

## 4.3.20 Hazards and Hazardous Materials

### **Impact HAZ-1: Create a Substantial Hazard to the Public or the Environment through the Release of Hazardous Materials or by Other Means during Construction of the Water Conveyance Facilities**

**NEPA Effects:** The potential under Alternative 4A to create substantial hazards through release of hazardous materials during construction of conveyance facilities would be identical to those impacts described under Alternative 4 and would constitute an adverse effect on the physical environment. Potential effects include routine use of hazardous materials, possible natural gas accumulation in tunnels, contact with existing contaminants, constituents in RTM, effects of electrical transmission lines, conflicts with utilities containing hazardous materials, and routine transport of hazardous materials. Mitigation Measures HAZ-1a, HAZ-1b, UT-6a, UT-6c, and Trans-1a would be available to reduce these effects.

**CEQA Conclusion:** During construction of the water conveyance facilities, the potential for direct impacts on construction personnel, the public and/or the environment associated with a variety of hazardous physical or chemical conditions under Alternative 4A would be identical to those described for Alternative 4. Such conditions may arise as a result of the intensity and duration of construction activities at the north Delta intakes, forebays, and conveyance pipelines and tunnels, and the hazardous materials that would be needed in these areas during construction. Potential hazards include the routine use of hazardous materials (as defined by Title 22 CCR Division 4.5); natural gas accumulation in water conveyance tunnels; the inadvertent release of existing contaminants in soil, sediment, and groundwater, or release of hazardous materials from existing infrastructure; disturbance of electrical transmission lines; and hazardous constituents present in RTM. Many of these physical and chemical hazardous conditions would occur in close proximity to the towns of Hood and Courtland during construction of the north Delta intakes. Additionally, the potential would exist for the construction of the water conveyance facilities to indirectly result in the release of hazardous materials through the disruption of existing road, rail, or river hazardous materials transport routes because construction would occur in the vicinity of three hazardous material transport routes, three railroad corridors, and waterways with barge traffic. These impacts are considered significant because the potential exists for substantial hazard to the public or environment to occur related to conveyance facility construction. However, implementation of Mitigation Measures HAZ-1a and HAZ-1b, UT-6a, and UT-6c (described in Chapter 20, *Public Services and Utilities*, of the Draft EIR/EIS), and TRANS-1a (described in Chapter 19, *Transportation*, of the Draft EIR/EIS), along with environmental commitments to prepare and implement SWPPPs, HMMPs, SPCCPs, SAPs, and a Barge Operations Plan (described in Appendix 3B, *Environmental Commitments*, in Appendix A of this RDEIR/SDEIS) would reduce these impacts to a less-than-significant level by identifying and describing potential sources of hazardous materials so that releases can be avoided and materials can be properly handled; detailing practices to monitor pollutants and control erosion so that appropriate measures are taken; implementing onsite features to minimize the potential for hazardous materials to be released to the environment; minimizing risk associated with the relocation of utility infrastructure; and coordinating the transport of hazardous materials to reduce the risk of spills.

1           **Mitigation Measure HAZ-1a: Perform Preconstruction Surveys, Including Soil and**  
2           **Groundwater Testing, at Known or Suspected Contaminated Areas within the**  
3           **Construction Footprint, and Remediate and/or Contain Contamination**

4           Please see Mitigation Measure HAZ-1a under Impact HAZ-1 in the discussion of Alternative 4 in  
5           Chapter 24, *Hazards and Hazardous Materials*, of the Draft EIR/EIS.

6           **Mitigation Measure HAZ-1b: Perform Pre-Demolition Surveys for Structures to Be**  
7           **Demolished within the Construction Footprint, Characterize Hazardous Materials and**  
8           **Dispose of Them in Accordance with Applicable Regulations**

9           Please see Mitigation Measure HAZ-1b under Impact HAZ-1 in the discussion of Alternative 4 in  
10          Chapter 24, *Hazards and Hazardous Materials*, of the Draft EIR/EIS.

11          **Mitigation Measure UT-6a: Verify Locations of Utility Infrastructure**

12          Please see Mitigation Measure UT-6a under Impact UT-6 in the discussion of Alternative 1A in  
13          Chapter 20, *Public Services and Utilities*, of the Draft EIR/EIS.

