

1 **3.9 HAZARDS AND HAZARDOUS MATERIALS**

HAZARDS AND HAZARDOUS MATERIALS - Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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 for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2 **3.9.1 Environmental Setting**

3 In the nearshore area, the Project would involve removing Cable A (or B) and C1 from
 4 the conduit and the tunnel that convey the cable through the surf area. After each cable
 5 is cut onshore and prepared for removal, the cables could be removed by either of two
 6 different approaches. In one case, the CIV would pull the cut portion of the cable
 7 through the tunnel and the conduit. This would be done using the reeling/winch
 8 equipment onboard the vessel with a control winch at the splice point in the lower
 9 LFCPF area. In the second case, the cable would be cut outside the conduit terminus
 10 and a winch at the splice point in the lower LFCPF area would pull the cut portion of the
 11 cable through the conduit and tunnel. A control line would be attached to the CIV.

1 Cables A (or B) and C1 cross the POPCO gas pipeline within the State waters
2 approximately 1,600 to 1,800 feet (488 to 549 m) offshore of the cable conduit terminus.
3 A recent shallow water survey performed in May 2012 (Padre Associates Inc. 2012)
4 showed the POPCO gas line to be buried by several feet of sediment in the area of
5 Cable C1 and relatively clear in the area of Cable A (or B). An articulated concrete mat,
6 laid at the time of original installation, covers each cable to keep it in place. Removal of
7 the concrete blocks above the gas pipeline would be done with the help of divers and/or
8 a ROV. Divers would cut out concrete blocks along the length of the mat to free each
9 cable. The remaining portions of the mat would remain in place.

10 Cable A2 (or B2) and F2 would then be installed through the same conduits and placed
11 in the same location in the tunnel where the out-of-service Cable A (or B) and C1 are
12 currently situated. Cable A2 (or B2) and F2 would be installed within the proposed
13 corridors in the OCS, in the State waters the replacement cables would essentially take
14 the place of the existing cables.

15 The CIV that would be involved in the cable retrieval and installation would maintain at
16 least 200 to 500 feet (61 to 152 m) distance from the sides of each Project platform,
17 which is well within the vessel's capability to safe maneuver in the vicinity of the
18 structures without a collision in any foreseeable weather conditions. (Under 33 CFR
19 147, 500 m is the radius of Platforms Heritage and Harmony safety zone for the vessels
20 over 100 feet (30 m) long that do not service the facilities.)

21 The proposed cables would be installed from a CIV equipped with a dynamic positioning
22 system that is specifically designed for installations of cables in deep waters. The CIV is
23 anticipated to be approximately 325 to 425 feet (100 to 130 m) long, with the capability
24 to store all of the replacement cables. The vessel will have storage space to handle the
25 retrieved cable, but may be required to return to port to unload cable during installation.

26 The vessel will be powered by diesel generator sets that are designed to maintain
27 vessel position under adverse weather conditions. The vessel fuel capacity may be
28 limited and could require refueling at a local port during installation.

29 The CIV will be equipped with sophisticated computer-controlled dynamic positioning
30 systems that are capable to maintain the vessel's position over the cable in various sea
31 conditions without use of anchors or tug boats. The same CIV would be used in the
32 retrieval of the out-of-service cable portions.

33 **3.9.2 Regulatory Setting**

34 3.9.2.1 Federal and State

35 Federal and State laws and regulations pertaining to this issue area and relevant to the
36 Project are identified in Table 3.9-1.

Table 3.9-1. Laws, Regulations, and Policies (Hazards and Hazardous Materials)

