

**CALIFORNIA ENVIRONMENTAL QUALITY ACT  
INITIAL STUDY CHECKLIST  
CEQA Guidelines (Appendix G)**

<b>PROJECT:</b> Northern California Interconnection Projects	<b>DATE:</b> October 3, 2001
<b>LEAD AGENCY:</b> California Public Utility Commission Headquarters Office 505 Van Ness Avenue San Francisco, CA 94102 Contact: John Boccio Tel: (415) 703-2782	<b>PROJECT APPLICANT:</b> Broadwing Communications Services, Inc. 1835B Kramer Lane Austin, Texas 78758  Contact: Richard LeSassier Tel: (512) 742-1564
<b>PROJECT DESCRIPTION:</b> The project involves the construction and operation of underground fiber optic facilities in the cities of Brisbane, Hayward, Modesto, San Francisco, Sacramento, San Jose, Santa Clara, and Stockton, California. The construction projects consist of small segments that are generally short in length and serve to interconnect existing facilities. The fiber optic facilities will be installed at an average depth of 42 inches primarily by trenching within paved rights-of-way and directional boring where required. Street crossings, sensitive environmental resources, and other utilities will be avoided using directional boring where necessary. No OP-AMP stations are proposed for construction.	

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Aesthetics             | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Hydrology/Water Quality       | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Air Quality            | <input type="checkbox"/> Land Use/Planning             | <input type="checkbox"/> Transportation/Traffic             |
| <input type="checkbox"/> Biological Resources   | <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Utilities/Service Systems          |
| <input type="checkbox"/> Cultural Resources     | <input type="checkbox"/> Noise                         | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Geology/Soils          | <input type="checkbox"/> Population/Housing            |   |

**DETERMINATION (To be completed by Lead Agency)**

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- 
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITAGATED NEGATIVE DECLARATION will be prepared.
- 
- I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- 
- I find the proposed project MAY have a "potentially significant" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
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- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effect (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

