as well as use and transport of these materials. Limited quantities of certain hazardous materials such as paints, solvents, and glues would be used during construction. Construction staging and laydown would occur at multiple locations along the alignment and station sites and could include storage of excavated materials, construction offices, equipment storage, mechanical shops, and plants (grout, water treatment, foam, etc.) (Metro, 2024c). There is low likelihood that substantial quantities of hazardous materials would be stored during construction. Moreover, these hazardous materials would not include acutely hazardous materials or substances listed in 40 CFR 355 *Appendix A: Extremely Hazardous Substances and Their Threshold Planning Quantities* that could harm construction workers or the general public.

Whether a person exposed to a hazardous substance suffers adverse health effects as a result of that exposure depends upon a complex interaction of factors, including the following: the exposure pathway (the route by which a hazardous material enters the body); the amount of material to which the person is exposed; the physical form of the hazardous material (e.g., liquid or vapor) and its characteristics (e.g., toxicity); the frequency and duration of exposure; and the individual's unique biological characteristics, such as age, gender, weight, and general health. Adverse health effects from exposure to hazardous materials may be short term (acute) or long term (chronic). Acute effects can include damage to organs or systems in the body and possibly death. Chronic adverse effects, which may result from long-term exposure to a hazardous material, can also include organ or systemic damage, but chronic effects of particular concern include birth defects, genetic damage, and cancer. Transportation of hazardous materials, such as contaminated soils; hazardous building materials, including asbestos, lead, and PCBs; and other hazardous wastes (i.e., TWW, roadway demolition debris, and hazardous building materials) would occur along designated truck routes within the Alternative 6 corridor and/or along major streets connecting to construction staging areas and the nearest freeways (e.g., I-405, I-10, US-101). Consistent with local plans, truck routes that may be used for transporting and hauling hazardous materials include Van Nuys Boulevard, Ventura Boulevard, Beverly Glen Boulevard, Santa Monica Boulevard, and Bundy Drive. As mandated by PM HAZ-2, transportation of hazardous materials would comply with state regulations governing hazardous materials transport as stated in the California Vehicle Code (Title 13 of the CCR), the State Fire Marshal Regulations (Title 19 of the CCR), and Title 22 of the CCR. Restrictions on haul routes can be incorporated into the construction specifications according to local permitting requirements.

Alternative 6 would also require the use of the TBM during underground tunnel construction activities. TBM's are typically used in the construction of infrastructure projects to build deep underground tunnels by boring, or excavating, through soil, rocks, and/or other subsurface materials. After mining is completed and TBM logistics are demobilized, both ends of the tunnel would be utilized to build the invert roadway, walkways, center wall and etc. Alternative 6 is anticipated to result in some

contaminated soil associated with mass excavation efforts. Contaminated soils and hazardous building materials and wastes would be disposed of in accordance with federal, state, and local requirements. The Los Angeles County Public Health Department manages enforcement and permitting for facilities that receive and dispose of solid waste, including hazardous waste, at the landfills listed in Table 3.8-2.

Adherence to federal and state regulations stipulated by PM HAZ-2 reduces the risk of exposure to hazardous materials used during construction. Each of these regulations is specifically designed to protect the public health through improved procedures for the handling of hazardous materials, better technology in the equipment used to transport these materials, and a more coordinated, quicker response to emergencies. With compliance with existing regulations, impacts related to the creation of significant hazards to the public or the environment through the routine transport, storage, use, and disposal of hazardous materials during construction of Alternative 6 would be less than significant.

Maintenance and Storage Facilities

Monorail Transit Maintenance and Storage Facility Base Design (Alternatives 1 and 3)

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational and Construction Impacts

The types and amounts of hazardous materials would vary according to the nature of the activity. Construction of the MSF Base Design would require use of typical construction equipment (e.g., gasoline- or diesel-powered machinery) and vehicles containing fuel, oil, and grease, as well as use and transport of these materials. Limited quantities of certain hazardous materials such as paints, solvents, and glues would be used during construction.

Maintenance of monorail vehicles and equipment would occur at an MSF. Multiple buildings would be constructed, including a multi-level maintenance-of-way building, track storage area, wash bays, ancillary storage buildings, and traction power substation structure. Operation of the MSF would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, common household-type cleaning materials, and pesticides/herbicides. Cleaning and maintenance products are required to be labeled with appropriate cautions and instructions for handling, storage and disposal, and do not represent a significant threat to human health and the environment. Staff would be required to use, store, and dispose of these materials properly in accordance with label directions. The types and amounts of hazardous materials used at the MSF Base Design would not pose any greater risk than the existing uses at other similar development elsewhere in the vicinity of the MSF Base Design. Operation of the MSF Base Design would not require the use, handling, or storage of quantities of hazardous materials in excess of regulatory thresholds.[27] If the quantity of hazardous materials used, handled, or stored on-site would exceed the regulatory thresholds, there is an established comprehensive regulatory framework independent of the CEQA process that would be followed, including preparation and submittal of a Hazardous Materials Business Plan (HMBP), as mandated by PM HAZ-1.

As previously discussed, adherence to federal and state regulations stipulated by PM HAZ-2 reduces the risk of exposure to hazardous materials used during construction and operation. Each of these

[27]The thresholds are 55 gallons for a hazardous liquid; 500 pounds of a hazardous solid; 200 cubic feet for any compressed gas; or threshold planning quantities of an extremely hazardous substance, per Chapter 6.95 California Health and Safety Code.

regulations is specifically designed to protect the public health through improved procedures for the handling of hazardous materials, better technology in the equipment used to transport these materials, and a more coordinated, quicker response to emergencies. With compliance to existing regulations, impacts related to the creation of significant hazards to the public or the environmental through the routine transport, storage, use, and disposal of hazardous materials during construction of the MSF Base Design would be less than significant.

Monorail Transit Maintenance and Storage Facility Design Option 1 (Alternatives 1 and 3)

Impact Statement

Operational Impacts: Less than Significant

Construction Impacts: Less than Significant

Operational and Construction Impacts

The types and amounts of hazardous materials would vary according to the nature of the activity. Construction of the MSF Design Option 1 would require use of typical construction equipment (e.g., gasoline- or diesel-powered machinery) and vehicles containing fuel, oil, and grease, as well as use and transport of these materials. Limited quantities of certain hazardous materials such as paints, solvents, and glues would be used during construction.

Maintenance of trains, monorail vehicles and equipment would occur at an MSF. Multiple buildings would be constructed, including a multi-level maintenance-of-way building, track storage area, wash bays, ancillary storage buildings, and traction power substation structure. Operation of the MSF would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, common household-type cleaning materials, and pesticides/herbicides. Cleaning and maintenance products are required to be labeled with appropriate cautions and instructions for handling, storage and disposal, and do not represent a significant threat to human health and the environment. Staff would be required to use, store, and dispose of these materials properly in accordance with label directions. The types and amounts of hazardous materials used at the MSF Design Option 1 would not pose any greater risk than the existing uses at other similar development elsewhere in the vicinity of the MSF Design Option 1. Operation of the MSF Design Option 1 would not require the use, handling, or storage of quantities of hazardous materials in excess of regulatory thresholds.[28] If the quantity of hazardous materials used, handled, or stored on-site would exceed the regulatory thresholds, there is an established comprehensive regulatory framework independent of the CEQA process that would be followed, including preparation and submittal of a HMBP, as mandated by PM HAZ-1.

As previously discussed, adherence to federal and state regulations stipulated by PM HAZ-2 reduces the risk of exposure to hazardous materials used during construction and operation. Each of these regulations is specifically designed to protect the public health through improved procedures for the handling of hazardous materials, better technology in the equipment used to transport these materials, and a more coordinated, quicker response to emergencies. With compliance with existing regulations, impacts related to the creation of significant hazards to the public or the environment through the routine transport, storage, use, and disposal of hazardous materials during construction of the MSF Design Option 1 would be less than significant.

[28]The thresholds are 55 gallons for a hazardous liquid; 500 pounds of a hazardous solid; 200 cubic feet for any compressed gas; or threshold planning quantities of an extremely hazardous substance, per Chapter 6.95 California Health and Safety Code.

Electric Bus Maintenance and Storage Facility (Alternative 1)

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational and Construction Impacts

The types and amounts of hazardous materials would vary according to the nature of the activity. Construction of the Electric Bus MSF would require use of typical construction equipment (e.g., gasoline- or diesel-powered machinery) and vehicles containing fuel, oil, and grease, as well as use and transport of these materials. Limited quantities of certain hazardous materials such as paints, solvents, and glues would be used during construction.

Maintenance of electric buses and equipment would occur at the Electric Bus MSF. Multiple buildings would be constructed, including a multi-level maintenance-of-way building, track storage area, wash bays, ancillary storage buildings, and traction power substation structure. Operation of the MSF would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, common household-type cleaning materials, and pesticides/herbicides. Cleaning and maintenance products are required to be labeled with appropriate cautions and instructions for handling, storage and disposal, and do not represent a significant threat to human health and the environment. Staff would be required to use, store, and dispose of these materials properly in accordance with label directions. The types and amounts of hazardous materials used at the Electric Bus MSF would not pose any greater risk than the existing uses at other similar development elsewhere in the vicinity of the Electric Bus MSF. Operation of the Electric Bus MSF would not require the use, handling, or storage of quantities of hazardous materials in excess of regulatory thresholds.[29] If the quantity of hazardous materials used, handled, or stored on-site would exceed the regulatory thresholds, there is an established comprehensive regulatory framework independent of the CEQA process that would be followed, including preparation and submittal of a HMBP, as mandated by PM HAZ-1.

As previously discussed, adherence to federal and state regulations stipulated by PM HAZ-2 reduces the risk of exposure to hazardous materials used during construction and operation. Each of these regulations is specifically designed to protect the public health through improved procedures for the handling of hazardous materials, better technology in the equipment used to transport these materials, and a more coordinated, quicker response to emergencies. With compliance with existing regulations, impacts related to the creation of significant hazards to the public or the environment through the routine transport, storage, use, and disposal of hazardous materials during construction of the Electric Bus MSF would be less than significant.

Heavy Rail Transit Maintenance and Storage Facility (Alternatives 4 and 5)

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

[29]The thresholds are 55 gallons for a hazardous liquid; 500 pounds of a hazardous solid; 200 cubic feet for any compressed gas; or threshold planning quantities of an extremely hazardous substance, per Chapter 6.95 California Health and Safety Code.

Operational and Construction Impacts

The types and amounts of hazardous materials would vary according to the nature of the activity. Construction of the MSF would require use of typical construction equipment (e.g., gasoline- or diesel-powered machinery) and vehicles containing fuel, oil, and grease, as well as use and transport of these materials. Limited quantities of certain hazardous materials such as paints, solvents, and glues would be used during construction.

Maintenance of trains, vehicles, and equipment would occur at an MSF. Multiple buildings would be constructed, including a multi-level maintenance-of-way building, track storage area, wash bays, ancillary storage buildings, and traction power substation structure. Operation of the MSF would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, common household-type cleaning materials, and pesticides/herbicides. Cleaning and maintenance products are required to be labeled with appropriate cautions and instructions for handling, storage and disposal, and do not represent a significant threat to human health and the environment. Staff would be required to use, store, and dispose of these materials properly in accordance with label directions. The types and amounts of hazardous materials used at the MSF would not pose any greater risk than the existing uses at other similar development elsewhere in the vicinity of the MSF. Operation of the MSF would not require the use, handling, or storage of quantities of hazardous materials in excess of regulatory thresholds.[30] If the quantity of hazardous materials used, handled, or stored on-site would exceed the regulatory thresholds, there is an established comprehensive regulatory framework independent of the CEQA process that would be followed, including preparation and submittal of a HMBP, as mandated by PM HAZ-1.

As previously discussed, adherence to federal and state regulations stipulated by PM HAZ-2 reduces the risk of exposure to hazardous materials used during construction and operation. Each of these regulations is specifically designed to protect the public health through improved procedures for the handling of hazardous materials, better technology in the equipment used to transport these materials, and a more coordinated, quicker response to emergencies. With compliance with existing regulations, impacts related to the creation of significant hazards to the public or the environment through the routine transport, storage, use, and disposal of hazardous materials during construction of the MSF would be less than significant.

Heavy Rail Transit Maintenance and Storage Facility (Alternative 6)

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational and Construction Impacts

The types and amounts of hazardous materials would vary according to the nature of the activity. Construction of the MSF would require use of typical construction equipment (e.g., gasoline- or diesel-powered machinery) and vehicles containing fuel, oil, and grease, as well as use and transport of these materials. Limited quantities of certain hazardous materials such as paints, solvents, and glues would be used during construction.

[30]The thresholds are 55 gallons for a hazardous liquid; 500 pounds of a hazardous solid; 200 cubic feet for any compressed gas; or threshold planning quantities of an extremely hazardous substance, per Chapter 6.95 California Health and Safety Code.

Maintenance of trains, vehicles, and equipment would occur at an MSF. Multiple buildings would be constructed, including a multi-level maintenance-of-way building, track storage area, wash bays, ancillary storage buildings, and traction power substation structure. Operation of the MSF would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, common household-type cleaning materials, and pesticides/herbicides. Cleaning and maintenance products are required to be labeled with appropriate cautions and instructions for handling, storage and disposal, and do not represent a significant threat to human health and the environment. Staff would be required to use, store, and dispose of these materials properly in accordance with label directions. The types and amounts of hazardous materials used at the MSF would not pose any greater risk than the existing uses at other similar development elsewhere in the vicinity of the MSF. Operation of the MSF would not require the use, handling, or storage of quantities of hazardous materials in excess of regulatory thresholds.[31] If the quantity of hazardous materials used, handled, or stored on-site would exceed the regulatory thresholds, there is an established comprehensive regulatory framework independent of the CEQA process that would be followed, including preparation and submittal of a HMBP, as mandated by PM HAZ-1.

As previously discussed, adherence to federal and state regulations stipulated by PM HAZ-2 reduces the risk of exposure to hazardous materials used during construction and operation. Each of these regulations is specifically designed to protect the public health through improved procedures for the handling of hazardous materials, better technology in the equipment used to transport these materials, and a more coordinated, quicker response to emergencies. With compliance with existing regulations, impacts related to the creation of significant hazards to the public or the environment through the routine transport, storage, use, and disposal of hazardous materials during construction of the MSF would be less than significant.

3.8.5.2 Impact HAZ-2: Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Project Alternatives

No Project Alternative

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational Impacts

The No Project Alternative would not include construction and operation of the Project, and impacts associated with the Project would not occur. As discussed in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a), Metro Line 761 is an existing bus line that is maintained at existing Metro bus maintenance facilities. Activities associated with maintaining Metro Line 761 would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, and common cleaning materials. None of these substances would be acutely hazardous. No activities are proposed that would result in the use or discharge of unregulated hazardous materials. Storage and disposal of hazardous materials and waste would be conducted in accordance with all

[31]The thresholds are 55 gallons for a hazardous liquid; 500 pounds of a hazardous solid; 200 cubic feet for any compressed gas; or threshold planning quantities of an extremely hazardous substance, per Chapter 6.95 California Health and Safety Code.

federal and state regulatory requirements that are intended to prevent or manage hazards, and if a spill does occur, it would be remediated accordingly. With adherence to existing federal, state and local regulations, the No Project Alternative is not anticipated to create a significant hazard related to reasonably foreseeable upset and accident conditions involving the release of hazardous materials during operation and the impact would be less than significant.

Construction Impacts

The No Project Alternative would not include construction and operation of the Project, and impacts associated with the proposed Project would not occur. Construction activities associated with Metro Line 761 would involve minor work in the street ROW that would not create a hazard to the public or environment through the release of hazardous materials into the environment. No activities are proposed that would result in the use or discharge of unregulated hazardous materials.