U.S.	Clean Water Act (CWA) (33 USC 1251 et seq.)	The CWA is comprehensive legislation (it generally includes reference to the Federal Water Pollution Control Act of 1972, its supplementation by the CWA of 1977, and amendments in 1981, 1987, and 1993) that seeks to protect the nation's water from pollution by setting water quality standards for surface water and by limiting the discharge of effluents into waters of the U.S. (<i>see below and in Section 3.10, Hydrology and Water Resources</i>).
U.S.	California Toxics Rule (40 CFR 131)	In 2000, the USEPA promulgated numeric water quality criteria for priority toxic pollutants and other water quality standards provisions to be applied to waters in the State of California. USEPA promulgated this rule based on the Administrator's determination that the numeric criteria are necessary in the State of California to protect human health and the environment. Under CWA section 303(c)(2)(B), the USEPA requires states to adopt numeric water quality criteria for priority toxic pollutants for which the USEPA has issued criteria guidance, and the presence or discharge of which could reasonably be expected to interfere with maintaining designated uses. These federal criteria are legally applicable in California for inland surface waters, enclosed bays, and estuaries.
U.S.	Hazardous Materials Transportation Act (HMTA) (49 USC 5901)	The HMTA delegates authority to the DOT to develop and implement regulations pertaining to the transport of hazardous materials and hazardous wastes by all modes of transportation. Additionally, the USEPA's Hazardous Waste Manifest System is a set of forms, reports, and procedures for tracking hazardous waste from a generator's site to the disposal site. Applicable federal regulations are contained primarily in CFR Titles 40 and 49.
U.S.	National Oil and Hazardous Substances Pollution Contingency Plan (40 CFR 300)	Authorized under the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA), 42 USC 9605, as amended by the Superfund Amendments and Reauthorization Act of 1986 (SARA), Pub. L. 99 through 499; and by CWA section 311(d), as amended by the Oil Pollution Act of 1990 (OPA), Pub. L. 101 through 380. The contingency plan outlines requirements for responding to both oil spills and releases of hazardous substances. It specifies compliance, but does not require the preparation of a written plan. It also provides a comprehensive system for reporting, spill containment, and cleanup. The United States Coast Guard (USCG) and USEPA co-chair the National Response Team. In accordance with 40 CFR 300.175, the USCG has responsibility for oversight of regional response for oil spills in "coastal zones," as described in 40 CFR 300.120.
U.S.	Oil Pollution Act (OPA) (33 USC 2712)	The OPA requires owners and operators of facilities that could cause substantial harm to the environment to prepare and submit plans for responding to worst-case discharges of oil and hazardous substances. The passage of the OPA motivated California to pass a more stringent spill response and recovery regulation and the creation of the Office of Spill Prevention and Response (OSPR) to review and regulate oil spill plans and contracts.
U.S.	Resource Conservation and Recovery Act (RCRA) (42 USC 6901 et seq.)	The RCRA authorizes the USEPA to control hazardous waste from "cradle-to-grave," which encompasses its generation, transportation, treatment, storage, and disposal. RCRA's Federal Hazardous and Solid Waste Amendments from 1984 include waste minimization and phasing out land disposal of hazardous waste as well as corrective action for releases. The Department of Toxic Substances Control is the lead State agency for corrective action associated with RCRA facility investigations and remediation.
U.S.	Toxic Substances Control Act (15 USC 2601-2692)	This act authorizes the USEPA to require reporting, record-keeping, testing requirements, and restrictions related to chemical substances and/or mixtures. It also addresses production, importation, use, and disposal of specific chemicals, such as polychlorinated biphenyls (PCBs), asbestos-containing materials, lead-based paint, and petroleum.

<p>U.S.</p>	<p>Other</p>	<ul style="list-style-type: none"> • Act of 1980 to Prevent Pollution from Ships requires ships in U.S. waters, and U.S. ships wherever located, to comply with International Convention for the Prevention of Pollution from Ships (MARPOL). • Convention on the International Regulations for Preventing Collisions at Sea (COLREGS). These regulations establish “rules of the road” such as rights-of-way, safe speed, actions to avoid collision, and procedures to observe in narrow channels and restricted visibility. • Inspection and Regulation of Vessels (46 USC Subtitle II Part B). Federal regulations for marine vessel shipping are codified in 46 CFR parts 1 through 599 and are implemented by the USCG, Maritime Administration, and Federal Maritime Commission. These regulations provide that all vessels operating offshore, including those under foreign registration, are subject to requirements applicable to vessel construction, condition, and operation. All vessels (including motorboats) operating in commercial service (e.g., passengers for hire, transport of cargoes, hazardous materials, and bulk solids) on specified routes (inland, near coastal, and oceans) are subject to requirements applicable to vessel construction, condition, and operation. These regulations also allow for inspections to verify that vessels comply with applicable international conventions and U.S. laws and regulations. • Navigation and Navigable Waters regulations (33 CFR) include requirements pertaining to prevention and control of releases of materials (including oil spills) from vessels, traffic control, and restricted areas, and general ports and waterways safety.
<p>CA</p>	<p>Coastal Act Chapter 3 policies (see also Table 1-3)</p>	<p>Section 30232 states: Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.</p>
<p>CA</p>	<p>Lempert-Keene-Seastrand Oil Spill Prevention and Response Act (Gov. Code § 8574.1 et seq.; Pub. Resources Code § 8750 et seq.)</p>	<p>This Act and its implementing regulations seek to protect State waters from oil pollution and to plan for the effective and immediate response, removal, abatement, and cleanup in the event of an oil spill. The Act requires vessel and marine facilities to have marine oil spill contingency plans and to demonstrate financial responsibility, and requires immediate cleanup of spills, following the approved contingency plans, and fully mitigating impacts on wildlife. The Act assigns primary authority to the Office of Spill Prevention and Response (OSPR) division within the CDFW to direct prevention, removal, abatement, response, containment, and cleanup efforts with regard to all aspects of any oil spill in the marine waters of the State. The CSLC assists OSPR with spill investigations and response.</p>
<p>CA</p>	<p>Other</p>	<ul style="list-style-type: none"> • California Clean Coast Act (SB 771) establishes limitations for shipboard incinerators, and the discharge of hazardous material—including oily bilgewater, graywater, and sewage—into State waters or a marine sanctuary. It also provides direction for submitting information on visiting vessels to the CSLC and reporting of discharges to the State water quality agencies. • California Harbors and Navigation Code specifies a State policy to “promote safety for persons and property in and connected with the use and equipment of vessels,” and includes laws concerning marine navigation that are implemented by local city and county governments. This Code also regulates discharges from vessels within territorial waters of the State of California to prevent adverse impacts on the marine environment. This Code regulates oil discharges and imposes civil penalties and liability for cleanup costs when oil is intentionally or negligently discharged to the State waters. • California Seismic Hazards Mapping Act (Pub. Resources Code, § 2690) and