\_\_\_\_\_  
SIGNATURE

\_\_\_\_\_  
DATE

\_\_\_\_\_  
TITLE

**ENVIRONMENTAL IMPACTS:**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>I. AESTHETICS – Would the project:</b>				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>No designated scenic vistas exist in the vicinity of the project routes.</i>				
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project routes do not cross or travel within any designated scenic highway.</i>				
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Conduit and cable installation will have a temporary visual impact during construction.</i>				
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The conduit and cable will be buried underground and will not be a source of any light or glare. Construction is anticipated to occur during daylight hours; some nighttime work may be required to accommodate traffic flows.</i>				
<b>II. AGRICULTURE RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</b>				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>There are no agricultural uses or OP-AMP stations proposed along the project routes. No impact will occur on agricultural resources since construction will occur in existing disturbed rights-of-way that are not currently in agricultural production.</i>				
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Construction will occur in existing road rights-of-way and will not have an impact on Williamson Act land by requiring or resulting in its conversion to nonagricultural uses.</i>				
c. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will create no demand on agricultural land and exert no pressure for conversion to another use.</i>				
<b>III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</b>				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The construction, maintenance, and operation of the project will not require the use of equipment or materials that would conflict with or obstruct implementation of the applicable air quality plans for the project areas.</i>				
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Heavy equipment will produce temporarily increased levels of air pollutants during construction, which may lead to violations of air quality standards. Implementation of construction best management practices (BMPs) will assure that any potential air quality impacts are less than significant.</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>The project is not expected to exceed air quality standards and construction is temporary in nature, therefore a cumulative considerable net increase for any non-attainment criteria pollutant will not occur.</i>				
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Heavy equipment will produce temporarily increased levels of air pollutants during construction, which may potentially expose sensitive receptors to elevated levels of exposure. Implementation of construction best management practices (BMPs) will assure that any potential air quality impacts are less than significant.</i>				
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Construction will temporarily generate odors from diesel exhaust, but will not be severe or affect a substantial number of people.</i>				
<b>IV. BIOLOGICAL RESOURCES – Would the project:</b>				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Construction activities could result in impacts to nesting raptors, including Swainson's hawk and burrowing owl, and to the valley elderberry longhorn beetle. Mitigation measures include pre-construction surveys to identify raptor nests and suitable valley elderberry longhorn beetle habitat and, if these features are located, requirements for avoidance during critical periods.</i>				
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Project routes do not cross any creeks, streams, or other water features and construction would not impact sensitive vegetative communities.</i>				
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Project routes do not cross any creeks, streams, or other water features, including vernal pools, wetlands, or riparian habitat.</i>				
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Temporary construction within existing rights-of-way would not interfere with migration or impede wildlife dispersal.</i>				
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Heritage trees may be present along the routes, but the applicant would avoid these resources to the maximum extent practical or work with local jurisdictions to minimize impacts to these resources.</i>				
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The proposed project would not conflict with existing HCPs or conservation plans.</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>V. CULTURAL RESOURCES – Would the project:</b>				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Ground disturbing activities could inadvertently affect cultural resources and the completed literature review yielded both historic and/or prehistoric sites along several of the routes, as well as the potential for sacred lands. Implementation of mitigation measures such as avoidance procedures and construction monitoring will reduce impacts to less than significant levels.</i>				
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Ground disturbing activities could inadvertently affect paleontological resources and the completed literature review identified high sensitivity for paleontological resources along several of the routes. Paleontological monitors will be employed in high sensitivity areas to recover, analyze, process, catalog, curate, and document fossil remains. In the event of a significant fossil discovery, construction will cease and salvage operations implemented.</i>				
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>During construction activities, it is possible that human remains might be encountered. Compliance with state laws will ensure that potential impacts to human remains are below less than significant levels.</i>				
<b>VI. GEOLOGY AND SOILS – Would the project:</b>				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>The cable system will be designed to allow the cable to accommodate earthquake fault offsets at the soil surface. Damage to the system will not have an adverse affect on humans or the environment.</i>				
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>The potential exists for erosion of fill and excavated material during construction, although construction will take place in paved rights-of-way. Appropriate erosion control measures including implementation of best management practices (BMPs) will be employed to reduce erosion to less than significant levels.</i>				
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Damage to the system will not have an adverse physical effect on humans or the environment.</i>				
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Proper engineering and construction techniques will eliminate this hazard. Damage to the system will not have an adverse physical effect on humans or the environment</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>No septic tank or alternative waste disposal system will be installed. No impacts will occur to any soils ability to support septic tanks or alternative wastewater treatment facilities.</i>				
