

# 1. SUMMARY

## 1.1 Introduction

This Initial Study and Mitigated Negative Declaration (IS/MND) has been prepared to evaluate the potential physical environmental consequences of the proposal by Williams Communications, LLC (Williams), also called “the Applicant”, to install new conduit and fiber optics cable and related facilities, and connect to and use dark fiber to expand and improve broadband service in and to the City of Sacramento and in Yuba and Butte counties. The fiber optic conduits would be buried underground in existing public and railroad rights-of-way (ROWS), in primarily rural locations. Williams has requested a Certificate of Public Convenience and Necessity (CPCN) in order to construct certain facilities of the Sentry Marysville Project to serve specific customers (A.02-08-038).

This IS/MND has been prepared in accordance with the California Environmental Quality Act (CEQA) (Pub. Res. Code Section 21000 et seq.) and the updated State CEQA Guidelines (Title 14, Chapter 3, Section 15000 et seq., California Code of Regulations) to meet the requirements for an IS/MND.

Mitigation measures that address project-level impacts are identified in this document. This IS/MND concludes that, given the construction approach, design elements (including design features that avoid or lessen project impacts), and the mitigation measures included in this document, no significant effect on the environment would occur.

In addition to its Application for the CPCN, Williams submitted a Proponent’s Environmental Assessment (PEA) prepared by EIP Associates (EIP), which has been used in the preparation of this IS/MND. The environmental baseline information in the PEA has been verified for use and, in many cases, supplemented. Impact determinations were made independently for this IS/MND.

## 1.2 Project Description

As described in more detail in Section 3 of this document, Williams seeks CPUC approval to install conduit and fiber optics cable, and connect to existing dark fiber<sup>1</sup> owned by Qwest and Pacific Bell/SBC to serve customer-specific needs. The project consists of (1) the construction of new underground facilities (including tie-ins and manhole installation), and (2) connecting Williams to existing Qwest and Pacific Bell/SBC networks.

The proposed project consists of six segments. As described below, new construction is proposed in three of these segments.

- Segment 1, the “Sacramento #1” segment, consists of two customer dark fibers from Williams’ Sacramento Point of Presence (POP) 2, located at 1005 North B Street, to Williams’ Sacramento POP 1, located at 770 L Street, utilizing approximately 1.3 miles of its existing interconnect fibers to cross-connect the customer collocation space at Sacramento POP 2 with a Fiber Distribution Panel (FDP) at Sacramento POP 1. Customer fibers would then be cross-connected from POP 1 FDP to riser cable in new conduit at the Qwest space on the sixth floor of 770 L Street. Customer fibers would then be cross-connected to Qwest dark fibers.

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<sup>1</sup> Fiber optic cables without any of the electronics, that is, multiplexers and amplifiers. (In layman terms, equipment to light the fiber is added later. This takes place inside existing buildings.)

- Segment 2, the “Sacramento #2” segment, consists of two Qwest dark fibers that originate from the Qwest POP on the sixth floor of 770 L Street and travel northeast out of Sacramento on City streets and Union Pacific Railroad (UPRR) ROW for approximately 42.8 miles to Qwest Splice Point 134.15.
- Segment 3, the “Ostrom” segment (Figure 3-2), would include conduit system and fiber optic cable. Construction along this segment begins at Qwest Splice Point 134.15 and travels northwest along the UPRR ROW for approximately 900 feet to Ostrom Road in Yuba County. The segment then continues east along Ostrom Road for approximately 4.2 miles to the intersection with South Beale Road. From this intersection, the segment continues southwest along South Beale Road for approximately 0.2 miles to “White Line Base Demark” where fibers would terminate in a newly installed manhole.
- Segment 4, the “Avondale” segment (Figure 3-3) begins at PacBell MH 432 at Avondale Road. The route runs along Avondale Road and Hammonton Road for approximately 2000 feet, to Qwest Splice Point 139.12 on UPRR property. Construction along this segment would include installation of conduit system and new Lucent Tru-Wave fiber optic cable.
- Segment 5, the “Yuba City” segment, consists of two Qwest dark fibers from Qwest Splice Point 139.12 on UPRR at Hammonton Road, Yuba City, then travels for approximately 22.5 miles to Qwest Splice Point 168.1 in Biggs.
- Segment 6, the “Biggs” segment (Figure 3-4) begins at Qwest Splice Point 168.1 and proceeds along the UPRR ROW to the existing Williams Sacramento-to-Portland backbone conduit system. Construction along this segment would consist of installation of Tru-Wave fiber optic cable and development of a railroad crossing. Once in the existing backbone conduit system, customer fibers would be inside newly installed cable to Biggs Regen located at the intersection of Farris and Biggs Gridley Road, Butte County. Customer fibers would then be cross-connected and terminated to Customer collocation space inside Biggs Regen.