Storage and disposal of hazardous materials and waste would be conducted in accordance with all federal and state regulatory requirements that are intended to prevent or manage hazards, and if a spill does occur, it would be remediated accordingly. Therefore, the No Project Alternative would not create significant operational impacts related to reasonably foreseeable upset and accident conditions involving the release of hazardous materials. With adherence to existing federal, state and local regulations, the No Project Alternative is not anticipated to create a significant hazard related to reasonably foreseeable upset and accident conditions involving the release of hazardous materials during construction and the impact would be less than significant.

Alternative 1

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant with Mitigation

Operational Impacts

As discussed in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a), operation of stations, guideway, and MSF would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, and common cleaning materials. None of these substances would be acutely hazardous. No activities are proposed that would result in the use or discharge of unregulated hazardous materials. Storage and disposal of hazardous materials and waste would be conducted in accordance with all federal and state regulatory requirements as mandated by PM HAZ-1, that are intended to prevent or manage hazards, and if a spill does occur, it would be remediated accordingly. Therefore, operational impacts related to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials under Alternative 1 would be less than significant.

Construction Impacts

Construction activities for the proposed Project, such as grading and excavation, could result in the exposure of construction personnel and the public to previously unidentified hazardous substances in the soil. Exposure to unanticipated hazardous substances could occur from previously unidentified soil contamination caused by the contaminants originating at nearby listed sites (e.g., roadways and industrial uses). Or from construction-related soil contamination caused by spillage and/or mixing of construction trash and debris into the soil. EDR searched various regulatory databases and identified several sites in the surrounding area as being contaminated or having the potential to become

contaminated from the release of hazardous substances. A summary and details of these sites are presented in Table 3.8-1 and detailed in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a). Exposure to hazardous materials during construction activities could occur as a result of any of the following:

- Direct dermal contact with hazardous materials
- Incidental ingestion of hazardous materials (usually due to improper hygiene, when workers fail to wash their hands before eating, drinking, or smoking)
- Inhalation of airborne dust released from dried hazardous materials

If any unidentified sources of contamination are encountered during demolition, grading, or excavation, the removal activities required could pose health and safety risks capable of resulting in various short-term or long-term adverse health effects in exposed persons.

The Santa Monica Boulevard Station and the Wilshire/Metro D Line Station would be within the methane hazard zone. Under Alternative 1, all stations would be above street level and there would be no potential hazards associated with methane and/or hydrogen sulfide. In addition, the proposed Project would be required to comply with PM HAZ-3 that requires BMPs for activities within methane hazard zones to address potential impacts associated with methane gas and/or hydrogen sulfide.

The Area 4 Pollock OU could potentially extend near the northern portions of Alternative 1 north of Saticoy Street (ICF, 2022a). A historical manufacturing work in the Valley groundwater basin, dating back to World War II, contaminated the groundwater in the region with volatile organic compounds (VOCs), including trichloroethylene (TCE) and tetrachloroethylene (PCE). Use of contaminated groundwater poses the greatest risk at this site. The Valley Area 4 groundwater contamination is being addressed through the coordination of federal, state and municipal agencies including EPA, DTS, SRWQCB, and Los Angeles Regional Water Quality Control Board (LARWQCB). EPA conducted rounds of indoor sampling in the Atwater Village area (outside of the RSA) and determined that the VOCs migrating from the groundwater did not impact the area. Based on these results, it can be inferred that VOCs would not affect proposed stations under Alternative 1.

Several high-pressure pipelines containing crude oil traverse the RSA (see Figure 3.8-4). A review of the PHMSA Pipeline Map Viewer (PHMSA, 2023) indicated there have been no recorded pipeline releases within the RSA. However, Project-related excavation and earthmoving activities could encounter buried pipelines resulting in accidental rupture or leaks, which could cause a human health and environmental hazard. For security reasons, the PHMSA Pipeline Map Viewer (PHMSA, 2023) cannot be used for field verification of exact high-pressure pipeline locations, and the potential presence of other pipelines is unknown. In addition, it is possible buried underground utility lines may be within the RSA (such as stormwater, sewer, electrical, or communication cables). In addition, utility relocation could result in TWW that requires disposal.

Construction would require demolition of existing structures. Demolition of structures could potentially expose construction workers and the public to hazardous conditions through the disturbance or improper handling and/or disposal of hazardous building materials such as ACM, LBP, or PCBs. Both the federal OSHA and Cal/OSHA regulate worker exposure during construction activities that disturb LBP. Any ACMs, if present, would need appropriate abatement of identified asbestos prior to demolition pursuant to the SCAQMD Rule 1403 and PM HAZ-4.

Additional effects from construction activities, such as excavation, demolition, and grading, could include potential exposure of construction workers and/or the public to chemical compounds present in soils or soil gases. These activities may also result in the localized spread of contamination if disturbed soils or materials are improperly handled, leading to the migration of contaminants to previously uncontaminated areas. In addition, airborne chemical compounds released from construction or demolition areas, such as dust containing hazardous substances, could pose inhalation risks to workers, nearby residents, and the environment. Transportation of contaminated slurry or soils off-site for disposal could also result in accidental releases, such as spills or leaks, if proper containment measures are not implemented. Therefore, construction impacts related to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving he release of hazardous materials would be potentially significant.

Alternative 1 would be required to implement MM HAZ-1 through MM HAZ-5, which would ensure that workers have a clear understanding of hazardous materials that may occur in the construction area as well as procedures and plans for safely handling, transporting, and disposing of hazardous materials. Implementation of MM HAZ-1 through MM HAZ-5 would minimize the risk of exposing construction workers and the public to hazardous conditions through the disturbance or improper handling and/or disposal of hazardous building materials such as ACM, LBP, or PCBs during demolition activities. Therefore, implementation of MM HAZ-1 through MM HAZ-5 and adherence to applicable local, state, and federal regulations would reduce impacts related to the upset and accidental release of hazardous materials to a less than significant level.

Alternative 3

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant with Mitigation

Operational Impacts

As discussed in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a), operation of stations, guideway, and MSF would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, and common cleaning materials. None of these substances would be acutely hazardous. No activities are proposed that would result in the use or discharge of unregulated hazardous materials. Storage and disposal of hazardous materials and waste would be conducted in accordance with all federal and state regulatory requirements as mandated by PM HAZ-1, that are intended to prevent or manage hazards, and if a spill does occur, it would be remediated accordingly.

As mandated by PM HAZ-3, tunnels and stations for the Project would be designed to provide a redundant protection system against gas intrusion hazard, such as those described in the City of Los Angeles Municipal Code, Chapter IX, Building Regulations, Article 1, Division 71, Methane Seepage Regulations. In compliance with these regulations, specific requirements would be determined according to the actual methane levels and pressures detected on a site, and the identified specific requirements will be incorporated into the design and construction. Therefore, the risk posed by hazardous subsurface gas such as methane gas and/or hydrogen sulfide to the operations of Alternative 3 would be minimized. With adherence to PM HAZ-1 and PM HAZ-3, operational impacts related to creating a significant hazard to the public or the environment through reasonably foreseeable upset and

accident conditions involving the release of hazardous materials under Alternative 3 would be less than significant.

Construction Impacts

Construction activities for the proposed Project, such as grading and mass excavation, including use of a TBM, could result in the exposure of construction personnel and the public to previously unidentified hazardous substances in the soil. Exposure to unanticipated hazardous substances could occur from previously unidentified soil contamination caused by the contaminants originating at nearby listed sites (e.g., roadways and industrial uses). Or from construction-related soil contamination caused by spillage and/or mixing of construction trash and debris into the soil. EDR searched various regulatory databases and identified several sites in the surrounding area as being contaminated or having the potential to become contaminated from the release of hazardous substances. A summary and details of these sites are presented in Table 3.8-1 and detailed in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a).

Exposure to hazardous materials during construction activities could occur as a result of any of the following:

- Direct dermal contact with hazardous materials
- Incidental ingestion of hazardous materials (usually due to improper hygiene, when workers fail to wash their hands before eating, drinking, or smoking)
- Inhalation of airborne dust released from dried hazardous materials

If any unidentified sources of contamination are encountered during demolition, grading, or excavation, the removal activities required could pose health and safety risks capable of resulting in various short-term or long-term adverse health effects in exposed persons. The risks are particularly heightened during tunneling activities, which would involve deeper excavation and may encounter legacy contamination or naturally occurring hazardous materials that are less likely to be present near the surface.

If tunneling is advanced through contaminated soil or groundwater, the excavated soil/slurry mix could be considered hazardous, depending on the levels of contamination encountered. Potentially affected parcels within one-quarter mile of Alternative 3 may have subsurface contamination from undocumented releases associated with current and/or historical use of the property(ies) (e.g., gas stations, dry cleaners, or industrial properties) (ICF, 2022b). During construction, there is the potential to encounter, dewater, and dispose of contaminated groundwater during ground-disturbing activities, shallow excavation, tunnel boring, excavation for the underground guideway, or relocation of utilities. During construction activities involving ground-disturbing activities, there is potential to encounter contaminated groundwater. This risk is heightened when performing shallow excavations, utilities relocation, or construction that requires dewatering. If contaminated groundwater is encountered, it would be managed and disposed of in compliance with local, state, and federal regulations. This could include treating the contaminated groundwater on-site or offsite or transporting it to a wastewater treatment facility capable of handling hazardous materials.

The Area 4 Pollock OU could potentially extend near the northern portions of Alternative 3 north of Saticoy Street (ICF, 2022a). A historical manufacturing work in the Valley groundwater basin, dating back to World War II, contaminated the groundwater in the region with volatile organic compounds (VOCs), including trichloroethylene (TCE) and tetrachloroethylene (PCE). Use of contaminated groundwater

poses the greatest risk at this site. The Valley Area 4 groundwater contamination is being addressed through the coordination of federal, state and municipal agencies including EPA, DTS, SRWQCB, and Los Angeles Regional Water Quality Control Board (LARWQCB). EPA conducted rounds of indoor sampling in the Atwater Village area (outside of the RSA) and determined that the VOCs migrating from the groundwater did not impact the area. Based on these results, it can be inferred that VOCs would not affect proposed stations under Alternative 3.

The tunnel alignment for Alternative 3 would traverse the methane and methane buffer zones in the southern portion of the alignment. As shown on Figure 3.8-8, the Santa Monica Boulevard Station and the Wilshire/Metro D Line Station would be within the methane hazard zone. As described in Section 3.8.4, methane gas and hydrogen sulfide are highly flammable and can pose challenges during construction, particularly when tunneling activities disturb formations where methane gas and/or hydrogen sulfide may accumulate. The use of a TBM in such areas increase the potential for encountering pockets of methane gas and/or hydrogen sulfide, which could lead to fire or explosion hazards if proper precautions are not taken. Pursuant to Section 91.7104.1 of the City of Los Angeles Methane Code (Ordinance Nos. 175790 and 180619) and as outlined in PM HAZ-3, all construction activities within the methane hazard zone would implement the City's methane mitigation measures. These measures include subsurface testing of geological formations, compliance with Methane Mitigation Standards established by the Superintendent of Building, and installation of methane gas and/or hydrogen sulfide mitigation systems for all underground structures, such as stations and tunnels. During tunneling, monitoring for methane gas and/or hydrogen sulfide concentrations, maintaining ventilation systems to minimize accumulation of gas.

Several high-pressure pipelines containing crude oil traverse the RSA (see Figure 3.8-4). A review of the PHMSA Pipeline Map Viewer (PHMSA, 2023) indicated there have been no recorded pipeline releases within the RSA. However, Project-related excavation and earthmoving activities could encounter buried pipelines resulting in accidental rupture or leaks, which could cause a human health and environmental hazard. For security reasons, the PHMSA Pipeline Map Viewer (PHMSA, 2023) cannot be used for field verification of exact high-pressure pipeline locations, and the potential presence of other pipelines is unknown. In addition, it is possible buried underground utility lines may be within the RSA (such as stormwater, sewer, electrical, or communication cables). In addition, utility relocation could result in TWW that requires disposal.

Construction would require demolition of existing structures. Demolition of structures could potentially expose construction workers and the public to hazardous conditions through the disturbance or improper handling and/or disposal of hazardous building materials such as ACM, LBP, or PCBs. Both the federal OSHA and Cal/OSHA regulate worker exposure during construction activities that disturb LBP. Any ACMs, if present, would need appropriate abatement of identified asbestos prior to demolition pursuant to the SCAQMD Rule 1403 and PM HAZ-4.

Additional effects from construction activities, such as excavation, tunneling, demolition, and grading, could include the potential exposure of construction workers and/or the public to chemical compounds in soils, and soil gases. These activities may also result in the localized spread of contamination if disturbed soils or materials are improperly handled, leading to the migration of contaminants to previously uncontaminated areas. In addition, airborne chemical compounds released from construction or demolition areas, such as dust containing hazardous substances, could pose inhalation risks to workers, nearby residents, and the environment. Transportation of contaminated slurry or soils off-site for disposal could also result in accidental releases, such as spills or leaks, if proper containment measures are not implemented. Therefore, construction impacts related to creating a significant hazard

to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials would be potentially significant.

Alternative 3 would be required to implement MM HAZ-1 through MM HAZ-5, which would ensure that workers have a clear understanding of hazardous materials that may occur in the construction area as well as procedures and plans for safely handling, transporting, and disposing of hazardous materials. Implementation of MM HAZ-1 through MM HAZ-5would minimize the risk of exposing construction workers and the public to hazardous conditions through the disturbance or improper handling and/or disposal of hazardous building materials such as ACM, LBP, or PCBs during demolition activities. Regulations stipulated by PM HAZ-3 would ensure that the city's methane mitigation measures to reduce the potential exposure of construction workers and the public to methane gas and/or hydrogen sulfide would be implemented. Therefore, implementation of MM HAZ-1 through MM HAZ-5, and adherence to PM HAZ-3, applicable local, state, and federal regulations would reduce impacts related to the upset and accidental release of hazardous materials to a less than significant level.

Alternative 4

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant with Mitigation

Operational Impacts

As discussed in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a), operation of stations and the guideway would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, and common cleaning materials. None of these substances would be acutely hazardous. No activities are proposed that would result in the use or discharge of unregulated hazardous materials. Storage and disposal of hazardous materials and waste would be conducted in accordance with all federal and state regulatory requirements as mandated by PM HAZ-1, which are intended to prevent or manage hazards, and if a spill does occur, it would be remediated accordingly.

As mandated by PM HAZ-3, tunnels and stations for the Project would be designed to provide a redundant protection system against gas intrusion hazard, such as those described in the City of Los Angeles Municipal Code, Chapter IX, Building Regulations, Article 1, Division 71, Methane Seepage Regulations. In compliance with these regulations, specific requirements would be determined according to the actual methane gas and/or hydrogen sulfide levels and pressures detected on a site, and the identified specific requirements will be incorporated into the design and construction. Therefore, the risk posed by hazardous subsurface gas such as methane gas and/or hydrogen sulfide to the operations of Alternative 4 would be minimized. With adherence to PM HAZ-1 and PM HAZ-3, operational impacts related to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials under Alternative 4 would be less than significant.

Construction Impacts

Construction activities for the proposed Project, such as grading and excavation, could result in the exposure of construction personnel and the public to previously unidentified hazardous substances in the soil. Exposure to unanticipated hazardous substances could occur from previously unidentified soil contamination caused by the contaminants originating at nearby listed sites (e.g., roadways and

industrial uses). Or from construction-related soil contamination caused by spillage and/or mixing of construction trash and debris into the soil. EDR searched various regulatory databases and identified several sites in the surrounding area as being contaminated or having the potential to become contaminated from the release of hazardous substances. In addition, the eastern portion of the plume is depicted as moving south, just east of Alternative 4 (ICF, 2022b). A summary and details of these sites are presented in Table 3.8-1 and detailed in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a). Exposure to hazardous materials during construction activities could occur as a result of any of the following:

- Direct dermal contact with hazardous materials
- Incidental ingestion of hazardous materials (usually due to improper hygiene, when workers fail to wash their hands before eating, drinking, or smoking)
- Inhalation of airborne dust released from dried hazardous materials

If any unidentified sources of contamination are encountered during demolition, grading, or excavation, the removal activities required could pose health and safety risks capable of resulting in various short-term or long-term adverse health effects in exposed persons. The risks are particularly heightened during tunneling activities, which would involve deeper excavation and may encounter legacy contamination or naturally occurring hazardous materials that are less likely to be present near the surface.