		<p>Seismic Hazards Mapping Regulations (Cal. Code Regs., tit. 14, Div. 2, Ch. 8, Art. 10) (See Section 3.7, Geology and Soils).</p> <ul style="list-style-type: none"> • Hazardous Waste Control Act (Cal. Code Regs., tit. 26) defines requirements for proper management of hazardous materials. • Porter-Cologne Water Quality Control Act (Cal. Water Code, § 13000 et seq.) (See Section 3.10, Hydrology and Water Quality).
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1 3.9.2.2 Local

2 The SBC, through its Energy Division has established several programs and plans
3 which regulate oil and gas operations. These include, the System Safety and Reliability
4 Review Committee (SSRRC) established in 1986. The SSRRC reviews and evaluates
5 the design of proposed facilities within the jurisdiction of the SBC. In addition, the SBC
6 has adopted the Comprehensive Plan Hazardous Waste Element (SBC 2009) and
7 Safety Element Supplement on Hazardous Materials (2000) which include information
8 and guidelines regarding hazardous materials.

9 **3.9.3 Impact Analysis**

10 ***a) Create a significant hazard to the public or the environment through the routine***
11 ***transport, use, or disposal of hazardous materials?***

12 ***b) Create a significant hazard to the public or the environment through***
13 ***reasonably foreseeable upset and accident conditions involving the release of***
14 ***hazardous materials into the environment?***

15 **a) and b). Less than Significant with Mitigation.** During construction, offshore
16 vessels and onshore equipment would be used that contain hazardous materials.
17 Potential impacts to the surrounding environment(s) could result if an unanticipated
18 release of these materials would occur. Potential upset events that could occur during
19 Project implementation and result in an oil spill include the following scenarios:

- 20 • Incidental spills of lubricating oils, hydraulic fluids, and waste oils.
- 21 • Incidental fuel oil spills.
- 22 • Support vessel anchoring accidents.
- 23 • Accidental release of the Cable during lifting operations.
- 24 • Collision of the CIV or supply/work vessel with a platform.
- 25 • Accident during removal and installation of the cable in the onshore tunnel.

26 **Incidental Spills from Construction Equipment or Vessels.** The supply and crew
27 vessels and CIV would all use petroleum hydrocarbons. Transfer of these materials to
28 or from the CIV or spillage of these materials on any vessel could result in their release
29 to the marine environment. However, implementation of Project-incorporated mitigation
30 measures would reduce the potential for incidental spills to the extent feasible. Project
31 vessels would refuel at Port Hueneme or another local port. There would be no boat-to-
32 boat fuel transfers. **MMs HAZ-1: Use and Storage of Lubricating Oils, Hydraulic**

1 **Fluids, and Waste Oils, HAZ-2: Loading of Project Materials, and HAZ-3: Fueling**
2 **Plan**, would reduce impacts to less than significant.