<b>VII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:</b>				
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"/>
<i>Small quantities of hazardous materials will be stored, used, and handled during construction and may be released in accidental spills. Subsurface hazardous materials may be encountered during construction. Mitigation measures, which include best management practices, compliance with state OSHA requirements, and construction worker training will reduce effects to less than significant levels.</i>				
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"/>
<i>No hazardous emissions will be generated by the project. No hazardous emissions or acutely hazardous materials, substances, or waste will be handled within one-quarter mile of an existing or proposed school</i>				
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 checked="" type="checkbox"/>	<input type="checkbox"/>
<i>All listed hazardous materials sites will be identified prior to construction and avoided through reroutes.</i>				
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, 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"/>
<i>There will be no structures that will impair airport operations or endanger people residing in the area or other land uses.</i>				
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Emergency access will be regulated as a condition of the road encroachment permits by the applicable regulatory agency.</i>				
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will not expose people or structures to a significant risk of loss, injury, or death due to wildland fires since the routes are located within highly urbanized areas.</i>				
<b>VIII. HYDROLOGY AND WATER QUALITY – Would the project:</b>				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Water quality could be affected by accelerated erosion or sedimentation or releases of petroleum hydrocarbons. Implementation of best management practices will reduce potential impacts to less than significant levels.</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Installation of the conduit and cable will not typically exceed four feet and will have no impact on groundwater supplies or interfere with groundwater recharge.</i>				
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>No modifications to existing drainage patterns are anticipated as a result of the project.</i>				
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will not create or contribute runoff water to drainage systems.</i>				
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>No housing is proposed as part of the project.</i>				
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Conduit and cable installation underground will not affect floodplain capacity and will not impede or redirect flood flows.</i>				
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will not affect any surface water flows nor increase the risk of flooding.</i>				
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will not affect the potential for inundation by seiche, tsunami, or mudflow.</i>				
<b>IX. LAND USE AND PLANNING – <i>Would the project.</i></b>				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Installation of the conduit and cable components will occur underground within existing road rights-of-way. Installation, operation, and maintenance will not create any structures or other features large or intrusive enough to physically divide any community.</i>				
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>The project is not anticipated to conflict with local land use plans and regulations. If required, all necessary local zoning permits will be acquired prior to construction.</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Construction within existing rights-of-way will not conflict with local habitat and natural community conservation plans.</i>				
<b>X. MINERAL RESOURCES – Would the project:</b>				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The routes are located within existing road rights-of-way, which limits the availability for surface mining and will not obstruct the recovery of mineral deposits to any greater extent than currently exists.</i>				
<b>XI. NOISE – Would the project result in:</b>				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Construction of the project will temporarily increase noise levels and groundborne vibrations in the project areas. This temporary construction-related increase will not exceed noise ordinances or other standards applicable in the project areas. Mitigation measures will reduce potential noise increases to less than significant levels.</i>				
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Permanent noise increases will not result from implementation of the project.</i>				
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Construction of the project will result in only temporary increases in noise levels. Mitigation measures will reduce potential noise increases to less than significant levels.</i>				
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 expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Not applicable to the project.</i>				
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Not applicable to the project.</i>				
<b>XII. POPULATION AND HOUSING – Would the project:</b>				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The purposed of the project is to increase the availability of telecommunication services in the project areas. The project will not directly or indirectly induce population growth.</i>				
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Construction will occur within existing road rights-of-way and there will be no impact on population or housing.</i>				
<b>XIII. PUBLIC SERVICES – Would the project:</b>				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Since the project will not result in any employment or population growth, it will not create a new demand for governmental services or facilities and will not require construction, alteration, or expansion of any such facilities to provide acceptable levels of service.</i>				
<b>XIV. RECREATION – Would the project:</b>				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will not result in increase us of recreation facilities or include the construction or expansion of recreational facilities.</i>				
<b>XV. TRANSPORTATION/TRAFFIC – Would the project:</b>				
a. Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>The project will result in minor increases in traffic during construction. Vehicles will be used for transport of materials and field crews. Conduit installation within paved roadways will temporarily disrupt existing transportation and circulation patterns in the vicinity. Traffic control measures such as preparation of a traffic control plan and compliance with road encroachment permits will reduce traffic congestion during construction.</i>				
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Construction-related traffic impacts will be short-term. The project will not generate enough traffic during peak hours to change the LOS on area roads. Mitigation will be implemented to ensure impacts are less than significant.</i>				
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will not result in construction of any towers or other impediments to air traffic.</i>				