If tunneling is advanced through contaminated soil or groundwater, the excavated soil/slurry mix could be considered hazardous, depending on the levels of contamination encountered. Potentially affected parcels within one-quarter mile of Alternative 4 may have subsurface contamination from undocumented releases associated with current and/or historical use of the property(ies) (e.g., gas stations, dry cleaners, or industrial properties) (ICF, 2022b). During construction, there is the potential to encounter, dewater, and dispose of contaminated groundwater during ground-disturbing activities, shallow excavation, tunnel boring, excavation for the underground guideway, or relocation of utilities. During construction activities involving ground-disturbing activities, there is potential to encounter contaminated groundwater. This risk is heightened when performing shallow excavations, utilities relocation, or construction that requires dewatering. If contaminated groundwater is encountered, it would be managed and disposed of in compliance with local, state, and federal regulations. This could include treating the contaminated groundwater on-site or offsite or transporting it to a wastewater treatment facility capable of handling hazardous materials.

The Area 4 Pollock OU could potentially extend near the northern portions of Alternative 4 north of Saticoy Street (ICF, 2022b). A historical manufacturing work in the Valley groundwater basin, dating back to World War II, contaminated the groundwater in the region with volatile organic compounds (VOCs), including trichloroethylene (TCE) and tetrachloroethylene (PCE). Use of contaminated groundwater poses the greatest risk at this site. The Valley Area 4 groundwater contamination is being addressed through the coordination of federal, state and municipal agencies including EPA, DTS, SRWQCB, and Los Angeles Regional Water Quality Control Board (LARWQCB). EPA conducted rounds of indoor sampling in the Atwater Village area (outside of the RSA) and determined that the VOCs migrating from the groundwater did not impact the area. Based on these results, it can be inferred that VOCs would not affect proposed stations under Alternative 4.

The tunnel alignment for Alternative 4 would traverse the methane and methane buffer zones in the southern portion of the alignment. As shown on Figure 3.8-13, the Santa Monica Boulevard Station and

the Wilshire/Metro D Line Station would be within the methane hazard zone. As described in Section 3.8.4, methane gas and hydrogen sulfide are highly flammable and can pose challenges during construction, particularly when tunneling activities disturb formations where methane gas and/or hydrogen sulfide may accumulate. The use of a TBM in such areas increase the potential for encountering pockets of methane gas and/or hydrogen sulfide, which could lead to fire or explosion hazards if proper precautions are not taken. Pursuant to Section 91.7104.1 of the City of Los Angeles Methane Code (Ordinance Nos. 175790 and 180619) and as outlined in PM HAZ-3, all construction activities within the methane hazard zone would implement the City's methane mitigation measures. These measures include subsurface testing of geological formations, compliance with Methane Mitigation Standards established by the Superintendent of Building, and installation of methane gas and/or hydrogen sulfide mitigation systems for all underground structures, such as stations and tunnels. During tunneling, monitoring for methane gas and/or hydrogen sulfide concentrations, maintaining ventilation systems to minimize accumulation of gas.

Several high-pressure pipelines containing crude oil traverse the RSA (see Figure 3.8-14). A review of the PHMSA Pipeline Map Viewer (PHMSA, 2023) indicated there have been no recorded pipeline releases within the RSA. However, Project-related excavation and earthmoving activities could encounter buried pipelines resulting in accidental rupture or leaks, which could cause a human health and environmental hazard. For security reasons, the PHMSA Pipeline Map Viewer (PHMSA, 2023) cannot be used for field verification of exact high-pressure pipeline locations, and the potential presence of other pipelines is unknown. In addition, it is possible buried underground utility lines may be within the RSA such as stormwater, sewer, electrical, or communication cables. In addition, utility relocation could result in TWW that requires disposal.

Construction would require demolition of existing structures. Demolition of structures could potentially expose construction workers and the public to hazardous conditions through the disturbance or improper handling and/or disposal of hazardous building materials such as ACM, LBP, or PCBs. Both the federal OSHA and Cal/OSHA regulate worker exposure during construction activities that disturb LBP. Any ACMs, if present, would need appropriate abatement of the identified asbestos prior to demolition pursuant to the SCAQMD Rule 1403 and PM HAZ-4.

Additional effects from construction activities, such as excavation, tunneling, demolition, and grading, could include potential exposure of construction workers and/or the public to chemical compounds present in soils or soil gases. These activities may also result in the localized spread of contamination if disturbed soils or materials are improperly handled, leading to the migration of contaminants to previously uncontaminated areas. In addition, airborne chemical compounds released from construction or demolition areas, such as dust containing hazardous substances, could pose inhalation risks to workers, nearby residents, and the environment. Transportation of contaminated slurry or soils off-site for disposal could also result in accidental releases, such as spills or leaks, if proper containment measures are not implemented. Therefore, construction impacts related to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials would be potentially significant.

Alternative 4 would be required to implement MM HAZ-1 through MM HAZ-5, which would ensure that workers have a clear understanding of hazardous materials that may occur in the construction area as well as procedures and plans for safely handling, transporting, and disposing of hazardous materials. Implementation of MM HAZ-1 through MM HAZ-5 would minimize the risk of exposing construction workers and the public to hazardous conditions through the disturbance or improper handling and/or disposal of hazardous building materials such as ACM, LBP, or PCBs) during demolition activities.

Regulations stipulated by PM HAZ-3 would ensure that the city's methane mitigation measures to reduce the potential exposure of construction workers and the public to methane gas and/or hydrogen sulfide would be implemented. Therefore, implementation of MM HAZ-1 through MM HAZ-5, and adherence to PM HAZ-3, applicable local, state, and federal regulations would reduce impacts related to the upset and accidental release of hazardous materials to a less than significant level.

Alternative 5

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant with Mitigation

Operational Impacts

As discussed in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a), operation of stations and the guideway would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, and common cleaning materials. None of these substances would be acutely hazardous. No activities are proposed that would result in the use or discharge of unregulated hazardous materials. Storage and disposal of hazardous materials and waste would be conducted in accordance with all federal and state regulatory requirements as mandated by PM HAZ-1, which are intended to prevent or manage hazards, and if a spill does occur, it would be remediated accordingly.

As mandated by PM HAZ-3, tunnels and stations for the Project would be designed to provide a redundant protection system against gas intrusion hazard, such as those described in the City of Los Angeles Municipal Code, Chapter IX, Building Regulations, Article 1, Division 71, Methane Seepage Regulations. In compliance with these regulations, specific requirements would be determined according to the actual methane gas and/or hydrogen sulfide levels and pressures detected on a site, and the identified specific requirements will be incorporated into the design and construction. Therefore, the risk posed by hazardous subsurface gas such as methane gas and/or hydrogen sulfide to the operations of Alternative 5 would be minimized. With adherence to PM HAZ-1 and PM HAZ-3, operational impacts related to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials under Alternative 5 would be less than significant.

Construction Impacts

Construction activities for the proposed Project, such as grading and excavation, could result in the exposure of construction personnel and the public to previously unidentified hazardous substances in the soil. Exposure to unanticipated hazardous substances could occur from previously unidentified soil contamination caused by the contaminants originating at nearby listed sites (e.g., roadways and industrial uses). Or from construction-related soil contamination caused by spillage and/or mixing of construction trash and debris into the soil. EDR searched various regulatory databases and identified several sites in the surrounding area as being contaminated or having the potential to become contaminated from the release of hazardous substances. A summary and details of these sites are presented in Table 3.8-1 and detailed in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a). Exposure to hazardous materials during construction activities could occur as a result of any of the following:

- Direct dermal contact with hazardous materials

- Incidental ingestion of hazardous materials (usually due to improper hygiene, when workers fail to wash their hands before eating, drinking, or smoking)
- Inhalation of airborne dust released from dried hazardous materials

If any unidentified sources of contamination are encountered during demolition, grading, or excavation, the removal activities required could pose health and safety risks capable of resulting in various short-term or long-term adverse health effects in exposed persons. The risks are particularly heightened during tunneling activities, which would involve deeper excavation and may encounter legacy contamination or naturally occurring hazardous materials that are less likely to be present near the surface.

If tunneling is advanced through contaminated soil or groundwater, the excavated soil/slurry mix could be considered hazardous, depending on the levels of contamination encountered. Potentially affected parcels within one-quarter mile of Alternative 5 may have subsurface contamination from undocumented releases associated with current and/or historical use of the property(ies) (e.g., gas stations, dry cleaners, or industrial properties) (ICF, 2022b). During construction, there is the potential to encounter, dewater, and dispose of contaminated groundwater during ground-disturbing activities, shallow excavation, tunnel boring, excavation for the underground guideway, or relocation of utilities. During construction activities involving ground-disturbing activities, there is potential to encounter contaminated groundwater. This risk is heightened when performing shallow excavations, utilities relocation, or construction that requires dewatering. If contaminated groundwater is encountered, it would be managed and disposed of in compliance with local, state, and federal regulations. This could include treating the contaminated groundwater on-site or offsite or transporting it to a wastewater treatment facility capable of handling hazardous materials.

The Area 4 Pollock OU could potentially extend near the northern portions of Alternative 5 north of Saticoy Street (ICF, 2022b). A historical manufacturing work in the Valley groundwater basin, dating back to World War II, contaminated the groundwater in the region with volatile organic compounds (VOCs), including trichloroethylene (TCE) and tetrachloroethylene (PCE). Use of contaminated groundwater poses the greatest risk at this site. The Valley Area 4 groundwater contamination is being addressed through the coordination of federal, state and municipal agencies including EPA, DTS, SRWQCB, and Los Angeles Regional Water Quality Control Board (LARWQCB). EPA conducted rounds of indoor sampling in the Atwater Village area (outside of the RSA) and determined that the VOCs migrating from the groundwater did not impact the area. Based on these results, it can be inferred that VOCs would not affect proposed stations under Alternative 5.

The tunnel alignment for Alternative 5would traverse the methane and methane buffer zones in the southern portion of the alignment. As shown on Figure 3.8-18, the Santa Monica Boulevard Station and the Wilshire/Metro D Line Station would be within the methane hazard zone. As described in Section 3.8.4, methane gas and hydrogen sulfide are highly flammable and can pose challenges during construction, particularly when tunneling activities disturb formations where methane gas and/or hydrogen sulfide may accumulate. The use of a TBM in such areas increase the potential for encountering pockets of methane gas and/or hydrogen sulfide, which could lead to fire or explosion hazards if proper precautions are not taken. Pursuant to Section 91.7104.1 of the City of Los Angeles Methane Code (Ordinance Nos. 175790 and 180619) and as outlined in PM HAZ-3, all construction activities within the methane hazard zone would implement the City's methane mitigation measures. These measures include subsurface testing of geological formations, compliance with Methane Mitigation Standards established by the Superintendent of Building, and installation of methane gas

and/or hydrogen sulfide mitigation systems for all underground structures, such as stations and tunnels. During tunneling, monitoring for methane gas and/or hydrogen sulfide concentrations, maintaining ventilation systems to minimize accumulation of gas.

Several high-pressure pipelines containing crude oil traverse the RSA (see Figure 3.8-4). A review of the PHMSA Pipeline Map Viewer (PHMSA, 2023) indicated there have been no recorded pipeline releases within the RSA. However, Project-related excavation and earthmoving activities could encounter buried pipelines resulting in accidental rupture or leaks, which could cause a human health and environmental hazard. For security reasons, the PHMSA Pipeline Map Viewer (PHMSA, 2023) cannot be used for field verification of exact high-pressure pipeline locations, and the potential presence of other pipelines is unknown. In addition, it is possible buried underground utility lines may be within the RSA (such as stormwater, sewer, electrical, or communication cables). In addition, utility relocation could result in TWW that requires disposal.

Construction would require demolition of existing structures. Demolition of structures could potentially expose construction workers and the public to hazardous conditions through the disturbance or improper handling and/or disposal of hazardous building materials such as ACM, LBP, or PCBs. Both the federal OSHA and Cal/OSHA regulate worker exposure during construction activities that disturb LBP. Any ACMs, if present, would need appropriate abatement of identified asbestos prior to demolition pursuant to the SCAQMD Rule 1403 and PM HAZ-4.

Additional effects from construction activities, such as excavation, tunneling, demolition, and grading, could include potential exposure of construction workers and/or the public to chemical compounds present in soils or soil gases. These activities may also result in the localized spread of contamination if disturbed soils or materials are improperly handled, leading to the migration of contaminants to previously uncontaminated areas. In addition, airborne chemical compounds released from construction or demolition areas, such as dust containing hazardous substances, could pose inhalation risks to workers, nearby residents, and the environment. Transportation of contaminated slurry or soils off-site for disposal could also result in accidental releases, such as spills or leaks, if proper containment measures are not implemented. Therefore, construction impacts related to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials would be potentially significant.

Alternative 5 would be required to implement MM HAZ-1 through MM HAZ-5 and PM HAZ-3, which would be implemented. MM HAZ-1 through MM HAZ-5 would ensure that workers have a clear understanding of hazardous materials that may occur in the construction area as well as procedures and plans for safely handling, transporting, and disposing of hazardous materials. Implementation of MM HAZ-1 through MM HAZ-5and would minimize potential exposure to construction workers and the public to hazardous conditions through the disturbance or improper handling and/or disposal of hazardous building materials such as ACM, LBP, or PCBs) during demolition activities. Regulations stipulated by PM HAZ-3 would ensure that the City's methane mitigation measures to reduce the potential exposure of construction workers and the public to methane gas and/or hydrogen sulfide would be implemented Therefore, implementation of MM HAZ-1 through MM HAZ-5 and adherence to PM HAZ-3, applicable local, state, and federal regulations would reduce impacts related to the upset and accidental release of hazardous materials to a less than significant level.

Alternative 6

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant with Mitigation

Operational Impacts

As discussed in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a), operation of stations, guideway, and MSF would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, and common cleaning materials. None of these substances would be acutely hazardous. No activities are proposed that would result in the use or discharge of unregulated hazardous materials. Storage and disposal of hazardous materials and waste would be conducted in accordance with all federal and state regulatory requirements as mandated by PM HAZ-1, which are intended to prevent or manage hazards, and if a spill does occur, it would be remediated accordingly.

As mandated by PM HAZ-3, tunnels and stations for the Project would be designed to provide a redundant protection system against gas intrusion hazard, such as those described in the City of Los Angeles Municipal Code, Chapter IX, Building Regulations, Article 1, Division 71, Methane Seepage Regulations. In compliance with these regulations, specific requirements would be determined according to the actual methane gas and/or hydrogen sulfide levels and pressures detected on a site, and the identified specific requirements will be incorporated into the design and construction. Therefore, the risk posed by hazardous subsurface gas such as methane gas and/or hydrogen sulfide to the operations of Alternative 6 would be minimized. With adherence to PM HAZ-1 and PM HAZ-3, operational impacts related to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials under Alternative 6 would be less than significant.