3 **MM HAZ-1: Use and Storage of Lubricating Oils, Hydraulic Fluids, and Waste**
4 **Oils.** ExxonMobil shall ensure that all installation contractors maintain good
5 housekeeping practices to avoid washing of lubricants or other hydrocarbon from
6 deck into the ocean or dropping of debris overboard. All lubricating oils, hydraulic
7 fluids, waste oils and related materials shall be stored in contained areas.

8 **MM HAZ-2: Loading of Project Materials.** ExxonMobil shall ensure that all
9 materials related to cable retrieval and installation operations are loaded on the
10 cable installation vessel at applicable port locations and transfer of materials at
11 sea shall be avoided to the extent feasible. No crane lifts or transfers of materials
12 and equipment shall be made over operating pipelines and power cables.

13 **MM HAZ-3: Fueling Plan.** To reduce incidental fueling spills, ExxonMobil shall
14 refuel all equipment and vessels involved in the Project at existing onshore
15 fueling facilities (e.g., ports/piers). There shall be no boat-to-boat fuel transfers,
16 with the exception of skiffs on the dedicated Project cable installation vessel
17 (CIV), which are only fueled when on the CIV.

18 **Accidental Release from Pipelines due to Anchoring or Cable Drop.** Some Project
19 activities would require the use of anchors, some of which would be as large as 10,000
20 pounds (4,500 kilogram [kg]). While anchors would only be placed in pre-surveyed
21 locations, a safe distance from the existing cable and pipeline facilities, (pursuant to
22 CSLC requirements, all anchors must be set a minimum of 250 feet [75 m] from active
23 pipelines and power cables in State waters), the potential exists for inadvertent anchor
24 placement and damage to the existing cables and pipelines. An inadvertent cable
25 release during retrieval would most likely occur if the cable has been cut and is
26 suspended from the vessel while being raised or lowered. This could occur during cable
27 removal at the OCS break where the existing out-of-service cable would be cut on the
28 sea floor by the ROV and raised to the CIV. It could also occur at Platform Harmony or
29 Heritage during cable installation and at the near-shore location near the conduit
30 entrance.

31 The following MMs have been incorporated in order to reduce the potential for anchor or
32 cable release during offshore operations.

33 **MM HAZ-4: Anchor Setback.** ExxonMobil shall set all anchors a minimum of 250
34 feet (76 meters) from active pipelines and power cables.
35

1 **MM HAZ-5: Critical Operations and Curtailment Plan (COCP).** ExxonMobil shall
2 prepare a COCP for offshore cable installation and retrieval operations that
3 describe weather and sea conditions that would require curtailment of operations
4 to reduce the risks of habitat disturbance of hazardous materials contamination.
5 The plan shall be submitted to Bureau of Safety and Environmental Enforcement
6 and California State Lands Commission staffs 60 days prior to commencement of
7 the cable installation and retrieval operations.

8 **MM HAZ-6: Cable Release Prevention Plan.** ExxonMobil shall prepare and submit
9 a Cable Release Prevention Plan that details the specific measures to be taken
10 at all locations where a cable is suspended and could fail and fall to the ocean
11 floor and disturb marine habitats. The plan shall detail design measures,
12 engineering measures, safety measures, and redundancy in safety equipment to
13 reduce the risk of the cable falling to the ocean floor. The plan shall be submitted
14 to Bureau of Safety and Environmental Enforcement and California State Lands
15 Commission staffs 60 days prior to commencement of the cable installation and
16 retrieval operations.

17 Implementation of **MM MBIO-1a: Pre-Construction Marine Biological Survey** and
18 **MM MBIO-1b: Anchoring Plan** will further minimize impacts associated with accidental
19 releases.

20 However, if anchor or cable release damage to an oil pipeline has occurred and the
21 impact is great enough to produce a leak in the pipeline, the fate of the released crude
22 oil can be estimated using both the NOAA GNOME model and the BOEM/BSEE
23 (formerly MMS) OSRA models. Emergency response operations would rely on the local
24 ExxonMobil and regional Clean Seas capabilities. Implementation of **MM HAZ-7: Oil
25 Spill Response Plan (OSRP)** and **MM HAZ-8: Oil Spill Response Plan (OSRP)**
26 **Training** would reduce the risk to insignificant levels.