## **1.3 Summary of Impacts and Mitigation Measures**

The primary approach Williams proposes to take to construct the proposed project would be to avoid potential environmental impacts. Williams has agreed to incorporate mitigation into the proposed project design and construction, to avoid or reduce possible environmental impacts to less than significant levels. Williams has committed to avoid wetlands, watercourses, and sensitive habitats during construction through directional boring. All mitigation measures are presented in Table 1-1 and discussed in greater detail in Section 4 (Environmental Setting, Impacts, and Mitigation Measures).

### **Growth-Inducing Impacts**

The proposed project would serve the expanding telecommunications market in California. The contribution of this project to California's projected population growth is expected to be negligible because it would not be a primary decision factor for persons or businesses considering moving to California. The growth of this part of the State is largely independent of the availability of fiber optic capacity.

### **Cumulative Impacts**

The environmental impacts of the proposed project would be negligible or less than significant after implementation of recommended mitigation measures. The project proposed by Williams involves building sections of local fiber optic networks in a rural part of the State. It is anticipated that construction associated with conduit placement or repair would not overlap with other public or private utility projects during the same timeframe on any given segment of the project. Therefore, because of the temporary nature of the potential effects of the proposed project, project effects are not expected to be cumulatively considerable.

**Table 1-1. Summary of Impacts and Mitigation Measures**

<b>Environmental Impact</b>	<b>Mitigation Measure</b>
<b>AESTHETICS</b>	No Mitigation Measures Recommended.
<b>AGRICULTURAL RESOURCES</b>	No Mitigation Measures Recommended.
<b>AIR QUALITY</b>	
Equipment exhaust associated with project construction activities.	<p><b>AQ-1</b> To reduce the amount of NOX generated during construction activities, Williams shall ensure that the following conditions are implemented:</p> <ul style="list-style-type: none"> <li>• Limit the amount of idling time for diesel powered equipment to 2 minutes or less.</li> <li>• To reduce NOX emissions associated with construction activities, the prime contractor shall provide a plan for approval by the CPUC, FRAQMD, and BCAQMD, demonstrating that the heavy-duty (&gt;50 horsepower) off-road vehicles to be used in the construction project, and operated by either the prime contractor or any subcontractor, will achieve a fleet-averaged 20 percent NOX reduction and 45 percent particulate reduction compared to the most recent CARB fleet average. The plan shall be submitted at least 14 days before the start of construction and shall demonstrate that construction activities will be staged so that emissions will be below the significance thresholds established by the FRAQMD. The prime contractor shall adhere to the plan throughout the duration of construction.</li> <li>• The prime contractor shall submit to the CPUC, FRAQMD, and BCAQMD, at least 14 days before the start of construction, a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during the construction project. The inventory shall include the horsepower rating, engine production year, and hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs.</li> <li>• The prime contractor shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity shall be repaired immediately, and the CPUC, FRAQMD, and BCAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly by the Applicant's representatives, and monthly summary of the visual survey results shall be submitted to the CPUC, FRAQMD and BCAQMD throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The FRAQMD, BCAQMD, and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other FRAQMD, BCAQMD, or State rules or regulations.</li> </ul>

**Environmental Impact Mitigation Measure**

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	<b>AQ-2</b>	For construction activities requiring a drill rig, a stationary-source air permit may be required prior to the start of construction. For boring operations, the prime contractor shall contact the respective air districts to determine whether a stationary-source air permit is required. If required, the prime contractor shall obtain that permit prior to initiating any boring activities, and a copy of the permit shall be provided to the CPUC's environmental monitor prior to the commencement of construction.
Net increase in criteria pollutants	See Mitigation Measures <b>AQ-1</b> and <b>AQ-2</b> .	
Exposure of sensitive receptors to increased pollution	See Mitigation Measures <b>AQ-1</b> and <b>AQ-2</b> .	