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The conduit and cable will be installed underground and the facilities are compatible with existing subsurface utilities.</i>				
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>The project will result in temporary lane closures. Traffic control measures such as preparation of a traffic control plan and compliance with road encroachment permits will ensure priority passage by emergency vehicles.</i>				
f. Result in inadequate parking capacity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Vehicle parking during construction will be limited to areas delineated in the encroachment permit issued by the appropriate governing agency.</i>				
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will have no lasting demand on alternative transportation or on alternative transportation facilities.</i>				
<b>XVI. UTILITIES AND SERVICE SYSTEMS – Would the project.</b>				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Best management practices for erosion and sedimentation control will meet the requirements for storm water quality by the applicable regional water quality control board.</i>				
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project does not require water for operation or maintenance and will not result in population growth that may require the construction of new or wastewater facilities. Best management practices for erosion and sedimentation control will meet the requirements for storm water quality by the applicable regional water quality control board.</i>				
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will not require or result in the construction of storm water drainage facilities.</i>				
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will require no external water supply, so sufficient water supplies exist without requiring new or expanded entitlements.</i>				
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will not affect wastewater treatment services, as no wastewater will be generated.</i>				
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Construction debris consisting of spools and other packaging material associated with the conduit and cable will not significantly reduce landfill capacity.</i>				
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will produce minimal amounts of solid waste. The project will comply with federal, state, and local statutes and regulations related to solid waste.</i>				
<b>XVII. MANDATORY FINDINGS OF SIGNIFICANCE</b>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Potential impacts on cultural resources during construction will be reduced to less than significant with implementation of the proposed mitigation measures. No impacts on fish, wildlife, plants, and their habitats are anticipated.</i>				
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>The impacts of the project will be negligible or less than significant. Through compliance with standards established for environmental protection, and incorporation of project elements and mitigation measures designed to primarily avoid or reduce impacts below the level of significance, the project will not make a cumulatively considerable contribution to any significant cumulative impact.</i>				
c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Implementation of the proposed projects will not cause a substantial adverse effect either directly or indirectly on human beings in the project areas because potential noise impacts during construction will be reduced to less than significant with implementation of the proposed mitigation measures. In addition, construction activities will be temporary and highly localized.</i>				