27 **MM HAZ-7: Oil Spill Response Plan (OSRP).** ExxonMobil shall prepare a Project-
28 specific OSRP that clearly identifies responsibilities of onshore and offshore
29 contractors and ExxonMobil personnel. The OSRP shall list and identify the
30 location of oil spill response equipment (including booms) and response times for
31 deployment. Petroleum-fueled equipment on the main deck of all vessels shall
32 have drip pans or other means of collecting dripped petroleum, which shall be
33 collected and treated with onboard equipment. Response drills shall be in
34 accordance with Federal and State requirements. Contracts with off-site spill
35 response companies shall be in-place and shall provide additional containment
36 and clean-up resources as needed. The OSRP shall be submitted to Bureau of
37 Safety and Environmental Enforcement, California State Lands Commission, and
38 Santa Barbara County staffs 60 days prior to commencement.

1 **MM HAZ-8: Oil Spill Response Plan (OSRP) Training.** ExxonMobil shall provide
2 offshore and onshore OSRP training to primary contractors and sub-contractors
3 to ensure clear understanding of responsibilities and prompt oil spill response
4 procedures. ExxonMobil shall provide records documenting boom deployment
5 training has been completed within the last year for both platform and Clean
6 Seas personnel. ExxonMobil shall notify the Bureau of Safety and Environmental
7 Enforcement (BSEE) at least 72 hours before the drill so BSEE can witness
8 boom deployment operations.

9 **Vessel Collision with a Platform.** A CIV or a support vessel could collide with a
10 Project platform due to human error or if the propulsion systems of the vessels failed.
11 Such an event could result in an oil spill. However, it has been estimated by ExxonMobil
12 that the CIV would remain at least 200 to 500 feet (61 to 152 m) from the Project
13 platforms during the cable retrieval and installation operations. Both types of vessels
14 would have state-of-the-art navigation and DGPS systems. The vessels would also
15 have back-up propulsion systems that can be used if the primary power supply system
16 fails. This would minimize the potential for a vessel/platform collision. The probability
17 that this upset event would occur is estimated to be rare, and therefore, considered less
18 than significant. As such, no mitigation measures are proposed for this upset scenario.

19 **Onshore Cable Removal/Installation.** Removal and installation of cables in the
20 conduit tunnel could damage existing cables or pipelines in the tunnel; however, it
21 would be highly unlikely for the reasons described below. The cable removal and
22 installation operations would be conducted by winching the cables through the tunnel on
23 a specially designed tray equipped with rollers for easy movement. The three cables
24 located in the tunnel are located on a tray above the emulsion pipeline. A treated water
25 pipeline is also located in the tunnel. The POPCO gas pipeline is separated by a
26 walkway and a handrail from the other pipelines and cables. This arrangement provides
27 for protective spacing between the cables and the pipelines. Therefore, abrasion of the
28 cable against existing pipelines is not possible. In addition, the tension and alignment of
29 the cable during retrieval and installation would be continuously monitored through the
30 tunnel and controlled on both ends. Consequently, it would be very unlikely that a
31 pipeline or cable could be damaged by abrasion during cable removal and installation
32 operations. **MMs HAZ-7 and HAZ-8** (see above), **HAZ-9: Safety Plan for Tunnel**
33 **Cable Installation and Removal Operations, HAZ-10: Execution Plan, and HAZ-11:**
34 **Cable Pulling Operations** will mitigate impacts to less than significant.

35 **MM HAZ-9: Safety Plan for Tunnel Cable Installation and Removal Operations.**
36 ExxonMobil shall prepare a Safety Plan for Tunnel Cable Installation and
37 Removal Operations that describes procedures that will followed and safety
38 measures that will be taken to ensure damage to other cables and pipelines does
39 not occur. The plan shall include the method proposed to enable continuous
40 monitoring of cable pull activities in the tunnel. The procedures shall identify

1 activities during which Santa Ynez Unit operations will be shutdown. The plan
2 shall include a hazards study evaluation of cable installation and removal
3 operations in the tunnel using an appropriate method (e.g., "What-If" or
4 "Checklist"). The study shall identify potential failure modes, protection devices or
5 systems, safety procedures and redundant safety equipment or measures (levels
6 of protection). Procedures and the plan shall be submitted to the Santa Barbara
7 County System Safety Reliability Review Committee 60 days prior to
8 commencement of the cable installation and retrieval operations for review and
9 comment.