Construction Impacts

Construction activities for the proposed Project, such as grading and excavation, could result in the exposure of construction personnel and the public to previously unidentified hazardous substances in the soil. Exposure to unanticipated hazardous substances could occur from previously unidentified soil contamination caused by the contaminants originating at nearby listed sites (e.g., roadways and industrial uses). Or from construction-related soil contamination caused by spillage and/or mixing of construction trash and debris into the soil. EDR searched various regulatory databases and identified several sites in the surrounding area as being contaminated or having the potential to become contaminated from the release of hazardous substances. A summary and details of these sites are presented in Table 3.8-1 and detailed in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a). Exposure to hazardous materials during construction activities could occur as a result of any of the following:

- Direct dermal contact with hazardous materials
- Incidental ingestion of hazardous materials (usually due to improper hygiene, when workers fail to wash their hands before eating, drinking, or smoking)
- Inhalation of airborne dust released from dried hazardous materials

If any unidentified sources of contamination are encountered during demolition, grading, or excavation, the removal activities required could pose health and safety risks capable of resulting in various short-term or long-term adverse health effects in exposed persons. The risks are particularly heightened during tunneling activities, which would involve deeper excavation and may encounter legacy

contamination or naturally occurring hazardous materials that are less likely to be present near the surface.

If tunneling is advanced through contaminated soil or groundwater, the excavated soil/slurry mix could be considered hazardous, depending on the levels of contamination encountered. Potentially affected parcels within one-quarter mile of Alternative 6 may have subsurface contamination from undocumented releases associated with current and/or historical use of the property(ies) (e.g., gas stations, dry cleaners, or industrial properties) (ICF, 2022b). During construction, there is the potential to encounter, dewater, and dispose of contaminated groundwater during ground-disturbing activities, shallow excavation, tunnel boring, excavation for the underground guideway, or relocation of utilities. During construction activities involving ground-disturbing activities, there is potential to encounter contaminated groundwater. This risk is heightened when performing shallow excavations, utilities relocation, or construction that requires dewatering. If contaminated groundwater is encountered, it would be managed and disposed of in compliance with local, state, and federal regulations. This could include treating the contaminated groundwater on-site or offsite or transporting it to a wastewater treatment facility capable of handling hazardous materials.

The Area 4 Pollock OU could potentially extend near the northern portions of Alternative 6 north of Saticoy Street (ICF, 2022c). A historical manufacturing work in the Valley groundwater basin, dating back to World War II, contaminated the groundwater in the region with volatile organic compounds (VOCs), including trichloroethylene (TCE) and tetrachloroethylene (PCE). Use of contaminated groundwater poses the greatest risk at this site. The Valley Area 4 groundwater contamination is being addressed through the coordination of federal, state and municipal agencies including EPA, DTS, SRWQCB, and Los Angeles Regional Water Quality Control Board (LARWQCB). EPA conducted rounds of indoor sampling in the Atwater Village area (outside of the RSA) and determined that the VOCs migrating from the groundwater did not impact the area. Based on these results, it can be inferred that VOCs would not affect proposed stations under Alternative 6.

The tunnel alignment for Alternative 6 would traverse the methane and methane buffer zones in the southern portion of the alignment. As shown on Figure 3.8-23, the Santa Monica Boulevard Station and the Wilshire/Metro D Line Station would be within the methane hazard zone. In addition, the methane zones map shows a small methane and methane buffer zone located near the northern portion of the Alternative 6 alignment. The methane and methane buffer zones are located near the location of an abandoned oil exploration well (Leadwell Well No. 1) on Van Nuys Boulevard between Valerio Street and Wyandotte Street (EDR, 2021). As described in Section 3.8.4, methane gas and hydrogen sulfide are highly flammable and can pose challenges during construction, particularly when tunneling activities disturb formations where methane gas and/or hydrogen sulfide may accumulate. The use of a TBM in such areas increase the potential for encountering pockets of methane gas and/or hydrogen sulfide, which could lead to fire or explosion hazards if proper precautions are not taken. Pursuant to Section 91.7104.1 of the City of Los Angeles Methane Code (Ordinance Nos. 175790 and 180619) and as outlined in PM HAZ-3, all construction activities within the methane hazard zones would implement the City's methane mitigation measures. These measures include subsurface testing of geological formations, compliance with Methane Mitigation Standards established by the Superintendent of Building, and installation of methane gas and/or hydrogen sulfide mitigation systems for all underground structures, such as stations and tunnels. During tunneling, monitoring for methane gas and/or hydrogen sulfide concentrations, maintaining ventilation systems to minimize accumulation of gas.

Several high-pressure pipelines containing crude oil traverse the RSA (see Figure 3.8-24). A review of the PHMSA Pipeline Map Viewer (PHMSA, 2023) indicated there have been no recorded pipeline releases within the RSA. However, Project-related excavation and earthmoving activities could encounter buried pipelines resulting in accidental rupture or leaks, which could cause a human health and environmental hazard. For security reasons, the PHMSA Pipeline Map Viewer (PHMSA, 2023) cannot be used for field verification of exact high-pressure pipeline locations, and the potential presence of other pipelines is unknown. In addition, it is possible buried underground utility lines may be within the RSA (such as stormwater, sewer, electrical, or communication cables). In addition, utility relocation could result in TWW that requires disposal.

Construction would require demolition of existing structures. Demolition of structures could potentially expose construction workers and the public to hazardous conditions through the disturbance or improper handling, transporting, and/or disposal of hazardous building materials such as ACM, LBP, or PCBs. Both the federal OSHA and Cal/OSHA regulate worker exposure during construction activities that disturb LBP. Any ACMs, if present, would need appropriate abatement of the identified asbestos prior to demolition pursuant to the SCAQMD Rule 1403 and PM HAZ-4.

Additional effects from construction activities, such as excavation, tunneling, demolition, and grading, could include potential exposure of construction workers and/or the public to chemical compounds present in soils or soil gases. These activities may also result in the localized spread of contamination if disturbed soils or materials are improperly handled, leading to the migration of contaminants to previously uncontaminated areas. In addition, airborne chemical compounds released from construction or demolition areas, such as dust containing hazardous substances, could pose inhalation risks to workers, nearby residents, and the environment. Transportation of contaminated slurry or soils off-site for disposal could also result in accidental releases, such as spills or leaks, if proper containment measures are not implemented. Therefore, construction impacts related to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials would be potentially significant.

Alternative 6 would be required to implement MM HAZ-1 through MM HAZ-5, which would ensure that workers have a clear understanding of hazardous materials that may occur in the construction area as well as procedures and plans for safely handling, transporting, and disposing of hazardous materials. Implementation of MM HAZ-1 through MM HAZ-5 and would minimize the risk of exposing construction workers and the public to hazardous conditions through the disturbance or improper handling and/or disposal of hazardous building materials such as ACM, LBP, or PCBs) during demolition activities. Regulations stipulated by PM HAZ-3 would ensure that the City's methane mitigation measures to reduce the potential exposure of construction workers and the public to methane gas and/or hydrogen sulfide would be implemented. Alternative 6 would be required to implement MM HAZ-1 through MM HAZ-5, which would require investigations into potential contamination sources prior to, and during construction activities. Therefore, implementation of MM HAZ-1 through MM HAZ-5 and adherence to PM HAZ-2 and applicable local, state, and federal regulations would reduce impacts related to the upset and accidental release of hazardous materials to a less than significant level.

Maintenance and Storage Facilities

Monorail Transit Maintenance and Storage Facility Base Design (Alternatives 1 and 3)

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant with Mitigation

Operational and Construction Impacts

As discussed in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a), operation of stations, guideway, and MSF would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, and common cleaning materials. None of these substances would be acutely hazardous. No activities are proposed that would result in the use or discharge of unregulated hazardous materials. Storage and disposal of hazardous materials and waste would be conducted in accordance with all federal and state regulatory requirements as mandated by PM HAZ-1, that are intended to prevent or manage hazards, and if a spill does occur, it would be remediated accordingly.

Construction activities for the proposed Project, such as grading and excavation, could result in the exposure of construction personnel and the public to previously unidentified hazardous substances in the soil. Exposure to unanticipated hazardous substances could occur from previously unidentified soil contamination caused by the contaminants originating at nearby listed sites (e.g., roadways and industrial uses). Or from construction-related soil contamination caused by spillage and/or mixing of construction trash and debris into the soil. EDR searched various regulatory databases and identified several sites in the surrounding area as being contaminated or having the potential to become contaminated from the release of hazardous substances. A summary and details of these sites are presented in Table 3.8-1 and detailed in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a). Exposure to hazardous materials during construction activities could occur as a result of any of the following:

- Direct dermal contact with hazardous materials
- Incidental ingestion of hazardous materials (usually due to improper hygiene, when workers fail to wash their hands before eating, drinking, or smoking)
- Inhalation of airborne dust released from dried hazardous materials

If any unidentified sources of contamination are encountered during demolition, grading, or excavation, the removal activities required could pose health and safety risks capable of resulting in various short-term or long-term adverse health effects in exposed persons.

Construction would require demolition of existing structures. Demolition of structures could potentially expose construction workers and the public to hazardous conditions through the disturbance or improper handling and/or disposal of hazardous building materials (such as ACM, LBP, or PCBs). Both the federal OSHA and Cal/OSHA regulate worker exposure during construction activities that disturb LBP. Any ACMs, if present, would need appropriate abatement of identified asbestos before demolition begins, pursuant to the SCAQMD Rule 1403 and PM HAZ-4.

Additional effects could include the potential exposure of construction workers and/or the public to chemical compounds in soils, and soil gases; potential localized spread of contamination; potential exposure of workers, the public, and the environment to airborne chemical compounds migrating from the construction or demolition areas; and potential accidents during transportation of contaminated slurry or soils. Therefore, construction impacts related to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials would be potentially significant.

The MSF Design Option would be required to implement MM HAZ-1 through MM HAZ-4, which would ensure that workers have a clear understanding of hazardous materials that may occur in the construction area as well as procedures and plans for safely handling hazardous materials, and would minimize potential exposure to construction workers and the public to hazardous conditions through the disturbance or improper handling and/or disposal of hazardous building materials. Therefore, implementation of MM HAZ-1 through MM HAZ-4, and adherence to applicable local, state, and federal regulations would reduce impacts related to the upset and accidental release of hazardous materials to a less than significant level.

Monorail Transit Maintenance and Storage Facility Design Option 1 (Alternatives 1 and 3)

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant with Mitigation

Operational and Construction Impacts

As discussed in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a), operation of stations, guideway, and MSF would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, and common cleaning materials. None of these substances would be acutely hazardous. No activities are proposed that would result in the use or discharge of unregulated hazardous materials. Storage and disposal of hazardous materials and waste would be conducted in accordance with all federal and state regulatory requirements as mandated by PM HAZ-1, that are intended to prevent or manage hazards, and if a spill does occur, it would be remediated accordingly.

Construction activities for the proposed Project, such as grading and excavation, could result in the exposure of construction personnel and the public to previously unidentified hazardous substances in the soil. Exposure to unanticipated hazardous substances could occur from previously unidentified soil contamination caused by the contaminants originating at nearby listed sites (e.g., roadways and industrial uses). Or from construction-related soil contamination caused by spillage and/or mixing of construction trash and debris into the soil. EDR searched various regulatory databases and identified several sites in the surrounding area as being contaminated or having the potential to become contaminated from the release of hazardous substances. A summary and details of these sites are presented in Table 3.8-1 and detailed in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a). Exposure to hazardous materials during construction activities could occur as a result of any of the following:

- Direct dermal contact with hazardous materials
- Incidental ingestion of hazardous materials (usually due to improper hygiene, when workers fail to wash their hands before eating, drinking, or smoking)
- Inhalation of airborne dust released from dried hazardous materials

If any unidentified sources of contamination are encountered during demolition, grading, or excavation, the removal activities required could pose health and safety risks capable of resulting in various short-term or long-term adverse health effects in exposed persons.

Construction would require demolition of existing structures. Demolition of structures could potentially expose construction workers and the public to hazardous conditions through the disturbance or

improper handling and/or disposal of hazardous building materials (such as ACM, LBP, or PCBs). Both the federal OSHA and Cal/OSHA regulate worker exposure during construction activities that disturb LBP. Any ACMs, if present, would need appropriate abatement of the identified asbestos before demolition begins pursuant to the SCAQMD Rule 1403 and PM HAZ-4.

Additional effects could include the potential exposure of construction workers and/or the public to chemical compounds in soils, and soil gases; potential localized spread of contamination; potential exposure of workers, the public, and the environment to airborne chemical compounds migrating from the construction or demolition areas; and potential accidents during transportation of contaminated slurry or soils. Therefore, construction impacts related to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials would be potentially significant.

The MSF Design Option 1 would be required to implement MM HAZ-1 through MM HAZ-4, which would ensure that workers have a clear understanding of hazardous materials that may occur in the construction area as well as procedures and plans for safely handling hazardous materials and would minimize potential exposure to construction workers and the public to hazardous conditions through the disturbance or improper handling and/or disposal of hazardous building materials. Therefore, implementation of MM HAZ-1 through MM HAZ-4, and adherence to applicable local, state, and federal regulations would reduce impacts related to the upset and accidental release of hazardous materials to a less than significant level.

Electric Bus Maintenance and Storage Facility (Alternative 1)

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant with Mitigation

Operational and Construction Impacts

As discussed in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a), operation of stations, guideway, and MSF would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, and common cleaning materials. None of these substances would be acutely hazardous. No activities are proposed that would result in the use or discharge of unregulated hazardous materials. Storage and disposal of hazardous materials and waste would be conducted in accordance with all federal and state regulatory requirements as mandated by PM HAZ-1, that are intended to prevent or manage hazards, and if a spill does occur, it would be remediated accordingly.

Construction activities for the proposed Project, such as grading and excavation, could result in the exposure of construction personnel and the public to previously unidentified hazardous substances in the soil. Exposure to unanticipated hazardous substances could occur from previously unidentified soil contamination caused by the contaminants originating at nearby listed sites (e.g., roadways and industrial uses). Or from construction-related soil contamination caused by spillage and/or mixing of construction trash and debris into the soil. EDR searched various regulatory databases and identified several sites in the surrounding area as being contaminated or having the potential to become contaminated from the release of hazardous substances. A summary and details of these sites are presented in Table 3.8-1 and detailed in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a). Exposure to hazardous materials during construction activities could occur as a result of any of the following:

- Direct dermal contact with hazardous materials
- Incidental ingestion of hazardous materials (usually due to improper hygiene, when workers fail to wash their hands before eating, drinking, or smoking)
- Inhalation of airborne dust released from dried hazardous materials

If any unidentified sources of contamination are encountered during demolition, grading, or excavation, the removal activities required could pose health and safety risks capable of resulting in various short-term or long-term adverse health effects in exposed persons.

Construction would require demolition of existing structures. Demolition of structures could potentially expose construction workers and the public to hazardous conditions through the disturbance or improper handling and/or disposal of hazardous building materials such as ACM, LBP, or PCBs. Both the federal OSHA and Cal/OSHA regulate worker exposure during construction activities that disturb LBP. Any ACMs, if present, would need appropriate abatement of identified asbestos prior to demolition pursuant to the SCAQMD Rule 1403 and PM HAZ-4.

Additional effects could include the potential exposure of construction workers and/or the public to chemical compounds in soils, and soil gases; potential localized spread of contamination; potential exposure of workers, the public, and the environment to airborne chemical compounds migrating from the construction or demolition areas; and potential accidents during transportation of contaminated slurry or soils. Therefore, construction impacts related to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials would be potentially significant.

MM HAZ-1 through MM HAZ-4 would be implemented. Implementation of MM HAZ-1 through MM The Electric Bus MSF would be required to implement MM HAZ-1 through MM HAZ-4, which would ensure that workers have a clear understanding of hazardous materials that may occur in the construction area as well as procedures and plans for safely handling hazardous materials and would minimize potential exposure to construction workers and the public to hazardous conditions through the disturbance or improper handling and/or disposal of hazardous building materials. Therefore, implementation of MM HAZ-1 through MM HAZ-4, and adherence to applicable local, state, and federal regulations would reduce impacts related to the upset and accidental release of hazardous materials to a less than significant level.