**BIOLOGY**

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Direct or indirect effects on sensitive, or special status species or their habitat	<b>BIO-1</b>	<p>The Applicant shall retain qualified biologists and other qualified resource specialists, as necessary, to monitor project construction along the Ostrom, Avondale, and Biggs segments. Monitors shall be hired and trained prior to construction and shall be responsible for pre-construction surveys (<b>BIO-2</b>), resource delimitation (i.e. staking, flagging, etc.), onsite monitoring, documentation of violations and compliance, coordination with construction inspectors, and post-construction documentation.</p> <p>The Applicant's biological monitors shall locate and stake sensitive resources before construction activities begin in the Ostrom, Avondale, and Biggs segments. Resource monitors/contract construction inspectors shall patrol areas and work with contract compliance inspectors to ensure that barrier fencing, stakes, and required setback buffers are maintained in these locations. They shall also monitor all construction activities along the Ostrom segment.</p> <p>The Applicant's monitors shall be responsible for completing CPUC variance forms and obtaining clearance from the CPUC and resource agencies (CDFG and USFWS) for deviations from the agreed-upon mitigation measures.</p>
	<b>BIO-2</b>	<p>The designated biologist (<b>BIO-1</b>) shall conduct daily pre-construction surveys prior to installation activities along the Ostrom segment to determine if any special status species or nesting raptors are present. Additionally, the designated biologist shall conduct pre-construction surveys along the Avondale and Biggs segments to determine if raptors are nesting within 500-feet of the proposed routes (<b>BIO-3</b>). Areas along Ostrom Road that could support special status wildlife species (streams, grasslands, wetlands) shall be avoided by project design (e.g., directional drilling) and shall be clearly staked or flagged for avoidance (<b>BIO-1</b>, <b>BIO-3</b>, and <b>BIO-7</b>).</p>

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**Environmental Impact Mitigation Measure**

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- BIO-3** The Applicant shall implement the following timing restrictions to avoid disturbance to sensitive species breeding or nesting seasons: Nesting tricolored blackbird and northern harrier. For project activities along the Ostrom segment that occur within 250 of potential nesting habitat for tricolored blackbird and northern harrier, pre-construction surveys shall be conducted to determine the presence of nesting birds no more than two weeks prior to construction during March-September. If pre-nesting or nesting activity is identified, a determination shall be made in consultation with CDFG as to whether or not construction will impact nesting birds. If it is determined that construction will impact nests, construction within 250-feet of the nesting locations shall be delayed until juvenile birds have fledged.
- **Nesting tricolored blackbird and northern harrier.** For project activities along the Ostrom segment that occur within 250 of potential nesting habitat for tricolored blackbird and northern harrier, pre-construction surveys shall be conducted to determine the presence of nesting birds no more than two weeks prior to construction during March-September. If pre-nesting or nesting activity is identified, a determination shall be made in consultation with CDFG as to whether or not construction will impact nesting birds. If it is determined that construction will impact nests, construction within 250-feet of the nesting locations shall be delayed until juvenile birds have fledged.
  - **Nesting raptors.** Pre-construction surveys shall be performed along the Ostrom, Avondale, and Biggs segments to identify potential raptor nesting sites. To avoid potential adverse effects on nesting raptors, a no-disturbance buffer zone shall be established around active nests during the breeding season. No construction shall occur within the specified buffer zones during the breeding season (February 1 to August 31) or until it is determined that young have fledged.
  - If construction activities are proposed to occur only during the non-breeding season (August 31 through February 1), no pre-construction surveys shall be required. If, however, construction activities are scheduled to occur during the breeding season, pre-construction surveys of all potentially active nest sites within 500-feet of the construction corridor (access permitting) shall be conducted in areas that may potentially have nesting raptors. If surveys indicate that nests are inactive or potential habitat is unoccupied during the construction period, no further mitigation shall be required.
  - If active nests are found, a 500-foot, no-disturbance buffer shall be established around the active nest. The size of individual buffers can be adjusted, following a site evaluation by a qualified raptor biologist, which shall involve the presence of topographical features that obstruct the line of site from the construction activities to the nest or observations of the nesting pair during construction based on the level of ongoing disturbance (e.g., farming activities or road traffic) and the observed sensitivity of the birds. Site evaluations and buffer adjustments shall be made in consultation with the local CDFG representative. The portion of the project that is within the designated buffer shall be identified in the field by staking and flagging.
- BIO-4** At the end of each workday, open trenches shall be fully covered with steel plates to prevent entrapment of wildlife species. Both ends of any open trench shall be sloped to form escape ramps before they are covered. If wildlife is found in a trench, the designated biological monitor shall immediately be informed and the animal(s) shall be removed. If the animal(s) is/are a sensitive species that requires special handling authorization (e.g., giant garter snake) a qualified biologist (agency-permitted or approved to handle a specific species) shall remove the animal before resumption of work in that trench segment. The Applicant shall specify this requirement in the agreements with all construction contractors.