14          **Mitigation Measure UT-6c: Relocate Utility Infrastructure in a Way That Avoids or**  
15          **Minimizes Any Effect on Worker and Public Health and Safety**

16          Please see Mitigation Measure UT-6c under Impact UT-6 in the discussion of Alternative 1A in  
17          Chapter 20, *Public Services and Utilities*, of the Draft EIR/EIS.

18          **Mitigation Measure TRANS-1a: Implement Site-Specific Construction Traffic Management**  
19          **Plan**

20          Please see Mitigation Measure TRANS-1a under Impact TRANS-1 in the discussion of Alternative  
21          1A in Chapter 19, *Transportation*, of the Draft EIR/EIS.

22          **Impact HAZ-2: Expose Sensitive Receptors Located within 0.25 Mile of a Construction Site to**  
23          **Hazardous Materials, Substances, or Waste during Construction of the Water Conveyance**  
24          **Facilities**

25          **NEPA Effects:** The potential under Alternative 4A to expose sensitive receptors, such as parks,  
26          schools, and hospitals within 0.25 mile to hazardous materials, hazardous substances or waste  
27          during construction would be identical to those impacts described under Alternative 4 and would  
28          not have an adverse effect on sensitive receptors because no parks or hospitals are located within  
29          0.25 mile of the construction zone and environmental commitments such as SWPPPs, SPCCPs and  
30          HMMPs would be implemented to minimize potential effects on Excelsior Middle School (described  
31          in Appendix 3B, *Environmental Commitments*, in Appendix A of this RDEIR/SDEIS).

32          **CEQA Conclusion:** The potential for exposure of sensitive receptors to hazardous substances or  
33          conditions under Alternative 4A would be identical to the impacts described for Alternative 4. There  
34          are no parks or hospitals located within 0.25 mile of the water conveyance facilities alignment.  
35          However, Excelsior Middle School is located within 0.25 mile of a proposed permanent 230-kV  
36          transmission line. Additionally, under this alternative, an operable barrier would be constructed at  
37          the head of Old River near the Mossdale Village area of Lathrop, adjacent to land designated for  
38          public use and which could include future schools or parks. If a school or park were built prior to the  
39          completion of construction of the operable barrier, sensitive receptors would be in close proximity

1 to Alternative 4A construction activities, creating the potential for an impact on those types of  
2 sensitive receptors. However, no school or park is currently proposed within 0.25 mile of the  
3 proposed operable barrier site.

4 Construction of the 230-kV transmission line would require the routine use of hazardous materials  
5 (e.g., fuels, solvents, oil and grease) because heavy machinery such as cranes, off-road work trucks,  
6 and dozers would be required. Consequently, there would be the risk of accidental spills and  
7 equipment leaks of these types of hazardous materials during construction of the transmission line.  
8 However, the quantities of hazardous materials likely to be used during construction activities are  
9 likely to be small. Were hazardous materials to be released inadvertently, spills or equipment leaks  
10 would be localized and minimal, and thus there would be no risk to anyone not in immediate  
11 proximity to these releases. Further, BMPs to minimize the potential for the accidental release of  
12 hazardous materials and to contain and remediate hazardous spills, as part of the SWPPPs, SPCCPs,  
13 and HMMPs, would be implemented (described in Appendix 3B, *Environmental Commitments*, in  
14 Appendix A of this RDEIR/SDEIS). Therefore, staff and students at Excelsior Middle School would  
15 not be at risk or adversely affected by exposure to hazardous materials, substances, or waste during  
16 construction of the water conveyance facilities. This impact would be less than significant because  
17 no sensitive receptors within 0.25 mile of a construction zone would be exposed to hazardous  
18 materials, substances, or waste. No mitigation is required.

19 **Impact HAZ-3: Potential to Conflict with a Known Hazardous Materials Site and, as a Result,**  
20 **Create a Significant Hazard to the Public or the Environment**

21 *NEPA Effects:* The potential for conflicts with, or exposure to known hazardous material sites during  
22 conveyance facility construction under Alternative 4A would be identical to those identified for  
23 Alternative 4 and would not have an adverse effect on the public or the environment because no  
24 sites are located within the construction footprint of the water conveyance facilities.