Heavy Rail Transit Maintenance and Storage Facility (Alternatives 4 and 5)

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant with Mitigation

Operational and Construction Impacts

As discussed in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a), operation of stations, guideway, and MSF would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, and common cleaning materials. None of these substances would be acutely hazardous. No activities are proposed that would result in the use or discharge of unregulated hazardous materials. Storage and disposal of hazardous materials and waste would be conducted in accordance with all federal and state regulatory requirements as

mandated by PM HAZ-1, that are intended to prevent or manage hazards, and if a spill does occur, it would be remediated accordingly.

Construction activities for the proposed Project, such as grading and excavation, could result in the exposure of construction personnel and the public to previously unidentified hazardous substances in the soil. Exposure to unanticipated hazardous substances could occur from previously unidentified soil contamination caused by the contaminants originating at nearby listed sites (e.g., roadways and industrial uses). Or from construction-related soil contamination caused by spillage and/or mixing of construction trash and debris into the soil. EDR searched various regulatory databases and identified several sites in the surrounding area as being contaminated or having the potential to become contaminated from the release of hazardous substances. A summary and details of these sites are presented in Table 3.8-1 and detailed in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a). Exposure to hazardous materials during construction activities could occur as a result of any of the following:

- Direct dermal contact with hazardous materials
- Incidental ingestion of hazardous materials (usually due to improper hygiene, when workers fail to wash their hands before eating, drinking, or smoking)
- Inhalation of airborne dust released from dried hazardous materials

If any unidentified sources of contamination are encountered during demolition, grading, or excavation, the removal activities required could pose health and safety risks capable of resulting in various short-term or long-term adverse health effects in exposed persons.

Construction would require demolition of existing structures. Demolition of structures could potentially expose construction workers and the public to hazardous conditions through the disturbance or improper handling and/or disposal of hazardous building materials (such as ACM, LBP, or PCBs). Both the federal OSHA and Cal/OSHA regulate worker exposure during construction activities that disturb LBP. Any ACMs, if present, would need appropriate abatement of the identified asbestos before demolition begins, pursuant to the SCAQMD Rule 1403 and PM HAZ-4.

Additional effects could include the potential exposure of construction workers and/or the public to chemical compounds in soils, and soil gases; potential localized spread of contamination; potential exposure of workers, the public, and the environment to airborne chemical compounds migrating from the construction or demolition areas; and potential accidents during transportation of contaminated slurry or soils. Therefore, construction impacts related to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials would be potentially significant.

The MSF would be required to implement MM HAZ-1 through MM HAZ-4, which would ensure that workers have a clear understanding of hazardous materials that may occur in the construction area as well as procedures and plans for safely handling hazardous materials and would minimize potential exposure to construction workers and the public to hazardous conditions through the disturbance or improper handling and/or disposal of hazardous building materials. Therefore, implementation of MM HAZ-1 through MM HAZ-4, and adherence to applicable local, state, and federal regulations would reduce impacts related to the upset and accidental release of hazardous materials to a less than significant level.

Heavy Rail Transit Maintenance and Storage Facility (Alternative 6)

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant with Mitigation

Operational and Construction Impacts

As discussed in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a), operation of stations, guideway, and MSF would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, and common cleaning materials. None of these substances would be acutely hazardous. No activities are proposed that would result in the use or discharge of unregulated hazardous materials. Storage and disposal of hazardous materials and waste would be conducted in accordance with all federal and state regulatory requirements as mandated by PM HAZ-1, that are intended to prevent or manage hazards, and if a spill does occur, it would be remediated accordingly.

Construction activities for the proposed Project, such as grading and excavation, could result in the exposure of construction personnel and the public to previously unidentified hazardous substances in the soil. Exposure to unanticipated hazardous substances could occur from previously unidentified soil contamination caused by the contaminants originating at nearby listed sites (e.g., roadways and industrial uses). Or from construction-related soil contamination caused by spillage and/or mixing of construction trash and debris into the soil. EDR searched various regulatory databases and identified several sites in the surrounding area as being contaminated or having the potential to become contaminated from the release of hazardous substances. A summary and details of these sites are presented in Table 3.8-1 and detailed in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a). Exposure to hazardous materials during construction activities could occur as a result of any of the following:

- Direct dermal contact with hazardous materials
- Incidental ingestion of hazardous materials (usually due to improper hygiene, when workers fail to wash their hands before eating, drinking, or smoking)
- Inhalation of airborne dust released from dried hazardous materials

If any unidentified sources of contamination are encountered during demolition, grading, or excavation, the removal activities required could pose health and safety risks capable of resulting in various short-term or long-term adverse health effects in exposed persons.

Additional effects could include the potential exposure of construction workers and/or the public to chemical compounds in soils, and soil gases; potential localized spread of contamination; potential exposure of workers, the public, and the environment to airborne chemical compounds migrating from the construction or demolition areas; and potential accidents during transportation of contaminated slurry or soils. Therefore, construction impacts related to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials would be potentially significant.

Construction would require demolition of existing structures. Demolition of structures could potentially expose construction workers and the public to hazardous conditions through the disturbance or improper handling and/or disposal of hazardous building materials (such as ACM, LBP, or PCBs). Both

the federal OSHA and Cal/OSHA regulate worker exposure during construction activities that disturb LBP. Any ACMs, if present, would need appropriate abatement of the identified asbestos before demolition begins, pursuant to the SCAQMD Rule 1403 and PM HAZ-4.

The MSF would be required to implement MM HAZ-1 through MM HAZ-4, which would ensure that workers have a clear understanding of hazardous materials that may occur in the construction area as well as procedures and plans for safely handling hazardous materials and would minimize potential exposure to construction workers and the public to hazardous conditions through the disturbance or improper handling and/or disposal of hazardous building materials. Therefore, implementation of MM HAZ-1 through MM HAZ-4, and adherence to applicable local, state, and federal regulations would reduce impacts related to the upset and accidental release of hazardous materials to a less than significant level.

3.8.5.3 Impact HAZ-3: Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Project Alternatives

No Project Alternative

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational Impacts

The No Project Alternative would not include construction and operation of the Project, and impacts associated with the proposed Project would not occur. Metro Line 761 is an existing bus line that is maintained at existing Metro bus maintenance facilities. Activities associated with maintaining Metro Route involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, and common cleaning materials. Cleaning and maintenance products are required to be labeled with appropriate cautions and instructions for handling, storage and disposal, and do not represent a significant threat to human health and the environment. Staff would be required to use, store, and dispose of these materials properly in accordance with label directions. With adherence to existing federal, state and local regulations, the No Project Alternative is not anticipated to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school during operation and the impact would be less than significant.

Construction Impacts

Construction of the No Project Alternative would involve handling of hazardous materials and use of diesel-powered equipment. Such activities, if not appropriately managed, could result in hazardous emissions that would potentially affect nearby schools.

The No Project Alternative would not include construction and operation of the Project, and impacts associated with the proposed Project would not occur. The No Project Alternative would be subject to the same comprehensive federal, state, regional, and local framework described in Section 3.8.1, which is independent of the CEQA process and is intended to reduce the risks associated with the use, transport, and disposal of hazardous materials. The use and disposal of hazardous materials is heavily

regulated at both the federal and state level; these regulations are promulgated and enforced by agencies such as EPA, SWRCB, DTSC, Cal/OSHA), and the SCAQMD.

Transportation of hazardous materials would comply with state regulations governing hazardous materials transport included in the California Vehicle Code (Title 13 of CCR), the State Fire Marshal Regulations (Title 19 of the CCR), and Title 22 of the CCR.

Adherence to federal and state regulations reduces the risk of exposure to hazardous materials used during construction. Each of these regulations is specifically designed to protect the public health through improved procedures for the handling of hazardous materials, better technology in the equipment used to transport these materials, and a more coordinated, quicker response to emergencies. With adherence to existing federal, state and local regulations, the No Project Alternative is not anticipated to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school during construction and the impact would be less than significant.

Alternative 1

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

As discussed in Impact 3.8.5.1, operation of the aboveground stations and guideway would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, and common cleaning materials within 0.25 mile of schools (refer to Section 3.8.4.2). As mandated by PM HAZ-1, cleaning and maintenance products are required to be labeled with appropriate cautions and instructions for handling, storage and disposal, and do not represent a significant threat to human health and the environment. Staff would be required to use, store, and dispose of these materials properly in accordance with label directions. Therefore, impacts associated with handling hazardous materials within one-quarter mile of an existing school under Alternative 1 would be less than significant.

Construction Impacts

Construction of Alternative 1 would involve handling of hazardous materials and use of diesel-powered equipment within 0.25 mile of schools (refer to Section 3.8.4.2). Such activities, if not appropriately managed, could result in hazardous emissions that would potentially affect nearby schools.

As described throughout the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a), there is an established, comprehensive federal, state, regional, and local framework independent of the CEQA process that is intended to reduce the risks associated with handling of hazardous materials, including transport, use, storage, and disposal. The use and disposal of hazardous materials is heavily regulated at both the federal and state level; these regulations are promulgated and enforced by agencies such as EPA, the SWRCB and DTSC, Cal/OSHA, and the SCAQMD. By implementing the SWPPP and associated BMPs, as mandated by the SWRCB Construction General Permit and described in PM HAZ-2, construction-related hazardous substances, such as oil and greases, would be managed through appropriate material handling and BMPs. In addition, transportation of hazardous materials would comply with state regulations governing hazardous materials transport included in the California Vehicle Code (Title 13 of the CCR), the State Fire Marshal Regulations (Title 19

of the CCR), and Title 22 of the CCR. Cooperation with the corridor cities would occur throughout the construction process, and the public would be notified of road closures. Restrictions on haul routes would be incorporated into the construction specifications according to local permitting requirements as set forth in PM HAZ-2.

Adherence to federal and state regulations reduces the risk of exposure to hazardous materials used during construction. Each of these regulations is specifically designed to protect the public health through improved procedures for the handling of hazardous materials, better technology in the equipment used to transport these materials, and a faster, more coordinated response to emergencies. By adhering to existing regulations, construction of Alternative 1 would have less than significant impacts associated with the transportation, use, storage, and handling of acutely hazardous materials within 0.25 mile of an existing school.

Alternative 3

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

As discussed in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a), operation of the underground stations and guideway would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, and common cleaning materials within 0.25 mile of schools (refer to Section 3.8.4.3). As mandated my PM HAZ-1, cleaning and maintenance products are required to be labeled with appropriate cautions and instructions for handling, storage and disposal, and do not represent a significant threat to human health and the environment. Staff would be required to use, store, and dispose of these materials properly in accordance with label directions. Therefore, impacts associated with handling hazardous materials within one-quarter mile of an existing school under Alternative 3 would be less than significant.

Construction Impacts

Construction of Alternative 3 would involve similar handling of hazardous materials and diesel-powered equipment within 0.25 mile of schools (refer to Section 3.8.4.3) as that described for Alternative 1. Regulatory requirements associated with the handling of hazardous materials would be the same for Alternative 1 and Alternative 3. (Refer to the Construction Impacts discussion under Alternative 1 for further detail on regulatory requirements the govern the handling of hazardous materials).

Adherence to federal and state regulations reduces the risk of exposure to hazardous materials used during construction. Each of these regulations is specifically designed to protect the public health through improved procedures for the handling of hazardous materials, better technology in the equipment used to transport these materials, and a more coordinated, quicker response to emergencies. With incorporation of existing regulations, construction of Alternative 3 would have less than significant impacts associated with the transportation, use, storage, and handling hazardous materials within one-quarter mile of an existing school.

Alternative 4

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

As discussed in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a), operation of the underground and elevated stations and guideway would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, and common cleaning materials within 0.25 mile of schools (refer to Section 3.8.4.4). As mandated my PM HAZ-1, cleaning and maintenance products are required to be labeled with appropriate cautions and instructions for handling, storage and disposal, and do not represent a significant threat to human health and the environment. Staff would be required to use, store, and dispose of these materials properly in accordance with label directions. Therefore, impacts associated with handling hazardous materials within one-quarter mile of an existing school under Alternative 4 would be less than significant.

Construction Impacts

Construction of Alternative 4 would involve handling of hazardous materials and operation of diesel-powered equipment within 0.25 mile of schools (refer to Section 3.8.4.4). Such activities, if not appropriately managed, could result in hazardous emissions that would potentially affect nearby schools.

As described throughout the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a), there is an established, comprehensive federal, state, regional, and local framework independent of the CEQA process that is intended to reduce the risks associated with handling of hazardous materials, including transport, use, storage, and disposal. The use and disposal of hazardous materials is heavily regulated at both the federal and state level; these regulations are declared and enforced by agencies such as EPA, the SWRCB and DTSC, Cal/OSHA, and the SCAQMD. By implementing the SWPPP and associated BMPs, as mandated by the SWRCB Construction General Permit and described in PM HAZ-2, construction-related hazardous substances, such as oil and greases, would be managed through appropriate material handling and BMP. In addition, transportation of hazardous materials would comply with state regulations governing hazardous materials transport included in the California Vehicle Code (Title 13 of the CCR), the State Fire Marshal Regulations (Title 19 of the CCR), and Title 22 of the CCR. Cooperation with the corridor cities would occur throughout the construction process. Restrictions on haul routes can be incorporated into the construction specifications according to local permitting requirements as set forth in PM HAZ-2.

Adherence to federal and state regulations reduces the risk of exposure to hazardous materials used during construction. Each of these regulations is specifically designed to protect the public health through improved procedures for the handling of hazardous materials, better technology in the equipment used to transport these materials, and a faster, more coordinated response to emergencies. By adhering to existing regulations, construction of Alternative 4 would have less than significant impacts associated with the transportation, use, storage, and handling of acutely hazardous materials within 0.25 mile of an existing school.

Alternative 5

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

As discussed in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a), operation of the stations and guideway would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, and common cleaning materials within 0.25 mile of schools (refer to Section 3.8.4.5).As mandated my PM HAZ-1, cleaning and maintenance products are required to be labeled with appropriate cautions and instructions for handling, storage and disposal, and do not represent a significant threat to human health and the environment. Staff would be required to use, store, and dispose of these materials properly in accordance with label directions. Therefore, impacts associated with handling hazardous materials within one-quarter mile of an existing school under Alternative 5 would be less than significant.

Construction Impacts

Construction of Alternative 5 would involve similar handling of hazardous materials and use of diesel-powered equipment within 0.25 mile of schools (refer to Section 3.8.4.5) as described for Alternative 4. Regulatory requirements associated with the handling of hazardous materials would be the same for Alternative 4 and Alternative 5. (Refer to the Construction Impacts discussion under Alternative 4 for further detail on regulatory requirements the govern the handling of hazardous materials).

Adherence to federal and state regulations reduces the risk of exposure to hazardous materials used during construction. Each of these regulations is specifically designed to protect the public health through improved procedures for the handling of hazardous materials, better technology in the equipment used to transport these materials, and a more coordinated, quicker response to emergencies. With incorporation of existing regulations, construction of Alternative 5 would have less than significant impacts associated with the transportation, use, storage, and handling hazardous materials within one-quarter mile of an existing school.

Alternative 6

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

As discussed in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a), operation of the underground stations and guideway would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, and common cleaning materials within 0.25 mile of schools (refer to Section 3.8.4.6). As mandated my PM HAZ-1, cleaning and maintenance products are required to be labeled with appropriate cautions and instructions for handling, storage and disposal, and do not represent a significant threat to human health and the environment. Staff would be required to use, store, and dispose of these materials properly in accordance with label directions. Therefore, impacts associated with handling hazardous materials within one-quarter mile of an existing school under Alternative 6 would be less than significant.

Construction Impacts

Construction of Alternative 6 would involve handling of hazardous materials and use of diesel-powered equipment within 0.25 mile of schools (refer to Section 3.8.4.6). Such activities, if not appropriately managed, could result in hazardous emissions that would potentially affect nearby schools.