**Environmental Impact Mitigation Measure**

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- BIO-5** The project Applicant shall conduct Worker Environmental Awareness Program (WEAP) training for construction crews (primarily crew and construction foremen) before construction activities begin. The WEAP shall include a brief review of the special status species and other sensitive resources that could occur in the proposed project area (including their life history and habitat requirements and what portions of the proposed project area they may be found in) and their legal status and protection. The program shall also cover all mitigation measures, environmental permits and proposed project plans, such as SWPPP (**WQ-1**), BMPs, erosion control and sediment plan, reclamation plan, and any other required plans. The program shall also present the locations of sensitive resources on construction drawings. The designated biological monitor shall be responsible for ensuring that construction personnel adhere to the guidelines and restrictions. WEAP training sessions shall be conducted as needed for new personnel brought onto the job during the construction period. A list of all personnel who have attended the WEAP training shall be kept by the biological monitor and shall be available for CPUC review in the field at all times, and a copy shall be submitted to the CPUC. During WEAP training, construction personnel shall be informed of the importance of avoiding ground-disturbing activities outside of the designated work area.
- BIO-6** The Applicant shall acquire all permits and authorizations required by federal, State, regional, and local jurisdictions to construct near areas with sensitive biological resources. Throughout the life of the project, additional species may be listed or designated as special status, and Williams shall comply with any new requirements of the USFWS or CDFG for such species.
- BIO-7** Fiber optic cable installation shall be limited to a 10-foot wide work area along Ostrom Road and shall not take place within any sensitive habitats, including wetlands and stream crossings that cross or are adjacent to the road. Prior to initiation of construction activities near identified jurisdictional wetlands, the designated biological monitor shall identify the specific location(s) and install protective barriers to protect these resources. The contract inspectors and designated biological monitor shall routinely inspect these areas to ensure that barriers remain in place and are effective. Protective barriers shall remain in place until all construction activities are complete in areas near sensitive resources. Wetlands and stream crossings shall also be identified on the construction drawings.

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Direct or indirect effects on riparian habitat or other sensitive natural communities      Reference Mitigation Measures **BIO-1**, **BIO-2**, **BIO-5**, and **BIO-6**.

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Construction activities could cause the loss of, or damage to, trees      **BIO-8**      The Applicant shall obtain any and all required permits from appropriate local jurisdictions prior to removal of or damage to trees along or adjacent to the Ostrom Road, Avondale, or Biggs segments.