25 *CEQA Conclusion:* The potential for conflicts with or exposure to known hazardous material sites  
26 during conveyance facility construction under Alternative 4A would be identical to those identified  
27 for Alternative 4. Because there are no known sites of concern (SOCs) within the construction  
28 footprint of the water conveyance facility for Alternative 4 there would be no conflict with known  
29 hazardous materials sites during construction of the water conveyance facilities, and therefore, no  
30 related hazard to the public or the environment. Accordingly, there would be no impact. No  
31 mitigation is required. The potential for encountering unknown hazardous materials sites during  
32 the course of construction is discussed under Impact HAZ-1.

33 **Impact HAZ-4: Result in a Safety Hazard Associated with an Airport or Private Airstrip within**  
34 **2 Miles of the Water Conveyance Facilities Footprint for People Residing or Working in the**  
35 **Study Area during Construction of the Water Conveyance Facilities**

36 *NEPA Effects:* The potential for construction of conveyance facilities under Alternative 4A to result  
37 in a safety hazard associated with activities within 2 miles of an airport or private airstrip is  
38 identical to effects described for Alternative 4. This potential effect is not adverse because, as part of  
39 an environmental commitment pursuant to the State Aeronautics Act (described in the Section  
40 24.2.2.17 of Chapter 24, *Hazards and Hazardous Materials* in Appendix A of this RDEIR/SDEIS), DWR  
41 would coordinate with Caltrans' Division of Aeronautics to eliminate any potential conflicts prior to  
42 initiating construction and comply with its recommendations based on its investigations and  
43 compliance with the recommendations of the OE/AAA (for Byron and Franklin Field Airports).

1 **CEQA Conclusion:** The potential for construction of conveyance facilities under Alternative 4A to  
2 result in a safety hazard associated with activities within 2 miles of an airport or private airstrip is  
3 identical to impacts described for Alternative 4. The use of helicopters for stringing the proposed  
4 230-kV transmission lines and relocating the existing 230-kV and 500-kV transmission lines, and of  
5 high-profile construction equipment (200 feet or taller), such as cranes, for installation of pipelines,  
6 and potentially pile drivers, such as would be used during the construction of the intakes, have the  
7 potential to result in safety hazards to aircraft during takeoff and landing if the equipment is  
8 operated too close to runways. Three private airports (Borges-Clarksburg Airport, Spezia Airport,  
9 and Flying B Ranch Airport) and two public airports (Byron Airport and Franklin Field Airport) are  
10 located within 2 miles of the construction footprint of several features of the water conveyance  
11 facilities for Alternative 4, including temporary and permanent transmission lines. Relocation of the  
12 existing 230-kV and 500-kV transmission lines is not expected to result in an air safety hazard  
13 because the nearest airport to the new location is greater than 3 miles away.

14 As described in Appendix 3B, *Environmental Commitments*, in Appendix A of this RDEIR/SDEIS, as  
15 part of an environmental commitment pursuant to the State Aeronautics Act (described in Section  
16 24.2.2.17 in Chapter 24, *Hazards and Hazardous Materials* in Appendix A of this RDEIR/SDEIS), DWR  
17 would coordinate with Caltrans' Division of Aeronautics prior to initiating construction and comply  
18 with its recommendations based on its investigations and compliance with the recommendations of  
19 the OE/AAA (for Byron and Franklin Field Airports). These recommendations, which could include  
20 limitations necessary to minimize potential problems such as the use of temporary construction  
21 equipment, supplemental notice requirements, and marking and lighting high-profile structures,  
22 would reduce potential impacts on air safety. This impact would be less than significant because  
23 recommendations to avoid conflicts with existing airports located near construction areas would be  
24 implemented by DWR prior to construction as required by Caltrans. No mitigation is required.

25 **Impact HAZ-5: Expose People or Structures to a Substantial Risk of Property Loss, Personal**  
26 **Injury or Death Involving Wildland Fires, Including Where Wildlands Are adjacent to**  
27 **Urbanized Areas or Where Residences Are Intermixed with Wildlands, as a Result of**  
28 **Construction, and Operation and Maintenance of the Water Conveyance Facilities**

29 **NEPA Effects:** The potential for construction of conveyance facilities under Alternative 4A to result  
30 in exposure of people or structures to risks associated with wildfire would be identical to the  
31 impacts described for Alternative 4. This potential effect is not adverse because no portion of  
32 Alternative 4A is located in or near an area designated as a High or Very High Fire Hazard Severity  
33 Zone and measures to prevent and control wildland fires would be implemented by DWR during  
34 construction, operation, and maintenance of the water conveyance facilities in full compliance with  
35 Cal-OSHA standards for fire safety and prevention.