**CALIFORNIA ENVIRONMENTAL QUALITY ACT  
INITIAL STUDY CHECKLIST  
CEQA Guidelines (Appendix G)**

<b>PROJECT:</b> Los Angeles to Ontario Longhaul Route	<b>DATE:</b> October 3, 2001
<b>LEAD AGENCY:</b> California Public Utility Commission Headquarters Office 505 Van Ness Avenue San Francisco, CA 94102 Contact: John Boccio Tel: (415) 703-2782	<b>PROJECT APPLICANT:</b> Broadwing Communications Services, Inc. 1835B Kramer Lane Austin, Texas 78758  Contact: Richard LeSassier Tel: (512) 742-1564
<b>PROJECT DESCRIPTION:</b> The project involves the construction and operation of an underground fiber optic telecommunication system between Los Angeles and Ontario, California. The proposed project would involve the placement of fiber optic conduit and cable within previously disturbed areas within existing railroad and public road rights-of-way. The route is approximately 45.6 miles long, the majority of which (42.3 miles) is within railroad right-of-way. The fiber optic facilities will be installed at an average depth of 42 inches primarily through the use of a rail plow or tractor plow, supplemented by trenching and directional boring where required. Street crossings, waterway crossings, rail facilities, and other utilities will be avoided using directional boring.	

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Aesthetics             | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Hydrology/Water Quality       | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Air Quality            | <input type="checkbox"/> Land Use/Planning             | <input type="checkbox"/> Transportation/Traffic             |
| <input type="checkbox"/> Biological Resources   | <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Utilities/Service Systems          |
| <input type="checkbox"/> Cultural Resources     | <input type="checkbox"/> Noise                         | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Geology/Soils          | <input type="checkbox"/> Population/Housing            |   |

**DETERMINATION (To be completed by Lead Agency)**

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- 
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITAGATED NEGATIVE DECLARATION will be prepared.
- 
- I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- 
- I find the proposed project MAY have a "potentially significant" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- 
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effect (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