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**Environmental Impact Mitigation Measure**

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**CULTURAL  
RESOURCES**

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<p><b>Impact 1:</b> Construction related activities could damage and/or destroy historical and/or archaeological resources.</p>	<p><b>CR-1</b></p>	<p>Williams Communications shall appoint a Cultural Resources Specialist (CRS), or specialists to monitor the site construction activities, prior to the start of project-related vegetation clearance, ground disturbance and grading, site or project mobilization, site preparation or excavation activities, implementation of erosion control measures, or movement or parking of heavy equipment or other vehicles onto or over unpaved or natural areas of the project. Williams Communications shall submit to the CPUC, for review and approval, the name(s) and statement of qualifications for its designated cultural resources specialist, or specialists, who will be responsible for implementation of all cultural resources mitigation measures. The statement of qualifications must be sufficient to substantiate that the CRS meets the Secretary of the Interior's proposed Historic Preservation Qualification Standards as published in the Federal Register.</p> <p>Prior to the start of any project-related activity defined above, Williams Communications shall confirm in writing to the CPUC that the approved designated CRS will be available at the start of the project and is prepared to implement the mitigation measures. Ten days prior to the termination or release of a designated CRS, Williams Communications shall obtain the CPUC approval of the proposed replacement CRS.</p>
	<p><b>CR-2</b></p>	<p>Should previously unidentified cultural resources be encountered during construction, work within 100 feet of the area of the find shall stop until such time that a qualified archaeologist can evaluate the find and make appropriate recommendations for mitigation, if warranted. The CRS shall immediately notify the CPUC Environmental Monitor. If the find is significant, the resource shall be avoided. If avoidance is not possible, a meeting with the CPUC and other agency personnel shall be held to discuss data recovery and/or other measures as possible mitigation. Data recovery may be considered appropriate mitigation when it reduces a significant impact to a less than significant level, but this would be dependent upon the value of the discovered resource. An appropriate research design describing the methods to be used during recovery and analysis, research questions to be addressed, and artifact curation requirements shall direct the data recovery. The technical report of findings shall be submitted to the CPUC and the appropriate CHRIS Information Centers. Implementation of this mitigation measure will result in avoidance of a substantial adverse change in the significance of historical or archaeological resources that could be inadvertently discovered during construction.</p>
<p>Potential discovery or disturbance of unique paleontological resources during construction</p>	<p><b>CR-3</b></p>	<p>In the event that fossil remains are encountered during project construction, qualified paleontological specialists shall be contacted. Construction within 100-feet of the find shall be temporarily halted or diverted until a qualified vertebrate paleontologist examines the discovery. The paleontologist shall notify the appropriate agencies and the CPUC Environmental Monitor to determine procedures that would be followed before construction is allowed to resume at the location of the find. Significant fossils shall be salvaged through a program of excavation, analysis, and documentation approved by the CPUC and appropriate agencies. Fossil remains collected during the salvage program shall be cleaned, sorted, catalogued, and then deposited in a public, non-profit institution with research interests in the materials.</p>

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**Environmental Impact Mitigation Measure**

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Substantial effects may occur to human burials from trenching operations	<b>CR-4</b>	If human remains are found at any time during project activities (vegetation clearance; ground disturbance and grading; site or project mobilization; site preparation or excavation activities; implementation of erosion control measures; or the movement of parking of heavy equipment or other vehicles onto or over the project surface), all work shall immediately stop within 150 feet of the find. The CRS shall be notified immediately and shall, in turn, immediately notify the county coroner for the appropriate county in compliance with Section 7050.5 of the California Health and Safety Code and notify the CPUC Environmental Monitor. If the coroner determines that the remains are of Native American origin, the coroner shall contact the NAHC within 24 hours. If human remains of Native American origin are discovered during ground-disturbing activities on nonfederal lands, State laws relating to the disposition of Native American burials will apply. The Native American Heritage Commission (NAHC) will have jurisdiction (Pub. Res. Code Sec. 5097). The NAHC shall identify the person or persons it believes are the most likely descendant of the deceased Native American.
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**GEOLOGY AND SOILS**