36 **CEQA Conclusion:** The potential for construction of conveyance facilities under Alternative 4A to  
37 result in exposure of people or structures to risks associated with wildfire would be identical to the  
38 impacts described for Alternative 4. People or structures would not be subject to a significant risk of  
39 loss, injury, or death involving wildland fires during construction or operation and maintenance of  
40 the water conveyance facilities because the alternative would comply with Cal-OSHA fire prevention  
41 and safety standards; DWR would implement standard fire safety and prevention measures as part  
42 of an FPCP (described in Appendix 3B, *Environmental Commitments*, in Appendix A of this  
43 RDEIR/SDEIS); and because the water conveyance facilities would not be located in a High or Very  
44 High Fire Hazard Severity Zone. This impact would be less than significant because conditions do  
45 not exist near construction areas that would result in exposure of people or structures to significant

1 risk of exposure to wildfire and DWR would implement standard fire safety and prevention  
2 measures. No mitigation is required.

3 **Impact HAZ-6: Create a Substantial Hazard to the Public or the Environment through the**  
4 **Release of Hazardous Materials or by Other Means during Operation and Maintenance of the**  
5 **Water Conveyance Facilities**

6 **NEPA Effects:** The potential for operation and maintenance of the water conveyance facilities  
7 (excluding water supply operations) under Alternative 4A to result in a substantial hazard to the  
8 public or environment would be the same as described for Alternative 4. During routine operation  
9 and maintenance of the water conveyance facilities the potential would exist for the accidental  
10 release of hazardous materials and other potentially hazardous releases (e.g., contaminated solids  
11 and sediment), and for interference with air safety should high-profile equipment be required for  
12 maintenance of the proposed transmission lines near an airport. Accidental hazardous materials  
13 releases, such as chemicals directly associated with routine maintenance (e.g., fuels, solvents, paints,  
14 oils), are likely to be small, localized, temporary and periodic; therefore, they are unlikely to result in  
15 adverse effects on workers, the public, or the environment. Further, BMPs and measures  
16 implemented as part of SWPPPs, SPCCPs, SAPs and HMMPs would be developed and implemented as  
17 part of the project, as described under Impact HAZ-1, and in detail in Appendix 3B, *Environmental*  
18 *Commitments*, in Appendix A of this RDEIR/SDEIS, which would reduce the potential for accidental  
19 spills to occur and would result in containment and remediation of spills should they occur.  
20 Approximately 10,800 cubic yards of dry sediment/solids would be produced annually as a result of  
21 maintenance of sedimentation basins and solids lagoons with three intakes operating. Potentially  
22 contaminated solids could pose a hazard to the environment if improper disposal occurred. This  
23 effect would be considered adverse because of the large volume of sediment/solids that would be  
24 handled and the potential for improper disposal. However, Mitigation Measure HAZ-6 would be  
25 available to reduce these effects. Under Mitigation Measure HAZ-6 solids from the solids lagoons  
26 would be sampled and characterized to evaluate disposal options, and disposed of accordingly at an  
27 appropriate, licensed facility.

28 **CEQA Conclusion:** The potential for operation and maintenance of conveyance facilities under  
29 Alternative 4A to result in a substantial hazard to the public or environment would be identical to  
30 the effects described for Alternative 4. The accidental release of hazardous materials (including  
31 contaminated solids and sediment) to the environment during operation and maintenance of the  
32 water conveyance facilities and the potential interference with air safety through the use of high-  
33 profile equipment for maintenance of proposed transmission lines could result in significant impacts  
34 on the public and environment because of the large scale of construction and the potential for  
35 accidental release of hazardous materials during construction. However, implementation of the  
36 BMPs and other activities required by SWPPPs, HMMPs, SAPs, SPCCPs, as well as adherence to all  
37 applicable FAA regulations (14 CFR Part 77) and, as part of an environmental commitment pursuant  
38 to the State Aeronautics Act (described in the *Regulatory Setting* section of Chapter 24, *Hazards and*  
39 *Hazardous Materials in Appendix A of this RDEIR/SDEIS*), coordination/compliance with Caltrans'  
40 Division of Aeronautics when performing work with high-profile equipment within 2 miles of an  
41 airport would ensure that impacts are reduced to a less-than-significant level. Contaminated solids  
42 could pose a hazard to the environment if improperly disposed of, and would be considered a  
43 significant impact because of the large volume of sediment/solids that would be handled and the  
44 potential for improper disposal. However, implementation of Mitigation Measure HAZ-6 would

1 reduce this impact to a less-than-significant level by requiring sampling and characterizing solids  
2 from the solids lagoons to evaluate options to dispose of material at an appropriate, licensed facility.