As described throughout the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a), there is an established, comprehensive federal, state, regional, and local framework independent of the CEQA process that is intended to reduce the risks associated with handling of hazardous materials, including transport, use, storage, and disposal. The use and disposal of hazardous materials is heavily regulated at both the federal and state level; these regulations are declared and enforced by agencies such as EPA, the SWRCB and DTSC, Cal/OSHA, and the SCAQMD. By implementing the SWPPP and associated BMPs, as mandated by the SWRCB Construction General Permit and described in PM HAZ-2, construction-related hazardous substances, such as oil and greases, would be managed through appropriate material handling and BMP. In addition, transportation of hazardous materials would comply with state regulations governing hazardous materials transport included in the California Vehicle Code (Title 13 of the CCR), the State Fire Marshal Regulations (Title 19 of the CCR), and Title 22 of the CCR. Cooperation with the corridor cities would occur throughout the construction process. Restrictions on haul routes would be incorporated into the construction specifications according to local permitting requirements as set forth in PM HAZ-2.

Adherence to federal and state regulations reduces the risk of exposure to hazardous materials used during construction. Each of these regulations is specifically designed to protect the public health through improved procedures for the handling of hazardous materials, better technology in the equipment used to transport these materials, and a faster, more coordinated response to emergencies. By adhering to existing regulations, construction of Alternative 6 would have less than significant impacts associated with the transportation, use, storage, and handling hazardous materials within 0.25 mile of an existing school.

Maintenance and Storage Facilities

Monorail Transit Maintenance and Storage Facility Base Design (Alternatives 1 and 3)

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Operational and Construction Impacts

The MSF Base Design is not located within 0.25 mile of a school. Therefore, the MSF Base Design would have no impact related to emissions of hazardous materials within 0.25 mile of a school.

Monorail Transit Maintenance and Storage Facility Design Option 1 (Alternatives 1 and 3)

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Operational and Construction Impacts

MSF Design Option 1 is not located within 0.25 mile of a school. Therefore, the MSF Design Option 1 would have no impact related to emissions of hazardous materials within 0.25 mile of a school.

Electric Bus Maintenance Storage Facility (Alternative 1)

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Operational and Construction Impacts

The Electric Bus MSF is not located within 0.25 mile of a school. Therefore, the Electric Bus MSF would have no impact related to emissions of hazardous materials within 0.25 mile of a school.

Heavy Rail Transit Maintenance and Storage Facility (Alternatives 4 and 5)

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Operational and Construction Impacts

The MSF is not located within 0.25 mile of a school. Therefore, the MSF would have no impact related to emissions of hazardous materials within 0.25 mile of a school.

Heavy Rail Transit Maintenance and Storage Facility (Alternative 6)

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Operational and Construction Impacts

The MSF is not located within 0.25 mile of a school. Therefore, the MSF would have no impact related to emissions of hazardous materials within 0.25 mile of a school.

3.8.5.4 Impact HAZ-4: Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Project Alternatives

No Project Alternative

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational and Construction

The No Project Alternative would not include construction and operation of the Project, and impacts associated with the proposed Project would not occur. Each of these projects would need to undergo their own environmental impact analysis to determine the hazardous site conditions related to Government Code Section 65962.5, commonly known as the Cortese List.

Rerouting Metro Line 761 would involve operation of an existing bus line along existing roads and highways and has no potential to affect Cortese-listed hazardous materials sites. Construction of any infrastructure related to Metro Line 761 would be done on the street (painting) or on sidewalks (new bus shelters). During operations and construction no ground-disturbing activities would occur at the Cortese-listed hazardous materials sites such that hazardous releases of contaminated soils could create

a significant hazard to the public or the environment. With adherence to existing federal, state and local regulations, the No Project Alternative is not anticipated to create a significant hazard to the public or the environment during operation and construction and the impact would be less than significant.

Alternative 1

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational Impacts

Alternative 1 includes 51 LUST sites that are identified on the Cortese List. These sites are identified in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a) and on Figure 3.8-1 and Figure 3.8-2. All 51 LUST sites have a case closed status. The status of the LUST cases reported as "case closed" indicates that remedial action is completed, or was deemed unnecessary, by the local regulatory agency. Based on the regulatory status of case closed, these sites are not anticipated to have a negative environmental impact on the proposed Project site. In addition, during operations, no ground-disturbing activities would occur at the Cortese-listed hazardous materials sites such that hazardous releases of contaminated soils could create a significant hazard to the public or the environment. Alternative 1 is located on a site that is included on one or more hazardous materials lists compiled in accordance with Government Code Section 65962.5. With adherence to existing regulations, operation of the Alternative 1 would not create or result in a significant hazard to people or the environment, and Alternative 1 during operation would result in a less than significant impact.

Construction Impacts

Alternative 1 includes 51 LUST sites that are identified on the Cortese List as having confirmed releases of hazardous materials, including petroleum hydrocarbons, VOCs, and metals to soil and groundwater. These sites are identified in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a) and on Figure 3.8-1 and Figure 3.8-2. The LUST sites have been remediated and are classified as "Closed" by the regulatory agency, which signifies that they have been remediated to the satisfaction of the agency with oversight. Based on the regulatory status of case closed, these sites are not anticipated to have a negative environmental impact on the project site. Alternative 1 is located on a site that is included on one or more hazardous materials lists compiled in accordance with Government Code Section 65962.5. With adherence to existing regulations, Alternative 1 would not create or result in a significant hazard to people or the environment, and the Alternative 1 would result in a less than significant impact.

Alternative 3

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational Impacts

Alternative 3 includes 48 LUST sites that are identified on the Cortese List. These sites are identified in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a) and on Figure 3.8-6 and Figure 3.8-7. All 48 LUST sites have a case closed status. The status of the LUST cases reported as "case closed" indicates that remedial action is completed, or was deemed

unnecessary, by the local regulatory agency. Based on the regulatory status of case closed, these sites are not anticipated to have a negative environmental impact on the proposed Project site. In addition, during operations, no ground-disturbing activities would occur at the Cortese-listed hazardous materials sites such that hazardous releases of contaminated soils could create a significant hazard to the public or the environment. Alternative 3 is located on a site that is included on one or more hazardous materials lists compiled in accordance with Government Code Section 65962.5. With adherence to existing regulations, operation of the Alternative 3 would not create or result in a significant hazard to people or the environment, and Alternative 3 during operation would result in a less than significant impact.

Construction Impacts

Alternative 3 includes 48 LUST sites that are identified on the Cortese List as having confirmed releases of hazardous materials, including petroleum hydrocarbons, VOCs, and metals to soil and groundwater. These sites are identified in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a) and on Figure 3.8-6 and Figure 3.8-7. The LUST sites have been remediated and are classified as closed by the regulatory agency. Sites listed as sites are listed as "Closed" signify that they have been remediated to the satisfaction of the agency with oversight. Based on the regulatory status of case closed, these sites are not anticipated to have a negative environmental impact on the project site. Alternative 3 is located on a site that is included on one or more hazardous materials lists compiled in accordance with Government Code Section 65962.5. With adherence to existing regulations, Alternative 3 would not create or result in a significant hazard to people or the environment, and the Alternative 3 would result in a less than significant impact.

Alternative 4

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational Impacts

Alternative 4 includes 48 LUST sites that are identified on the Cortese List. These sites are identified in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a) and on Figure 3.8-11 and Figure 3.8-12. All 48 LUST sites have a case closed status. The status of the LUST cases reported as "case closed" indicates that remedial action is completed, or was deemed unnecessary, by the local regulatory agency. Based on the regulatory status of case closed, these sites are not anticipated to have a negative environmental impact on the proposed Project site. In addition, during operations, no ground-disturbing activities would occur at the Cortese-listed hazardous materials sites such that hazardous releases of contaminated soils could create a significant hazard to the public or the environment. Alternative 4 is located on a site that is included on one or more hazardous materials lists compiled in accordance with Government Code Section 65962.5. With adherence to existing regulations, operation of the Alternative 4 would not create or result in a significant hazard to people or the environment, and Alternative 4 during operation would result in a less than significant impact.

Construction Impacts

Alternative 4 includes 48 LUST sites that are identified on the Cortese List as having confirmed releases of hazardous materials, including petroleum hydrocarbons, VOCs, and metals to soil and groundwater. These sites are identified in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a) and on Figure 3.8-11 and Figure 3.8-12. The LUST sites have been

remediated and are classified as closed by the regulatory agency. Sites listed as sites are listed as "Closed" signify that they have been remediated to the satisfaction of the agency with oversight. Based on the regulatory status of case closed, these sites are not anticipated to have a negative environmental impact on the project site. Alternative 4 is located on a site that is included on one or more hazardous materials lists compiled in accordance with Government Code Section 65962.5. With adherence to existing regulations, Alternative 4 would not create or result in a significant hazard to people or the environment, and the Alternative 4 would result in a less than significant impact.

Alternative 5

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational Impacts

Alternative 5 includes 48 LUST sites that are identified on the Cortese List. These sites are identified in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a) and on Figure 3.8-16 and Figure 3.8-17. All 48 LUST sites have a case closed status. The status of the LUST cases reported as "case closed" indicates that remedial action is completed, or was deemed unnecessary, by the local regulatory agency. Based on the regulatory status of case closed, these sites are not anticipated to have a negative environmental impact on the proposed Project site. In addition, during operations, no ground-disturbing activities would occur at the Cortese-listed hazardous materials sites such that hazardous releases of contaminated soils could create a significant hazard to the public or the environment. Alternative 5 is located on a site that is included on one or more hazardous materials lists compiled in accordance with Government Code Section 65962.5. With adherence to existing regulations, operation of the Alternative 5 would not create or result in a significant hazard to people or the environment, and Alternative 5 during operation would result in a less than significant impact.

Construction Impacts

Alternative 5 includes 48 LUST sites that are identified on the Cortese List as having confirmed releases of hazardous materials, including petroleum hydrocarbons, VOCs, and metals to soil and groundwater. These sites are identified in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a) and on Figure 3.8-16 and Figure 3.8-17. The LUST sites have been remediated and are classified as closed by the regulatory agency. Sites listed as sites are listed as "Closed" signify that they have been remediated to the satisfaction of the agency with oversight. Based on the regulatory status of case closed, these sites are not anticipated to have a negative environmental impact on the project site. Alternative 5 is located on a site that is included on one or more hazardous materials lists compiled in accordance with Government Code Section 65962.5. With adherence to existing regulations, Alternative 5 would not create or result in a significant hazard to people or the environment, and the Alternative 5 would result in a less than significant impact.

Alternative 6

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less than Significant with Mitigation

Operational Impacts

There are 69 Cortese-listed hazardous materials sites within 0.5 mile of Alternative 6 (refer to the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* [Metro, 2025a] and Figure 3.8-21 and Figure 3.8-22). Sixty-seven of those sites have been listed as Closed. Sites listed as "Closed" signify that they have been remediated to the satisfaction of the agency with oversight. Based on the regulatory status of case closed, these sites are not anticipated to have a negative environmental impact on the project site. During operations, no ground-disturbing activities would occur at the Cortese-listed hazardous materials sites such that hazardous releases of contaminated soils could create a significant hazard to the public or the environment.

Two LUST sites have an open status and located within 100 feet of Alternative 6. Miller Infinity Site is located at 5455 Van Nuys Boulevard (Site 25 on Figure 3.8-21) and Winall Station #17 is located at 4441 Van Nuys Boulevard (Site 35 on Figure 3.8-21).

PM HAZ-1, PM HAZ-2, PM HAZ-4 and PM HAZ-5 would be implemented. Implementation of PM HAZ-1, PM HAZ-2, PM HAZ-4 and PM HAZ-5 would ensure that workers have a clear understanding of hazardous materials that may occur in the construction area as well as procedures and plans for safely handling and minimizing risk from hazardous materials. With implementation of PM HAZ-1, PM HAZ-2, PM HAZ-4 and PM HAZ-5 and adherence of existing regulations, operation of the Alternative 6 would not create or result in a significant hazard to people or the environment and Alternative 6 would have a less than significant impact.

Construction Impacts

There are 69 Cortese-listed hazardous materials sites within 0.5 mile of Alternative 6 (refer to the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* [Metro, 2025a] and Figure 3.8-21 and Figure 3.8-22). Confirmed releases of hazardous materials include petroleum hydrocarbons, VOCs, and metals to soil. Table B-6 of the technical report provides the business addresses and proximity of the parcels to Alternative 6 and describes the status of each parcel. Sixty-seven of those sites have been listed as Closed. Sites listed as "Closed" signify that they have been remediated to the satisfaction of the agency with oversight. Based on the regulatory status of case closed, these sites are not anticipated to have a negative environmental impact on the project site.

However, the following two LUST sites have an open status and located within 100 feet of Alternative 6:

- Miller Infinity Site located at 5455 Van Nuys Boulevard (Site 25 on Figure 3.8-21). The site (GeoTracker T0603702402) is listed as a gasoline-impacted soil and groundwater site with an Open-Remediation status under the LUST database. The site is the location of a former commercial petroleum fueling facility. An unauthorized release was reported in April 1989 following the removal of eight gasoline USTs. Remediation has been ongoing. According to the information reviewed, the petroleum release is limited to the soil and shallow groundwater. RWQCB approved a revised Remedial Action Plan on December 23, 2021. The plan involves "over-purging" to remove remaining free product in selected monitoring wells. Depth to water ranges from 59 to 62 feet below ground surface. Groundwater flow is toward the northeast. Several monitoring wells appear to be in or adjacent to the Alternative 6 footprint. As of August 2022, the site does not qualify for closure under the Low-Threat Underground Storage Tank Case Closure Policy.
- Winall Station #17 located at 4441 Van Nuys Boulevard (Site 35 on Figure 3.8-21). The site (GeoTracker T0603702422) is listed as gasoline-impacted soil, soil vapor and groundwater contamination with a remediation plan status. The site first reported the release in April of 1990.

Soil and groundwater remediation and monitoring have been ongoing since then. Groundwater impacts are both on- and off-site. According to a Los Angeles RWQCB April 2022 letter, off-site groundwater impacts extend to the north and northeast, in the direction of groundwater flow. However, off-site impacts to the north have not been adequately delineated. Depth to groundwater has varied between 11 and 21 feet below ground surface. Four monitoring wells appear to be located in or adjacent to the Alternative 6 footprint. A Remedial Action Plan was submitted on August 27, 2021. Remedial activities will be conducted on soil vapor and groundwater.

As discussed in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025a), construction that disturbs existing soil that has been contaminated from hazardous materials release sites or other sources could pose a health risk to construction workers, the public, and/or the environment if not characterized, handled, and disposed of properly. This potential health risk could be a potentially significant impact.

MM HAZ-1 through MM HAZ-4 would be implemented. Implementation of MM HAZ-1 through MM HAZ-4 would ensure that workers have a clear understanding of hazardous materials that may occur in the construction area as well as procedures and plans for safely handling and minimizing risk from hazardous materials. With implementation of MM HAZ-1 through MM HAZ-4 and adherence of existing regulations, construction of the Alternative 6 would not create or result in a significant hazard to people or the environment and Alternative 6 would have a less than significant impact.

Maintenance and Storage Facilities

Monorail Transit Maintenance and Storage Facility Base Design (Alternatives 1 and 3)

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational and Construction Impacts

The hazardous site conditions for the MSF Base Design related to Government Code Section 65962.5, commonly known as the Cortese List, are associated with contaminated soils, and these sites are listed as “Closed,” which signifies that they have been remediated to the satisfaction of the agency with oversight (refer to the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* [Metro, 2025a]). Based on the regulatory status of case closed, these sites are not anticipated to have a negative environmental impact on the project site. With adherence to existing regulations, MSF Base Design would not create or result in a significant hazard to people or the environment, and the MSF Base Design would result in a less than significant impact.