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Substantial soil erosion or loss of topsoil	Reference Mitigation Measures <b>WQ-1</b> and <b>BIO-1</b> .
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**HAZARDS AND HAZARDOUS MATERIALS**

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Potential significant hazard to the public or the environment due to the transport, use, or disposal of hazardous materials	Reference Mitigation Measures <b>WQ-1</b> and <b>WQ-2</b> .
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Hazardous materials could result in accidental releases into the environment during construction	<b>HAZ-1</b>	The Applicant shall ensure proper labeling, storage, handling, and use of hazardous materials in accordance with best management practices and the Occupational Safety and Health Administration's HAZWOPER requirements. The Applicant shall ensure that all employees are properly trained in the use and handling of these materials and that each material is accompanied by a material safety data sheet (MSDS) deemed adequate by the CPUC. To avoid unexpected releases of hazardous materials, the Applicant shall employ individuals trained in accordance with the Occupational Safety and Health Administration's HAZWOPER requirements.
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**Environmental Impact Mitigation Measure**

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- HAZ-2** A Hazardous Materials Management/Spill Prevention Plan shall be developed and submitted to the CPUC for review and approval prior to construction. The purpose of the plan is to provide on-site construction managers, environmental compliance monitors, and regulatory agencies with a detailed description of hazardous materials management, spill prevention, and spill response/cleanup measures associated with the construction of project elements. The primary objective of the plan is to prevent the spill of hazardous materials; the plan shall be given to all contractors working on the project. At least one copy shall be on-site with the construction manager at all times. The plan shall include the following requirements:
- Staging areas where refueling, storage, and maintenance of equipment will take place shall be defined. Such areas shall not be located within 100 feet of drainages or any other body of water, or wetlands or riparian areas, to reduce the potential of contamination by spills.
  - During construction activities, equipment shall be maintained and kept in good operating conditions to reduce the likelihood of line breaks and leakage.
  - Fluids drained from machinery during services at staging areas shall be collected in leak-proof containers and disposed of at appropriate disposal or recycling facilities.
  - No refueling or servicing shall be done without absorbent material (e.g., absorbent pads, mats, socks, pillows, and granules) or drip pans underneath to contain spilled material.
  - Spill control and countermeasures shall be defined, including but not limited to employee spill prevention/response training and a description of onsite cleanup equipment (e.g., absorbent pads, mats, socks, granules, etc.) available at staging and construction sites.
  - Resource agency notification and documentation procedures shall be defined.
- HAZ-3** The Applicant shall prepare a Health and Safety Plan that includes a contingency plan in the event hazardous wastes are encountered. Before site activities may begin, the Applicant shall submit the plan to the CPUC for review and approval, and once the plan is approved, shall send it to each agency with jurisdiction. The Health and Safety Plan, applicable to all excavation activities, shall establish policies and procedures to protect workers and the public from potential hazards posed by hazardous wastes. The plan shall be prepared according to federal and California OSHA regulations for hazardous waste site Health and Safety Plans. This Health and Safety Plan shall also provide for proper storage and/or disposal of any contaminated soils that meet the definition of a hazardous waste. Such a protocol could include off-site treatment of contaminated materials or disposal at an appropriate landfill.

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Hazardous materials in area of school	Reference Mitigation Measures <b>HAZ-1</b> through <b>HAZ-3</b>
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Interference with emergency response	Reference Mitigation Measure <b>TRA-2</b> .
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**Environmental Impact Mitigation Measure**

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**HYDROLOGY AND WATER QUALITY**

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Potential violation of water quality standards or water discharge requirements during construction

**WQ-1**

The Applicant shall develop and implement Best Management Practices (BMPs) for construction on the Biggs and Avondale segments. For the Ostrom segment where construction-related activities would lead to one acre or more of soil disturbance, a Stormwater Pollution Prevention Plan (SWPPP) shall be prepared to minimize impacts to water quality related to stormwater and non-stormwater discharges. The SWPPP shall include BMPs to control the transport of sediment to streams, measures to promote the recovery of construction areas to preconstruction condition, and avoid the potential for large or chronic spills of hazardous substances. The SWPPP shall also demonstrate compliance with all applicable local and regional erosion and sediment control standards, identification of responsible parties, a detailed construction timeline, and BMPs monitoring and maintenance schedule. The SWPPP shall be provided to the CPUC for review and approval at least 14 days before construction starts.