3 **Mitigation Measure HAZ-6: Test Dewatered Solids from Solids Lagoons Prior to Reuse**  
4 **and/or Disposal**

5 Please see Mitigation Measure HAZ-6 under Impact HAZ-6 in the discussion of Alternative 4 in  
6 Chapter 24, *Hazards and Hazardous Materials*, of the Draft EIR/EIS.

7 **Impact HAZ-7: Create a Substantial Hazard to the Public or the Environment through the**  
8 **Release of Hazardous Materials or by Other Means as a Result of Implementing**  
9 **Environmental Commitments 3, 4, 6-12, 15 and 16**

10 Effects of Alternative 4A related to the potential for release of hazardous materials from  
11 implementing these environmental commitments would be similar to those described for  
12 Alternative 4. However, as described under Section 4.1, *Introduction*, of this RDEIR/SDEIS, under  
13 Alternative 4A the project would restore up to 15,548 acres of habitat under Environmental  
14 Commitments 3, 4, 6-11 as compared with 83,800 acres under Alternative 4. Similarly,  
15 Environmental Commitment 16 would be implemented only at limited locations. Conservation  
16 Measures 2, 5, 13, 14, and 17-21 would not be implemented as part of this alternative. Therefore,  
17 the magnitude of effects under Alternative 4A would likely be smaller than those associated with  
18 Alternative 4.

19 **NEPA Effects:** Implementation of portions of Environmental Commitments 3, 4, 6-10, and 11, 12, 15  
20 and 16 at limited locations could result in multiple potentially hazardous effects related to the  
21 release of or exposure to hazardous materials or other hazards including increased production,  
22 mobilization, and bioavailability of methylmercury; release of existing contaminants (e.g., pesticides  
23 in agricultural land); air safety hazards; and wildfires. These effects are considered adverse because  
24 of the potential for substantial hazards to occur while constructing restoration actions. However,  
25 implementation of Mitigation Measures HAZ-1a, HAZ-1b, UT-6a, UT-6c, and TRANS-1a and the  
26 environmental commitments including implementation of SWPPPs, HMMPs, SPCCPs, SAPs, and fire  
27 prevention and fire control BMPs as part of an FPCP (described in Appendix 3B, *Environmental*  
28 *Commitments*, in Appendix A of this RDEIR/SDEIS) are available to reduce/minimize these potential  
29 effects.

30 **CEQA Conclusion:** The potential for impacts related to the release and exposure of workers and the  
31 public to hazardous substances or conditions during construction, operation, and maintenance of  
32 Environmental Commitments 3, 4, and 6-11 and Environmental Commitment 16, is considered  
33 significant because implementation of these environmental commitments would involve extensive  
34 use of heavy equipment during construction and transporting hazardous chemicals during  
35 operations and maintenance (e.g., herbicides for nonnative vegetation control). These chemicals  
36 could be inadvertently released, exposing construction workers or the public to hazards.  
37 Construction of restoration projects on or near existing agricultural and industrial land and/or SOCs  
38 may also result in a conflict with or exposure to known hazardous materials, and the use of high-  
39 profile equipment (i.e., 200 feet or higher) in close proximity to airport runways could result in  
40 safety hazards to air traffic. However in addition to implementation of SWPPPs, HMMPs, SPCCPs,  
41 SAPs, and fire prevention and fire control BMPs as part of an FPCP (described in Appendix 3B,  
42 *Environmental Commitments*, in Appendix A of this RDEIR/SDEIS), Mitigation Measures HAZ-1a,  
43 HAZ-1b, UT-6a, UT-6c, and TRANS-1a would be implemented to ensure no substantial hazards to the

1 public or the environment would occur from implementation of these environmental commitments  
2 and that impacts would be reduced to a less-than-significant level.