\_\_\_\_\_  
SIGNATURE

\_\_\_\_\_  
DATE

\_\_\_\_\_  
TITLE

**ENVIRONMENTAL IMPACTS:**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>I. AESTHETICS – <i>Would the project:</i></b>				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>No designated scenic vistas exist in the vicinity of the project route.</i>				
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project route does not cross or travel within any designated scenic highway.</i>				
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Conduit and cable installation will have a temporary visual impact during construction. Trenching outside paved roadways could leave a landscape scar for a short time. Implementing erosion control measures such as replacing topsoil and reseeding disturbed areas will mitigate visual impacts.</i>				
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>The conduit and cable will be buried underground and will not be a source of any light or glare. Construction will occur during nighttime hours along the railroad right-of-way, temporarily increasing light and glare and affecting nighttime views. The temporary lighting will be directed at the construction site and spillover onto adjacent properties will be avoided, resulting in a less than significant impact.</i>				
<b>II. AGRICULTURE RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. <i>Would the project:</i></b>				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>There are very limited agricultural uses along Milliken Avenue and no OP-AMP stations proposed along the project route. No impact will occur on agricultural resources since construction will occur in existing disturbed road and railroad rights-of-way that are no currently in agricultural production.</i>				
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Construction will occur in existing road rights-of-way and will not have an impact on Williamson Act land by requiring or resulting in its conversion to nonagricultural uses.</i>				
c. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will create no demand on agricultural land and exert no pressure for conversion to another use.</i>				
<b>III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. <i>Would the project:</i></b>				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The construction, maintenance, and operation of the project will not require the use of equipment or materials that would conflict with or obstruct with implementation of the applicable air quality plan for the project area.</i>				
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>Heavy equipment will produce temporarily increased levels of air pollutants during construction, which may lead to violations of air quality standards. Implementation of construction best management practices (BMPs) will assure that any potential air quality impacts are less than significant.</i>				
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>The project is not expected to exceed air quality standards and construction is temporary in nature, therefore a cumulative considerable net increase for any non-attainment criteria pollutant will not occur.</i>				
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Heavy equipment will produce temporarily increased levels of air pollutants during construction, which may potentially expose sensitive receptors to elevated levels of exposure. Implementation of construction best management practices (BMPs) will assure that any potential air quality impacts are less than significant.</i>				
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Construction will temporarily generate odors from diesel exhaust, but will not be severe or affect a substantial number of people.</i>				
<b>IV. BIOLOGICAL RESOURCES – <i>Would the project.</i></b>				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Construction activities could result in impacts to the Delhi sands flower-loving fly. Mitigation measures include pre-construction surveys to identify suitable habitat and, if located, requirements for avoidance during critical periods.</i>				
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will avoid impacts to rivers or waterways by using directional boring techniques or attachment to existing bridges. The proposed project route transects waterways, which are either concrete lined or otherwise substantially devoid of riparian vegetation.</i>				
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will avoid impacts to rivers, waterways, and wetlands by using directional boring techniques or attachment to existing bridges.</i>				
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will not substantially interfere with migration or impede wildlife dispersal.</i>				
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will not result in impacts to heritage trees.</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will not conflict with existing HCPs or other established conservation plans.</i>				
<b>V. CULTURAL RESOURCES – Would the project:</b>				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Ground disturbing activities could inadvertently affect cultural resources, however the completed literature review did not yield any evidence of historic and/or prehistoric sites along the route. The record search did indicate the potential for archeological resources and the area falls within traditional tribal boundaries. Implementation of mitigation measures, such as avoidance procedures and construction monitoring will reduce impacts to less than significant levels.</i>				
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Ground disturbing activities could inadvertently affect paleontological resources and the completed literature review identified high sensitivity for paleontological resources along portions of the route. Paleontological monitors will be employed in high sensitivity areas to recover, analyze, process, catalog, curate, and document fossil remains. In the event of a significant fossil discovery, construction will cease and salvage operations implemented.</i>				
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>During construction activities, it is possible that human remains might be encountered. Compliance with state laws will ensure that potential impacts to human remains are below less than significant levels.</i>				
<b>VI. GEOLOGY AND SOILS – Would the project:</b>				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>The cable system will be designed to allow the cable to accommodate earthquake fault offsets at the soil surface. Damage to the system will not have an adverse affect on humans or the environment.</i>				
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>The potential exists for erosion of fill and excavated material during construction, resulting in increased sedimentation of receiving waters. Appropriate erosion control measures, including implementation of best management practices (BMPs) and compliance with an approved storm water pollution prevention plan (SWPPP), will be employed to reduce erosion to less than significant levels.</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Damage to the system will not have an adverse physical effect on humans or the environment.</i>				
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Proper engineering and construction techniques will eliminate this hazard. Damage to the system will not have an adverse physical effect on humans or the environment</i>				
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>No septic tank or alternative waste disposal system will be installed. No impacts will occur to any soils ability to support septic systems or alternative wastewater treatment facilities</i>				
<b>VII. HAZARDS AND HAZARDOUS MATERIALS – Would the project.</b>				
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"/>
<i>Small quantities of hazardous materials will be stored, used, and handled during construction and may be released in accidental spills. Subsurface hazardous materials may be encountered during construction. Mitigation measures, which include best management practices, compliance with state OSHA requirements, and construction worker training will reduce effects to less than significant levels.</i>				
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"/>
<i>No hazardous emissions will be generated by the project. No hazardous emissions or acutely hazardous materials, substances, or waste will be handled within one-quarter mile of an existing or proposed school.</i>				
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 checked="" type="checkbox"/>	<input type="checkbox"/>
<i>All listed hazardous materials sites will be identified prior to construction and avoided through reroutes.</i>				
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, 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"/>
<i>There will be no structures that will impair airport operations or endanger people residing in the area or other land uses.</i>				
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Emergency access will be regulated as a condition of the road encroachment permits by the applicable regulatory agency.</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will not expose people or structures to a significant risk of loss, injury, or death due to wildland fires since the route is located within a highly urbanized area.</i>				
<b>VIII. HYDROLOGY AND WATER QUALITY – <i>Would the project:</i></b>				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Water quality could be affected by accelerated erosion or sedimentation or releases of petroleum hydrocarbons. Implementation of best management practices will reduce potential impacts to less than significant levels.</i>				
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Installation of the conduit and cable will not typically exceed four feet and will have no impact on groundwater supplies or interfere with groundwater recharge.</i>				
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>No modifications to existing drainage patterns are anticipated as a result of the project.</i>				
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will not create or contribute runoff water to drainage systems.</i>				
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>No housing is proposed as part of the project.</i>				
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Conduit and cable installation underground will not affect floodplain capacity and will not impede or redirect fold flows.</i>				
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will not affect any surface water flows nor increase the risk of flooding.</i>				
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will not affect the potential for inundation by seiche, tsunami, or mudflow.</i>				