Examples of BMPs for stormwater and non-stormwater discharges include the following:

- All onsite personnel shall complete a training course on issues related to stormwater and non-stormwater discharges and BMP implementation and monitoring.
  - No construction-related materials, wastes, spills or residues shall be discharged from the project.
  - The staging of construction materials, equipment, and excavation spoils shall be performed outside of drainages.
  - Re-grading and compacting of backfill in trenches and drilling pits to match natural, adjacent site conditions.
  - Any hazardous materials, including but not limited to petroleum hydrocarbons and hydraulic fluids, shall be stored in areas with primary and secondary containment.
  - Contained spills may then be cleaned using appropriate materials and/or cleaning agents. Waste from spill containment and cleanup shall be properly handled and disposed as hazardous waste in accordance with hazardous waste regulations.
  - Protocols shall be developed and include the following: material safety data sheets (MSDS); description of potentially hazardous and non-hazardous materials that could be spilled accidentally during construction (fuels, equipment lubricant, human waste and chemical toilets, and directional drilling slurries); potential spill sources, potential spill causes, proper storage and transport methods, spill containment, spill recovery, agency notification, and responsible parties.
  - Excavated or disturbed soil shall be kept within a controlled area surrounded by a perimeter barrier that may entail silt fence, hay bales, straw wattles, or a similarly effective erosion control technique that prevents the transport of sediment from a given stockpile. In addition, all stockpiled material shall be covered or contained in such a way that eliminates offsite runoff and wind related erosion from occurring.
  - Upon completion of construction activities, all disturbed areas shall be regarded graded and permanently stabilized.
  - Surplus soil shall be transported from the site and disposed of appropriately at approved sites.
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**Environmental Impact Mitigation Measure**

**WQ-2** The Applicant shall prepare a Frac-out Contingency Plan and submit it to the CPUC for review and approval prior to the start of construction. The plan shall define measures to minimize the potential for directional drilling slurry seeps. The plan shall include the following requirements: require boring crews to strictly monitor drilling fluid pressures; retain containment equipment on-site; monitoring waters downstream of the crossing sites to identify any seeps quickly; immediately stop work if a seep into a stream is detected; immediately implement containment measures; adhere to agency reporting and notification requirements; and identify responsible parties.

The plan shall ensure that any agencies restricting actions through the issuance of a permit or other authorization must be informed of the type of directional-drilling slurry to be used during directional drilling operations in order that the selection of the most appropriate slurry can be made.

**WQ-3** The Applicant shall consult with a representative from the CVRWQCB prior to any construction activities regarding the proposed project and the potential to encounter groundwater during construction operations. The Applicant shall provide written correspondence to the CPUC regarding the CVRWQB decision. If a separate NPDES permit for pumped groundwater is required, the Applicant shall provide the CPUC copies of the required documentation (per the permit provisions) prior to the start of the specific construction activities that could affect groundwater.

Potential substantial degradation of water quality during construction

Reference Mitigation Measure **WQ-1** and **WQ-2**.

**LAND USE**

Conflicts with existing and planned land uses

**LU-1** Prior to construction of each segment, Williams shall submit to the CPUC written documentation, including evidence of review by the appropriate public works, planning, and/or community development agency for the applicable jurisdictions. This documentation shall include the following:

- Site plan showing the dimensions and location of the finalized alignment;
- Evidence that the project meets all necessary requirements;
- Evidence of compliance with design standards;
- Copies of any necessary permits or conditions of approval;
- Records of any discretionary decisions made by of the applicable jurisdictions.