Monorail Transit Maintenance and Storage Facility Design Option 1 (Alternatives 1 and 3)

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational and Construction Impacts

The hazardous site conditions for the MSF Design Option 1 related to Government Code Section 65962.5, commonly known as the Cortese List, are associated with contaminated soils, and these sites are listed as “Closed,” which signifies that they have been remediated to the satisfaction of the agency

with oversight (refer to the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* [Metro, 2025a]). Based on the regulatory status of case closed, these sites are not anticipated to have a negative environmental impact on the project site. With adherence to existing regulations, MSF Design Option 1 would not create or result in a significant hazard to people or the environment, and the MSF Design Option 1 would result in a less than significant impact.

Electric Bus Maintenance Storage Facility (Alternative 1)

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational and Construction Impacts

The hazardous site conditions for the Electric Bus MSF related to Government Code Section 65962.5, commonly known as the Cortese List, are associated with contaminated soils, and these sites are listed as "Closed," which signifies that they have been remediated to the satisfaction of the agency with oversight (refer to the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* [Metro, 2025a]). Based on the regulatory status of case closed, these sites are not anticipated to have a negative environmental impact on the project site. With adherence to existing regulations, Electric Bus MSF would not create or result in a significant hazard to people or the environment, and the Electric Bus MSF would result in a less than significant impact.

Heavy Rail Transit Maintenance and Storage Facility (Alternatives 4 and 5)

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational and Construction Impacts

The hazardous site conditions for the MSF related to Government Code Section 65962.5, commonly known as the Cortese List, are associated with contaminated soils, and these sites are listed as "Closed," which signifies that they have been remediated to the satisfaction of the agency with oversight (refer to the *Sepulveda Transit Corridor Project Hazardous Materials Technical Report* [Metro, 2025a]). Based on the regulatory status of case closed, these sites are not anticipated to have a negative environmental impact on the project site. With adherence to existing regulations, MSF would not create or result in a significant hazard to people or the environment, and the MSF would result in a less than significant impact.

Heavy Rail Transit Maintenance and Storage Facility (Alternative 6)

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational and Construction Impacts

The hazardous site conditions for the MSF related to Government Code Section 65962.5, commonly known as the Cortese List, are associated with contaminated soils, and these sites are listed as "Closed," which signifies that they have been remediated to the satisfaction of the agency with oversight (refer to

the *Sepulveda Transit Corridor Project Hazardous Materials Technical Report* [Metro, 2025a]). Based on the regulatory status of case closed, these sites are not anticipated to have a negative environmental impact on the project site. With adherence to existing regulations, MSF would not create or result in a significant hazard to people or the environment, and the MSF would result in a less than significant impact.

3.8.5.5 Impact HAZ-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Project Alternatives

No Project Alternative

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational Impacts

The No Project Alternative would not include construction and operation of the Project, and impacts associated with the proposed Project would not occur. Each of these projects would need to undergo their own environmental impact analysis to determine whether the project was within an ALUP.

The Metro Line 761 would travel within 2 miles of the Van Nuys Airport and the Santa Monica Airport generally along Sepulveda Boulevard south of US 101 and along Van Nuys Boulevard north of US 101. Both the Van Nuys Airport Plan and Los Angeles County ALUP indicate that the potential bus route streets are located outside the airports' AIA, which is the area where current or future airport-related noise, overflight, safety, or airspace protection factors may substantially affect land uses or necessitate restrictions on those uses. With adherence to existing federal, state and local regulations, the No Project Alternative would not result in a safety hazard or excessive noise related airports during operation and the impact would be less than significant.

Construction Impacts

The No Project Alternative would not include construction and operation of the Project, and impacts associated with the proposed Project would not occur. Each of these projects would need to undergo their own environmental impact analysis to determine whether the project was within an ALUP. Construction activities associated with Metro Line 761 are not anticipated to occur within any ALUP. With adherence to existing federal, state and local regulations, the No Project Alternative would not result in a safety hazard or excessive noise related airports during construction and the impact would be less than significant.

Alternative 1

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational Impacts

Alternative 1 is 0.9 mile from the Van Nuys Airport and 1.2 miles from the Santa Monica Municipal Airport. The Van Nuys Airport Plan for the Van Nuys Airport and the Los Angeles County ALUP for the Santa Monica Municipal Airport implements relevant policies and guidelines for land-use compatibility and specific findings of compatibility or incompatibility of land uses within the AIA, airport safety zones, and noise impact zones. These plans also address airport land-use compatibility concerns regarding exposure to aircraft noise, land use safety with respect both to people and property on the ground and the occupants of the aircraft, protection of airport airspace, and general concerns related to aircraft overflights. According to the Van Nuys Airport Plan for the Van Nuys Airport and the Los Angeles County ALUP for the Santa Monica Municipal Airport, Alternative 1 is located outside the AIA for both airports (Figure 3.8-5). Alternative 1 is not located within the safety zone or the noise impact zone for the airports. (DCP, 2006; LA County Planning, 1991; ALUC, 2003a, 2003b, 2023).

Alternative 1 would not interfere with CFR Title 14 Part 77.13 which requires that any construction or alterations to structures that exceed 200 feet in height above ground level must notify the FAA for project approval. The Alternative 1 is not within the AIA, Safety Zones, and Noise Impact Zones. Adherence to existing local, state, and federal regulations would ensure that during operation of the Alternative 1, impacts associated with potential aviation hazards would be less than significant.

Construction Impacts

Alternative 1 is 0.9 mile from the Van Nuys Airport and 1.2 miles from the Santa Monica Municipal Airport. The Van Nuys Airport Plan for the Van Nuys Airport and the Los Angeles County ALUP for the Santa Monica Municipal Airport implements relevant policies and guidelines for land-use compatibility and specific findings of compatibility or incompatibility of land uses within the AIA, airport safety zones, and noise impact zones. These plans also address airport land-use compatibility concerns regarding exposure to aircraft noise, land use safety with respect both to people and property on the ground and the occupants of the aircraft, protection of airport airspace, and general concerns related to aircraft overflights. According to the Van Nuys Airport Plan for the Van Nuys Airport and the Los Angeles County ALUP for the Santa Monica Municipal Airport, Alternative 1 is located outside the AIA for both airports (Figure 3.8-5). Alternative 1 is not located within the safety zone or the noise impact zone for the airports. (DCP, 2006; LA County Planning, 1991; ALUC, 2003a, 2003b, 2023).

Alternative 1 would not interfere with CFR Title 14 Part 77.13 which requires that any construction or alterations to structures that exceed 200 feet in height above ground level must notify the FAA for project approval. The Alternative 1 is not within the AIA, Safety Zones, and Noise Impact Zones. Adherence to existing local, state, and federal regulations would ensure that during construction of the Alternative 1, impacts associated with potential aviation hazards would be less than significant.

Alternative 3

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational Impacts

Alternative 3 is 0.9 mile from the Van Nuys Airport and 1.2 miles from the Santa Monica Municipal Airport. The Van Nuys Airport Plan for the Van Nuys Airport and the Los Angeles County ALUP for the Santa Monica Municipal Airport implements relevant policies and guidelines for land-use compatibility

and specific findings of compatibility or incompatibility of land uses within the AIA, airport safety zones, and noise impact zones. These plans also address airport land-use compatibility concerns regarding exposure to aircraft noise, land use safety with respect both to people and property on the ground and the occupants of the aircraft, protection of airport airspace, and general concerns related to aircraft overflights. According to the Van Nuys Airport Plan for the Van Nuys Airport and the Los Angeles County ALUP for the Santa Monica Municipal Airport, Alternative 3 is located outside the AIA for both airports (Figure 3.8-10). Alternative 3 is not located within the safety zone or the noise impact zone for the airports. (DCP, 2006; LA County Planning, 1991; ALUC, 2003a, 2003b, 2023).

Alternative 3 would not interfere with CFR Title 14 Part 77.13 which requires that any construction or alterations to structures that exceed 200 feet in height above ground level must notify the FAA for project approval. The Alternative 3 is not within the AIA, Safety Zones, and Noise Impact Zones. Adherence to existing local, state, and federal regulations would ensure that during operation of the Alternative 3, impacts associated with potential aviation hazards would be less than significant.

Construction Impacts

Alternative 3 is 0.9 mile from the Van Nuys Airport and 1.2 miles from the Santa Monica Municipal Airport. The Van Nuys Airport Plan for the Van Nuys Airport and the Los Angeles County ALUP for the Santa Monica Municipal Airport implements relevant policies and guidelines for land-use compatibility and specific findings of compatibility or incompatibility of land uses within the AIA, airport safety zones, and noise impact zones. These plans also address airport land-use compatibility concerns regarding exposure to aircraft noise, land use safety with respect both to people and property on the ground and the occupants of the aircraft, protection of airport airspace, and general concerns related to aircraft overflights. According to the Van Nuys Airport Plan for the Van Nuys Airport and the Los Angeles County ALUP for the Santa Monica Municipal Airport, Alternative 3 is located outside the AIA for both airports (Figure 3.8-10). Alternative 3 is not located within the safety zone or the noise impact zone for the airports. (DCP, 2006; LA County Planning, 1991; ALUC, 2003a, 2003b, 2023).

Alternative 3 would not interfere with CFR Title 14 Part 77.13 which requires that any construction or alterations to structures that exceed 200 feet in height above ground level must notify the FAA for project approval. The Alternative 3 is not within the AIA, Safety Zones, and Noise Impact Zones. Adherence to existing local, state, and federal regulations would ensure that during construction of the Alternative 3, impacts associated with potential aviation hazards would be less than significant.

Alternative 4

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less than Significant

Operational Impacts

Alternative 4 is 1.3 mile from the Van Nuys Airport and 1.2 miles from the Santa Monica Municipal Airport. The Van Nuys Airport Plan for the Van Nuys Airport and the Los Angeles County ALUP for the Santa Monica Municipal Airport implements relevant policies and guidelines for land-use compatibility and specific findings of compatibility or incompatibility of land uses within the AIA, airport safety zones, and noise impact zones. These plans also address airport land-use compatibility concerns regarding exposure to aircraft noise, land use safety with respect both to people and property on the ground and the occupants of the aircraft, protection of airport airspace, and general concerns related to aircraft

overflights. According to the Van Nuys Airport Plan for the Van Nuys Airport and the Los Angeles County ALUP for the Santa Monica Municipal Airport, during operation Alternative 4 is located outside the AIA for both airports (Figure 3.8-20). Alternative 4 during operation is not located within the safety zone or the noise impact zone for the airports. (DCP, 2006; LA County Planning, 1991; ALUC, 2003a, 2003b, 2023).

Alternative 4 would not interfere with CFR Title 14 Part 77.13 which requires that any construction or alterations to structures that exceed 200 feet in height above ground level must notify the FAA for project approval. The Alternative 4 is not within the AIA, Safety Zones, and Noise Impact Zones. Adherence to existing local, state, and federal regulations would ensure that during operation of the Alternative 4, impacts associated with potential aviation hazards would be less than significant.

Construction Impacts

Alternative 4 is 1.3 mile from the Van Nuys Airport and 1.2 miles from the Santa Monica Municipal Airport. The Van Nuys Airport Plan for the Van Nuys Airport and the Los Angeles County ALUP for the Santa Monica Municipal Airport implements relevant policies and guidelines for land-use compatibility and specific findings of compatibility or incompatibility of land uses within the AIA, airport safety zones, and noise impact zones. These plans also address airport land-use compatibility concerns regarding exposure to aircraft noise, land use safety with respect both to people and property on the ground and the occupants of the aircraft, protection of airport airspace, and general concerns related to aircraft overflights. According to the Van Nuys Airport Plan for the Van Nuys Airport and the Los Angeles County ALUP for the Santa Monica Municipal Airport, staging area for Alternative 4 would be located within the Van Nuys Airport AIA. During construction, a 55-acre temporary staging area would potentially be located north of the Van Nuys Airport, north of Roscoe Boulevard, and within the AIA and a 7-acre temporary staging area would potentially be located north of the Santa Monica Airport runway and within the AIA (Figure 3.8-20). Staging areas are used principally for the operation of contractors' equipment, receipt of deliveries and storage of materials, site offices as well as other construction activities such as maintenance, parking, and removal of spoils. There would be no other construction equipment or activities that could penetrate the Airspace Protection Zone or create or cause visual, electronic, or wildlife hazards. There are no safety compatibility policies related to temporary construction staging.

Alternative 4 would not interfere with CFR Title 14 Part 77.13 which requires that any construction or alterations to structures that exceed 200 feet in height above ground level must notify the FAA for project approval. Construction activities would be temporary. Adherence to existing local, state, and federal regulations would ensure that during construction of Alternative 4, impacts associated with potential aviation hazards remain less than significant.

Alternative 5

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less than Significant

Operational Impacts

Alternative 5 is 1.3 mile from the Van Nuys Airport and 1.2 miles from the Santa Monica Municipal Airport. The Van Nuys Airport Plan for the Van Nuys Airport and the Los Angeles County ALUP for the Santa Monica Municipal Airport implements relevant policies and guidelines for land-use compatibility

and specific findings of compatibility or incompatibility of land uses within the AIA, airport safety zones, and noise impact zones. These plans also address airport land-use compatibility concerns regarding exposure to aircraft noise, land use safety with respect both to people and property on the ground and the occupants of the aircraft, protection of airport airspace, and general concerns related to aircraft overflights. According to the Van Nuys Airport Plan for the Van Nuys Airport and the Los Angeles County ALUP for the Santa Monica Municipal Airport, during operation Alternative 5 is located outside the AIA for both airports (Figure 3.8-20). Alternative 5 during operation is not located within the safety zone or the noise impact zone for the airports. (DCP, 2006; LA County Planning, 1991; ALUC, 2003a, 2003b, 2023).

Alternative 5 would not interfere with CFR Title 14 Part 77.13 which requires that any construction or alterations to structures that exceed 200 feet in height above ground level must notify the FAA for project approval. The Alternative 5 is not within the AIA, Safety Zones, and Noise Impact Zones. Adherence to existing local, state, and federal regulations would ensure that during operation of the Alternative 5, impacts associated with potential aviation hazards would be less than significant.

Construction Impacts

Alternative 5 is 1.3 mile from the Van Nuys Airport and 1.2 miles from the Santa Monica Municipal Airport. The Van Nuys Airport Plan for the Van Nuys Airport and the Los Angeles County ALUP for the Santa Monica Municipal Airport implements relevant policies and guidelines for land-use compatibility and specific findings of compatibility or incompatibility of land uses within the AIA, airport safety zones, and noise impact zones. These plans also address airport land-use compatibility concerns regarding exposure to aircraft noise, land use safety with respect both to people and property on the ground and the occupants of the aircraft, protection of airport airspace, and general concerns related to aircraft overflights. According to the Van Nuys Airport Plan for the Van Nuys Airport and the Los Angeles County ALUP for the Santa Monica Municipal Airport, staging area for Alternative 5 would be located within the Van Nuys Airport AIA. During construction of Alternative 5, a 55-acre temporary staging area would potentially be located north of the Van Nuys Airport, north of Roscoe Boulevard, and within the AIA and a 7-acre temporary staging area would potentially be located north of the Santa Monica Airport runway and within the AIA (Figure 3.8-20). Staging areas are used principally for the operation of contractors' equipment, receipt of deliveries and storage of materials, site offices as well as other construction activities such as maintenance, parking, and removal of spoils. There would be no other construction equipment or activities that could penetrate the Airspace Protection Zone or create or cause visual, electronic, or wildlife hazards. There are no safety compatibility policies related to temporary construction staging.

Alternative 5 would not interfere with CFR Title 14 Part 77.13 which requires that any construction or alterations to structures that exceed 200 feet in height above ground level must notify the FAA for project approval. Construction activities would be temporary. Adherence to existing local, state, and federal regulations would ensure that during construction of Alternative 5, impacts associated with potential aviation hazards remain less than significant.