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>IX. LAND USE AND PLANNING – Would the project:</b>				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Installation of the conduit and cable components will occur underground within existing railroad and road rights-of-way. Installation, operation, and maintenance will not create any structures or other features large or intrusive enough to physically divide any community.</i>				
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>The project is not anticipated to conflict with local land use plans and regulations. If required, all necessary local land use and zoning permits will be obtained prior to construction.</i>				
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Construction within existing rights-of-way will not conflict with local habitat and natural community conservation plans.</i>				
<b>X. MINERAL RESOURCES – Would the project:</b>				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The routes are located within existing railroad and road rights-of-way, which limits the availability for surface mining and will not obstruct the recovery of mineral deposits to any greater extent than currently exists.</i>				
<b>XI. NOISE – Would the project result in:</b>				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Construction of the project will temporarily increase noise levels and groundborne vibrations in the project area. Along the railroad right-of-way, this temporary construction-related increase may exceed noise ordinances or other standards applicable in the project area due to nighttime construction. Mitigation measures, including implementing noise and vibration reducing practices and compliance with Metropolitan Transit Authority (MTA) noise reduction specifications, will reduce potential noise increases to less than significant levels.</i>				
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Permanent noise increases will not result from implementation of the project.</i>				
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Construction of the project will result in only temporary increases in noise levels. Mitigation measures will reduce potential noise increases to less than significant levels.</i>				
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 expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Not applicable to the project.</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Not applicable to the project.</i>				
<b>XII. POPULATION AND HOUSING – Would the project:</b>				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The purpose of the project is to increase the availability of telecommunication services in the project area. The project will not directly or indirectly induce population growth.</i>				
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Construction will occur within existing railroad and road rights-of-way and there will be no impact on population or housing.</i>				
<b>XIII. PUBLIC SERVICES – Would the project:</b>				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Since the project will not result in any employment or population growth, it will not create a new demand for governmental services or facilities and will not require construction, alteration, or expansion of any such facilities to provide acceptable levels of service.</i>				
<b>XIV. RECREATION – Would the project:</b>				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will not result in increase us of recreation facilities or include the construction or expansion of recreational facilities.</i>				
<b>XV. TRANSPORTATION/TRAFFIC – Would the project:</b>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a. Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>The project will result in minor increases in traffic during construction. Vehicles will be used for transport of materials and field crews. Conduit installation directly adjacent to paved roadways will temporarily disrupt existing transportation and circulation patterns in the vicinity. Traffic control measures such as preparation of a traffic control plan and compliance with road encroachment permits will reduce traffic congestion during construction. Construction activities within the railroad right-of-way will only occur during nighttime hours to avoid any interruptions in rail service or safety hazards.</i>				
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Construction-related traffic impacts will be short-term. The project will not generate enough traffic during peak hours to change the LOS on area roads. Mitigation will be implemented to ensure impacts are less than significant.</i>				
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will not result in construction of any towers or other impediments to air traffic.</i>				
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>The conduit and cable will be installed underground and the facilities are compatible with existing subsurface utilities. Mitigation including consultation with Metrolink and construction in accordance with "stand down" requirements will be implemented to ensure railway safety hazards are reduced to less than significant.</i>				
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>The project will result in temporary lane closures. Traffic control measures such as preparation of a traffic control plan and compliance with road encroachment permits will ensure priority passage by emergency vehicles.</i>				
f. Result in inadequate parking capacity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Vehicle parking during construction will be limited to areas delineated in the encroachment permit issued by the appropriate governing agency.</i>				
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will have no lasting demand on alternative transportation or on alternative transportation facilities.</i>				
<b>XVI. UTILITIES AND SERVICE SYSTEMS – Would the project:</b>				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Preparation of a SWPPP, including BMPs for erosion and sedimentation control, will meet the requirements for storm water quality by the applicable regional water quality control board.</i>				
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project does not require water for operation or maintenance and will not result in population growth that may require the construction of new or wastewater facilities. Best management practices for erosion and sedimentation control will meet the requirements for storm water quality by the applicable regional water quality control board.</i>				
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>The project will not require or result in the construction of storm water drainage facilities.</i>				
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will require no external water supply, so sufficient water supplies exist without requiring new or expanded entitlements.</i>				
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will not affect wastewater treatment services, as no wastewater will be generated.</i>				
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Construction debris consisting of spools and other packaging material associated with the conduit and cable will not significantly reduce landfill capacity.</i>				
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will produce minimal amounts of solid waste. The project will comply with federal, state, and local statutes and regulations related to solid waste.</i>				
<b>XVII. MANDATORY FINDINGS OF SIGNIFICANCE</b>				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Potential impacts on cultural resources during construction will be reduced to less than significant with implementation of the proposed mitigation measures. Impacts on fish, wildlife, plants, and their habitats are expected to be less than significant.</i>				
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>The impacts of the project will be negligible or less than significant. Through compliance with standards established for environmental protection, and incorporation of project elements and mitigation measures designed to primarily avoid or reduce impacts below the level of significance, the project will not make a cumulatively considerable contribution to any significant cumulative impact.</i>				
c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>To avoid conflicts with Metrolink operations, construction activity within the railroad right-of-way is expected to occur entirely during nighttime hours. This will result in noise levels that will likely exceed standards established in local noise ordinances, particularly as they relate to adjacent residential areas. However, construction activities are anticipated to be temporary and highly localized. The affect of increased nighttime noise and ground vibration levels will be reduced to less than significant levels by the mitigation measures included as part of the project.</i>				