10 **MM HAZ-10: Execution Plan.** ExxonMobil shall prepare an Execution Plan
11 describing cable removal and installation procedures in the onshore tunnel. The
12 plan shall describe measures that will be taken to minimizing the tension/stress
13 that will be placed on cables during cable pulling operations. The plan shall be
14 submitted to California State Lands Commission staff and the Santa Barbara
15 County System Safety Reliability Review Committee 60 days prior to
16 commencement of cable removal and installation operations.

17 **MM HAZ-11: Cable Pulling Operations.** ExxonMobil shall de-energize the cables
18 and shutdown the oil and gas pipelines in the tunnel during cable pulling
19 operations in the tunnel, unless ExxonMobil can clearly demonstrate to Santa
20 Barbara County and California State Lands Commission staffs that cable pulling
21 operations can be performed safely while the cables and pipelines in the tunnel
22 are operating.

23 ***c) Emit hazardous emissions or handle hazardous or acutely hazardous***
24 ***materials, substances, or waste within one-quarter mile of an existing or***
25 ***proposed school?***

26 **No Impact.** There are no existing or proposed schools within 0.25 mile (0.4 km) of the
27 Project. In addition, the Project is not located on a site which is included on a list of
28 hazardous materials sites (per the provisions of Gov. Code § 65962.5, commonly
29 referred to as the "Cortese List") (SWRCB 2014, DTSC 2014). No impact would result.

30 ***d) Be located on a site which is included on a list of hazardous materials sites***
31 ***compiled pursuant to Government Code section 65962.5 and, as a result, would it***
32 ***create a significant hazard to the public or the environment?***

33 **No Impact.** The Project is not located on a site which is included on a list of hazardous
34 materials sites (SWRCB 2014, DTSC 2014). No impact would result.

35

1 **e) For a project located within an airport land use plan or, where such a plan has**
2 **not been adopted, within two miles of a public airport or public use airport, would**
3 **the project result in a safety hazard for people residing or working in the project**
4 **area?**

5 **f) For a project located within the vicinity of a private airstrip, result in a safety**
6 **hazard for people residing or working in the project area?**

7 **e) and f). No Impact.** The Project is not located on a site which is included within an
8 airport land use plan, or within 2 miles (3.2 km) of a public airport. Nor is the Project
9 located within the vicinity of a private airstrip. No impact would result.

10 **g) Impair implementation of or physically interfere with an adopted emergency**
11 **response plan or emergency evacuation plan?**

12 **No Impact.** The Project would not impair implementation of or physically interfere with
13 an adopted emergency response or evacuation plan. No impact would result.

14 **h) Expose people or structures to a significant risk of loss, injury or death**
15 **involving wildland fires, including where wildlands are adjacent to urbanized**
16 **areas or where residences are intermixed with wildlands?**

17 **Less than Significant with Mitigation.** Las Flores Canyon (inclusive of the LFCPF) is
18 a designated high fire hazard zone and is located in a high fire area. The Project would
19 not increase the risk of fire beyond that analyzed in previous environmental documents
20 and would not introduce new development into the area. There would be no additional
21 operational risk associated with this Project upon completion of the cable installation.
22 However, construction activities in the lower canyon and tunnel areas do present a fire
23 risk. Specifically, implementation of **MMs HAZ-10** and **HAZ-11** (noted above) will
24 reduce risk of upset due to fire hazards to less than significant.

25 **3.9.4 Mitigation Summary**

26 ExxonMobil has proposed to implement the following measures to reduce the potential
27 for impacts resulting from the use of hazardous materials:

- 28 • MM HAZ-1: Use and Storage of Lubricating Oils, Hydraulic Fluids, and Waste Oils.
- 29 • MM HAZ-2: Loading of Project Materials.
- 30 • MM HAZ-3: Fueling Plan.
- 31 • MM HAZ-4: Anchor Setback.
- 32 • MM HAZ-5: Critical Operations and Curtailment Plan.
- 33 • MM HAZ-6: Cable Release Prevention Plan.
- 34 • MM HAZ-7: Oil Spill Response Plan (OSRP).
- 35 • MM HAZ-8: Oil Spill Response Plan (OSRP) Training.

- 1 • MM HAZ-9: Safety Plan for Tunnel Cable Installation and Removal Operations.
- 2 • MM HAZ-10: Execution Plan.
- 3 • MM HAZ-11: Cable Pulling Operations.
- 4 • MM MBIO-1a: Pre-Construction Marine Biological Survey and MM MBIO-1b:
- 5 Anchoring Plan (see Section 3.5.3).