3 **Mitigation Measure HAZ-1a: Perform Preconstruction Surveys, Including Soil and**  
4 **Groundwater Testing, at Known or Suspected Contaminated Areas within the**  
5 **Construction Footprint, and Remediate and/or Contain Contamination**

6 Please refer to Mitigation Measure HAZ-1a under Impact HAZ-1 in the discussion of Alternative  
7 4 in Chapter 24, *Hazards and Hazardous Materials*, of the Draft EIR/EIS. Implementation of this  
8 mitigation measure will result in the avoidance, successful remediation or containment of all  
9 known or suspected contaminated areas, as applicable, within the construction footprint, which  
10 would prevent the release of hazardous materials from these areas into the environment.

11 **Mitigation Measure HAZ-1b: Perform Pre-Demolition Surveys for Structures to Be**  
12 **Demolished within the Construction Footprint, Characterize Hazardous Materials and**  
13 **Dispose of Them in Accordance with Applicable Regulations**

14 Please refer to Mitigation Measure HAZ-1b under Impact HAZ-1 in the discussion of Alternative  
15 4 in Chapter 24, *Hazards and Hazardous Materials*, of the Draft EIR/EIS. Implementation of this  
16 measure will ensure that hazardous materials present in or associated with structures being  
17 demolished will not be released into the environment.

18 **Mitigation Measure UT-6a: Verify Locations of Utility Infrastructure**

19 Please see Mitigation Measure UT-6a under Impact UT-6 in the discussion of Alternative 4 in  
20 Chapter 20, *Public Services and Utilities*, of the Draft EIR/EIS.

21 **Mitigation Measure UT-6c: Relocate Utility Infrastructure in a Way That Avoids or**  
22 **Minimizes Any Effect on Worker and Public Health and Safety**

23 Please see Mitigation Measure UT-6c under Impact UT-6 in the discussion of Alternative 4 in  
24 Chapter 20, *Public Services and Utilities*, of the Draft EIR/EIS.

25 **Mitigation Measure TRANS-1a: Implement Site-Specific Construction Traffic Management**  
26 **Plan**

27 Please see Mitigation Measure TRANS-1a under Impact TRANS-1 in the discussion of Alternative  
28 4 in Chapter 19, *Transportation*, of the Draft EIR/EIS.

29 **Impact HAZ-8: Increased Risk of Bird–Aircraft Strikes during Implementation of**  
30 **Environmental Commitments that Create or Improve Wildlife Habitat**

31 Effects of Alternative 4A related to the potential for increased risk of aircraft bird strikes from  
32 implementing restoration actions that improve wildlife habitat would be similar to those described  
33 for Alternative 4. However, as described under Section 4.1, *Introduction*, of this RDEIR/SDEIS,  
34 Alternative 4A would restore up to 15,548 acres of habitat under Environmental Commitments 3, 4,  
35 and 6–11 as compared with 83,800 acres with Conservation Measures 3–11 under Alternative 4.  
36 Therefore, the magnitude of effects under Alternative 4A would likely be smaller than those  
37 associated with Alternative 4.

1 **NEPA Effects:** Implementation of Environmental Commitments 3, 4, and 6–11 under Alternative 4A  
2 could result in an increase of aircraft bird strikes in the vicinity of restoration areas that attract  
3 waterfowl and other birds in proximity to local airports. This effect is considered adverse because of  
4 the potential to affect aircraft safety in the vicinity of restoration projects. Mitigation Measure HAZ-8  
5 is available to reduce this effect.

6 **CEQA Conclusion:** Implementation of Environmental Commitments 3, 4, and 6–11, because they  
7 would create or improve wildlife habitat, could potentially attract waterfowl and other birds to  
8 areas in proximity to existing airport flight zones, and thereby potentially result in an increase in  
9 bird-aircraft strikes. The potential for this impact is considered significant because of the increased  
10 wildlife restoration projects that could occur in the vicinity of Travis Air Force Base; Rio Vista  
11 Municipal Airport; Funny Farm Airport; Sacramento International Airport; and Byron Airport.  
12 Mitigation Measure HAZ-8 could reduce the severity of this impact by minimizing bird strike  
13 hazards, but this impact would not be reduced to a less-than-significant level because of the  
14 inherent uncertainty related to bird strike risks for these future projects. Therefore this impact is  
15 significant and unavoidable.

16 **Mitigation Measure HAZ-8: Consult with Individual Airports and USFWS, and Relevant**  
17 **Regulatory Agencies**

18 Please see Mitigation Measure HAZ-8 under Impact HAZ-8 in the discussion of Alternative 4 in  
19 Chapter 24, *Hazards and Hazardous Materials*, of the Draft EIR/EIS.