**MINERAL RESOURCES** No Mitigation Measures Recommended

**Environmental Impact Mitigation Measure**

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**NOISE**

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Construction equipment noise.	<b>NOI-1</b>	<p>When installing and constructing fiber optic cable system, the prime contractor shall employ the following noise-reducing measures:</p> <ul style="list-style-type: none"> <li>• Restrict construction activity along routes and at staging areas within 1,000 feet of residences to daytime hours (7 a.m. to 7 p.m.). No construction shall be performed within 3,000 feet of an occupied dwelling unit on Sundays, legal holidays, or between the hours of 7 p.m. and 7 a.m. on other days, unless expressly allowed by a local jurisdiction</li> <li>• All equipment shall have sound-control devices no less effective than those provided on the original equipment</li> <li>• No equipment shall have an unmuffled exhaust</li> <li>• If traffic control devices requiring electrical power were employed within 500 feet of sensitive receptors, the devices shall be battery/solar-powered instead of powered by electrical generators.</li> </ul>
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As directed by any local jurisdiction, the prime contractor and sub-contractors shall implement appropriate additional noise mitigation measures to comply with the applicable local noise ordinance including, but not limited to, changing the location of stationary construction equipment, shutting off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, or installing acoustic barriers around stationary construction noise sources.

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Excessive ground borne vibration or noise	Reference Mitigation Measure <b>NOI-1</b> .
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Substantial temporary or periodic exceedance of ambient noise levels	Reference Mitigation Measure <b>NOI-1</b> .
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<b>POPULATION AND HOUSING</b>	No Mitigation Measures Recommended
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**PUBLIC SERVICES**

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Impact to emergency service response times.	Reference Mitigation Measure <b>TRA-2</b> .
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Reduction of police vehicle movement in an emergency during construction	Reference Mitigation Measure <b>TRA-2</b> .
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**Environmental Impact Mitigation Measure**

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Reduction of emergency service access along the construction route      Reference Mitigation Measure **TRA-2**.

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**RECREATION**      No Mitigation Measures Recommended

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**TRANSPORTATION AND TRAFFIC**

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Impairment of traffic flow and increased potential for accidents associated with road encroachments during construction.      **TRA-1**      Williams shall obtain all necessary local and State road encroachment permits, and railroad encroachment permit (license), prior to the start of construction, and shall comply with all the applicable conditions of approval. As deemed necessary by the applicable jurisdiction, the road encroachment permits shall require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. The traffic control plan shall include the following requirements unless the applicable jurisdiction directs otherwise:

- Identify all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow.
- Develop circulation and detour plans to minimize impacts to local street circulation. This shall include the use of signing and flagging to guide vehicles through and/or around the construction zone.
- Schedule truck trips outside of peak morning and evening commute hours.
- Limit lane closures during peak hours to the extent possible.
- Use haul routes minimizing truck traffic on local roadways to the extent possible.
- Include detours for bicycles and pedestrians in all areas potentially affected by project construction.
- Install traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.
- Store construction materials only in designated areas.
- Coordinate with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary.

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Increase in potential accidents during construction      Reference Mitigation Measure **TRA-1**.

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**Environmental Impact Mitigation Measure**

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Construction activities could impede emergency vehicle traffic	<b>TRA-2</b>	Williams shall develop an Emergency Vehicle Access Plan that includes the following: <ul style="list-style-type: none"><li>• Evidence of advanced coordination with emergency service providers, including but not necessarily limited to police departments, fire departments, ambulance services, and paramedic services. Emergency service providers shall be notified of the proposed project locations, nature, timing, and duration of any construction activities, and shall be asked for advice about any road access restrictions that could impact their response effectiveness.</li><li>• Project construction schedules and routes designed to avoid restricting movement of emergency vehicles to the best extent possible.</li><li>• Provisions to be ready at all times to accommodate emergency vehicles at locations where access to nearby properties may be blocked. Provisions could include the use of platings over excavations, short detours, and/or alternate routes.</li></ul>
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**UTILITIES AND SERVICE SYSTEMS**

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Exceedance of State water quality standards	Reference Mitigation Measure <b>WQ-3</b> .
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Potential non-compliance with federal, State and local solid waste disposal requirements	Reference Mitigation Measure <b>HAZ-1</b> .
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