Alternative 6

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational Impacts

Alternative 6 is 2.3 mile from the Van Nuys Airport and 1.3 miles from the Santa Monica Municipal Airport. The Van Nuys Airport Plan for the Van Nuys Airport and the Los Angeles County ALUP for the Santa Monica Municipal Airport implements relevant policies and guidelines for land-use compatibility and specific findings of compatibility or incompatibility of land uses within the AIA, airport safety zones, and noise impact zones. These plans also address airport land-use compatibility concerns regarding exposure to aircraft noise, land use safety with respect both to people and property on the ground and the occupants of the aircraft, protection of airport airspace, and general concerns related to aircraft overflights. According to the Van Nuys Airport Plan for the Van Nuys Airport and the Los Angeles County ALUP for the Santa Monica Municipal Airport, Alternative 6 is located outside the AIA for both airports (Figure 3.8-25). Alternative 6 is not located within the safety zone or the noise impact zone for the airports. (DCP, 2006; LA County Planning, 1991; ALUC, 2003a, 2003b, 2023).

Alternative 6 would not interfere with CFR Title 14 Part 77.13 which requires that any construction or alterations to structures that exceed 200 feet in height above ground level must notify the FAA for project approval. The Alternative 6 is not within the AIA, Safety Zones, and Noise Impact Zones. Adherence to existing local, state, and federal regulations would ensure that during operation of the Alternative 6, impacts associated with potential aviation hazards would be less than significant.

Construction Impacts

Alternative 6 is 2.3 mile from the Van Nuys Airport and 1.3 miles from the Santa Monica Municipal Airport. The Van Nuys Airport Plan for the Van Nuys Airport and the Los Angeles County ALUP for the Santa Monica Municipal Airport implements relevant policies and guidelines for land-use compatibility and specific findings of compatibility or incompatibility of land uses within the AIA, airport safety zones, and noise impact zones. These plans also address airport land-use compatibility concerns regarding exposure to aircraft noise, land use safety with respect both to people and property on the ground and the occupants of the aircraft, protection of airport airspace, and general concerns related to aircraft overflights. According to the Van Nuys Airport Plan for the Van Nuys Airport and the Los Angeles County ALUP for the Santa Monica Municipal Airport, Alternative 6 is located outside the AIA for both airports (Figure 3.8-25). Alternative 6 is not located within the safety zone or the noise impact zone for the airports. (DCP, 2006; LA County Planning, 1991; ALUC, 2003a, 2003b, 2023).

Alternative 6 would not interfere with CFR Title 14 Part 77.13 which requires that any construction or alterations to structures that exceed 200 feet in height above ground level must notify the FAA for project approval. The Alternative 6 is not within the AIA, Safety Zones, and Noise Impact Zones. Adherence to existing local, state, and federal regulations would ensure that during construction of the Alternative 6, impacts associated with potential aviation hazards would be less than significant.

Maintenance and Storage Facilities

Monorail Transit Maintenance and Storage Facility Base Design (Alternatives 1 and 3)

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational and Construction Impacts

The MSF Base Design is approximately 2.6 miles from the Van Nuys Airport. The MSF Base Design is not located within the AIA, Safety Zones, and Noise Impact Zones. With adherence to existing federal, state and local regulations, the MSF Base Design would not result in a safety hazard or excessive noise related airports during operation and construction impacts would be less than significant.

Monorail Transit Maintenance and Storage Facility Design Option 1 (Alternatives 1 and 3)

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational and Construction Impacts

MSF Design Option 1 is 0.9 mile from the Van Nuys Airport. The Van Nuys Airport Plan for the Van Nuys Airport implements relevant policies and guidelines for land-use within the AIA, airport safety zones, and noise impact zones. These plans also address airport land-use compatibility concerns regarding exposure to aircraft noise, land use safety with respect both to people and property on the ground and the occupants of the aircraft, protection of airport airspace, and general concerns related to aircraft overflights. According to the Van Nuys Airport Plan for the Van Nuys Airport, MSF Design Option 1 is located outside the AIA. MSF Design Option 1 would not interfere with CFR Title 14 Part 77.13 which requires that any construction or alterations to structures that exceed 200 feet in height above ground level must notify the FAA for project approval. With adherence to existing federal, state and local regulations, the MSF Design Option 1 would not result in a safety hazard or excessive noise related airports during operation and construction impacts would be less than significant.

Electric Bus Maintenance Storage Facility (Alternative 1)

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational and Construction Impacts

The Electric Bus MSF is not within 2 miles of an airport. The Electric Bus MSF is not located within the AIA, Safety Zones, and Noise Impact Zones. With adherence to existing federal, state and local regulations, the Electric Bus MSF would not result in a safety hazard or excessive noise related airports during operation and construction impacts would be less than significant.

Heavy Rail Transit Maintenance and Storage Facility (Alternatives 4 and 5)

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational and Construction Impacts

The MSF is approximately 2.6 miles from the Van Nuys Airport. The MSF is not located within the AIA, Safety Zones, and Noise Impact Zones. With adherence to existing federal, state and local regulations, the MSF would not result in a safety hazard or excessive noise related airports during operation and construction impacts would be less than significant.

Heavy Rail Transit Maintenance and Storage Facility (Alternative 6)

Impact Statement

Operational Impact: Less Than Significant

Construction Impact: Less Than Significant

Operational and Construction Impacts

The MSF is approximately 2.6 miles from the Van Nuys Airport. The MSF is not located within the AIA, Safety Zones, and Noise Impact Zones. With adherence to existing federal, state and local regulations, the MSF would not result in a safety hazard or excessive noise related airports during operation and construction impacts would be less than significant.

3.8.6 Mitigation Measures

The following mitigation measures would be implemented for each project alternative to address potential hazardous materials impacts.

MM HAZ-1: ***Phase II Environmental Site Assessment.*** *Prior to the issuance of a grading permit and before any substantial ground disturbance occurs on or near the properties with documented releases, the Project shall hire a qualified environmental professional to conduct a Phase II Environmental Site Assessment to determine the potential presence of petroleum hydrocarbons, metals, and volatile organic compounds in soil and/or groundwater.*

- *If the Phase I Environmental Site Assessment identifies any recognized environmental conditions or other indicators of potential contamination, a Phase II Environmental Site Assessment shall be conducted. The Phase II Environmental Site Assessment shall include sufficient soil and groundwater sampling and laboratory analysis to identify the types of chemicals and their respective concentrations. The Phase II Environmental Site Assessment shall compare soil and groundwater sampling results against applicable environmental screening levels developed by the Los Angeles Regional Water Quality Control Board and/or Department of Toxic Substances Control. If the Phase II Environmental Site Assessment identifies contaminant concentrations above the screening levels, a site-specific Soil and Groundwater Management Plan shall be prepared and implemented as described in MM HAZ-2. The Project shall consult with the Department of Toxic Substances Control, California Environmental Protection Agency, and/or other appropriate regulatory agencies to ensure sufficient minimization of risk to human health and the environment is completed.*

MM HAZ-2: ***Soil and Groundwater Management Plan.*** *Prior to the issuance of a grading permit, a site-specific Soil and Groundwater Management Plan shall be prepared by a qualified professional environmental contractor to address handling and disposal of contaminated soil and groundwater prior to demolition, excavation, and construction activities.*

- *The Project shall implement the Soil and Groundwater Management Plan during construction activities. The Soil and Groundwater Management Plan shall specify all necessary procedures to ensure the safe handling and disposing of excavated soil, groundwater, and/or dewatering effluent in a manner that is protective of human health and in accordance with federal and state hazardous waste disposal laws, and with state and local stormwater and sanitary sewer requirements. At a minimum, the plan shall include the following:*
  - *Identification and delineation of contaminated areas and procedures for limiting access to such areas to properly trained personnel.*
  - *Step-by-step procedures for handling, excavating, characterizing, and managing excavated soils and dewatering effluent, including procedures for containing, handling, and disposing of hazardous waste; procedures for containing, handling, and disposing of groundwater generated from construction dewatering; the method used to analyze excavated materials and groundwater for hazardous materials likely to be encountered at specific locations; appropriate treatment and/or disposal methods. Removal of soil and materials shall be performed by a licensed engineering contractor with a Class A license and hazardous-substance removal certification.*
  - *Requirements to water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, and staging.*
  - *Requirements to cover or maintain at least 2 feet of free board space on haul trucks transporting soil or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.*
  - *Requirements to use wet power vacuum street sweepers to remove any visible track out mud or dirt onto adjacent public roads at least once a day. Use of dry powered sweeping is prohibited.*
  - *Procedures for handling volatile organic compound-contaminated soil, including, but not limited to, segregating volatile organic compound-contaminated stockpiles from non-volatile organic compound-contaminated stockpiles, spraying volatile organic compound-contaminated soil stockpiles with water and/or approved vapor suppressant and covering them with plastic sheeting for all periods of inactivity lasting more than 1 hour, conducting a daily visual inspection of all covered volatile organic compound-contaminated soil stockpiles to ensure the integrity of the plastic covered surfaces, and removing contaminated soil from an excavation or grading site within 30 days from the time of excavation to a licensed facility.*

- *Procedures for notification and reporting, including notifying and reporting to internal management and to local agencies.*
- *Minimum requirements for site-specific Health and Safety Plans to protect the general public and workers in the construction area. Prior to the issuance of grading permits, the Soil and Groundwater Management Plan and the results of environmental sampling shall be provided to contractors who shall be responsible for developing their own construction worker Health and Safety Plan and training requirements, per MM HAZ-4.*
- *The Project shall hire a qualified environmental professional to sample groundwater suspected of contamination. If any suspected groundwater contamination is encountered during construction, the contractor shall stop work in the vicinity, cordon off the area, and contact the Los Angeles County Metropolitan Transportation Authority who shall immediately notify the Regional Water Quality Control Board. In coordination with the Regional Water Quality Control Board, an investigation and remediation plan shall be developed by a qualified environmental professional in order to protect public health and the environment. Any hazardous or toxic materials shall be disposed of according to local, state, and federal regulations.*
- *Trucking operations shall comply with the California Department of Transportation and any other applicable regulations, and all trucks shall be licensed and permitted to carry the appropriate waste classification. The tracking of dirt by trucks leaving the project site shall be minimized by cleaning the wheels upon exit and cleaning the loading zone and exit area as needed.*

MM HAZ-3: ***Contractor Specifications.*** *The Project shall include in its contractor specifications the following requirement relating to hazardous materials:*

- *During all ground-disturbing activities, the contractor(s) shall inspect the exposed soil and groundwater for obvious signs of contamination, such as odors, stains, or other suspect materials. Qualified personnel shall monitor for volatile organic compounds and other subsurface gases for concentrations exceeding South Coast Air Quality Management District levels with a photoionization detector. Should signs of unanticipated contamination be encountered, work shall be suspended, and the Los Angeles County Department of Public Health shall be notified, and the area secured. Contaminated soil and/or groundwater shall be segregated and characterized, and a site-specific Soil and Groundwater Management Plan, as described under MM HAZ-2, shall be prepared and implemented.*

MM HAZ-4: ***Worker Health and Safety Plan.*** *The contractor shall prepare site-specific Worker Health and Safety Plan to protect the general public and workers in the construction area. The Health and Safety Plan shall be prepared in accordance with California and federal Occupational Safety and Health Administration regulations. Copies of the Health and Safety Plan shall be made available to construction workers for review during their orientation and/or regular health and safety meetings. The Health and Safety Plan shall identify chemicals of concern, potential hazards, worker training requirements, personal protective equipment and devices, decontamination*

procedures, the need for personal or area monitoring, and emergency response procedures. The Health and Safety Plan shall be amended, as necessary, if new information becomes available that could affect implementation of the plan.

MM HAZ-5: ***Hazardous Building Survey and Abatement.*** *Prior to demolition activities of any structures, the Project shall retain a California Division of Occupational Safety and Health-certified contractor to determine the presence or absence of building materials or equipment that contains hazardous materials, including asbestos, lead-based paint, and polychlorinated biphenyl-containing equipment. If such substances are found to be present, the contractor shall prepare and submit a workplan to the relevant oversight agency to demonstrate how these hazardous materials would be properly removed and disposed of in accordance with federal and state law, including South Coast Air Quality Management District Rule 1403 (Asbestos Emissions from Renovation/Demolition Activities). The removal and disposal of hazardous building materials shall be the responsibility of a California Division of Occupational Safety and Health--certified contractor. Following completion of removal activities, the Project shall submit documentation to the relevant oversight agency verifying that all hazardous materials were properly removed and disposed of.*

Impacts After Mitigation

Implementation of MM HAZ-1 through MM HAZ-5 would ensure that workers have a clear understanding of hazardous materials that may occur in the construction area as well as procedures and plans for safely handling hazardous materials, and would minimize potential exposure to construction workers and the public to hazardous conditions through the disturbance or improper handling and/or disposal of hazardous building materials such as ACM, LBP, or PCBs during demolition activities; thus, impacts of all Alternatives would be reduced to less than significant.

Table 3.8-3. Summary of Mitigation Measures and Impacts Before and After Mitigation for the Project Alternatives

CEQA Impact Topic		No Project	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
Operational							
Impact HAZ-1: Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
Impact HAZ-2: Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Impacts Before Mitigation	LTS	PS	PS	PS	PS	PS
	Applicable Mitigation	NA	NA	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
Impact HAZ-3: Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
Impact HAZ-4: Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS	PS
	Applicable Mitigation	NA	NA	NA	NA	NA	MM HAZ-1 through MM HAZ-4
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
Impact HAZ-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
Construction							
Impact HAZ-1: Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS

CEQA Impact Topic		No Project	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
Impact HAZ-2: Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Impacts Before Mitigation	LTS	PS	PS	PS	PS	PS
	Applicable Mitigation	NA	MM HAZ-1 through MM HAZ-5	MM HAZ-1 through MM HAZ-5	MM HAZ-1 through MM HAZ-5	MM HAZ-1 through MM HAZ-5	MM HAZ-1 through MM HAZ-5
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
Impact HAZ-3: Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
Impact HAZ-4: Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS	PS
	Applicable Mitigation	NA	NA	NA	NA	NA	MM HAZ-1 through MM HAZ-4
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
Impact HAZ-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS

Source: HTA, 2024

HAZ = hazards and hazardous materials
LTS = less than significant
MM = mitigation measure
NA = not applicable
NI = no impact
PS = potentially significant

Table 3.8-4. Summary of Mitigation Measures and Impacts Before and After Mitigation for the Maintenance and Storage Facilities

CEQA Impact Topic		MRT MSF Base Design (Alts 1 and 3)	MRT MSF Design Option 1 (Alts 1 and 3)	Electric MSF (Alt 1)	HRT MSF (Alts 4 and 5)	HRT MSF (Alt 6)
Operational						
Impact HAZ-1: Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS
Impact HAZ-2: Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS
Impact HAZ-3: Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Impacts Before Mitigation	NI	NI	NI	NI	NI
	Applicable Mitigation	NA	NA	NA	NA	NA
	Impacts After Mitigation	NI	NI	NI	NI	NI
Impact HAZ-4: Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS
Impact HAZ-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	LTS	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS
Construction						
Impact HAZ-1: Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS

CEQA Impact Topic		MRT MSF Base Design (Alts 1 and 3)	MRT MSF Design Option 1 (Alts 1 and 3)	Electric MSF (Alt 1)	HRT MSF (Alts 4 and 5)	HRT MSF (Alt 6)
Impact HAZ-2: Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Impacts Before Mitigation	PS	PS	PS	PS	PS
	Applicable Mitigation	MM HAZ-1 through MM HAZ-4	MM HAZ-1 through MM HAZ-4	MM HAZ-1 through MM HAZ-4	MM HAZ-1 through MM HAZ-4	MM HAZ-1 through MM HAZ-4
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS
Impact HAZ-3: Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Impacts Before Mitigation	NI	NI	NI	NI	NI
	Applicable Mitigation	NA	NA	NA	NA	NA
	Impacts After Mitigation	NI	NI	NI	NI	NI
Impact HAZ-4: Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS
Impact HAZ-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS

Source: HTA, 2024

HAZ = hazards and hazardous materials
LTS = less than significant
MM = mitigation measure
NA = not applicable
NI = no impact
PS = potentially significant