**CALIFORNIA ENVIRONMENTAL QUALITY ACT  
INITIAL STUDY CHECKLIST  
CEQA Guidelines (Appendix G)**

<b>PROJECT:</b> Ontario to San Diego Longhaul Route	<b>DATE:</b> August 20, 2001
<b>LEAD AGENCY:</b> California Public Utility Commission Headquarters Office 505 Van Ness Avenue San Francisco, CA 94102 Contact: John Boccio Tel: (415) 703-2782	<b>PROJECT APPLICANT:</b> Broadwing Communications Services, Inc. 1835B Kramer Lane Austin, Texas 78758  Contact: Richard LeSassier Tel: (512) 742-1564
<b>PROJECT DESCRIPTION:</b> The project involves the construction and operation of an underground fiber optic telecommunication system between Ontario and San Diego, California. The proposed project would involve the placement of fiber optic conduit and cable within previously disturbed areas within existing public road and utility corridor rights-of-way, and construction of two OP-AMP stations. The route is approximately 114 miles in length. The fiber optic facilities will be installed at an average depth of 42 inches primarily by trenching within paved rights-of-way, plowing in road shoulders, and directional boring where required. Street crossings, sensitive environmental resources, rail facilities, and other utilities will be avoided using directional boring.	

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Aesthetics             | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Hydrology/Water Quality       | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Air Quality            | <input type="checkbox"/> Land Use/Planning             | <input type="checkbox"/> Transportation/Traffic             |
| <input type="checkbox"/> Biological Resources   | <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Utilities/Service Systems          |
| <input type="checkbox"/> Cultural Resources     | <input type="checkbox"/> Noise                         | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Geology/Soils          | <input type="checkbox"/> Population/Housing            |   |

**DETERMINATION (To be completed by Lead Agency)**

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- 
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- 
- I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- 
- I find the proposed project MAY have a "potentially significant" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- 
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effect (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

\_\_\_\_\_  
SIGNATURE

\_\_\_\_\_  
DATE

\_\_\_\_\_  
TITLE

**ENVIRONMENTAL IMPACTS:**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>I. AESTHETICS – <i>Would the project:</i></b>				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>No designated scenic vistas exist in the vicinity of the project route.</i>				
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project route does not cross or travel within any designated scenic highway.</i>				
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Conduit and cable installation will have a temporary visual impact during construction. Trenching outside paved roadways could leave a landscape scar for a short time. Implementing erosion control measures such as replacing topsoil and reseeding disturbed areas will mitigate visual impacts along the cable route. The two OP-AMP stations are not located on sites supporting sensitive resources and their use is consistent with local general plans and surrounding land uses. Existing vegetation and distance to adjacent residential uses will provide buffering. .</i>				
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The conduit and cable will be buried underground and will not be a source of any light or glare. Construction is anticipated to occur during daylight hours; some nighttime work may be required to accommodate traffic flows. The single security light and exterior door lights at the OP-AMP stations will be similar to a standard residential porch light.</i>				
<b>II. AGRICULTURE RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. <i>Would the project:</i></b>				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Construction of the cable route will occur in existing road rights-of-way. There are no existing agricultural uses on either of the two proposed OP-AMP sites. One OP-AMP station is zoned for agricultural use, but will not require conversion of a significant amount of land from agricultural use (less than 3,000 square feet).</i>				
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The OP-AMP stations are considered a “compatible” use in agricultural preserves and are allowed on agricultural land that is subject to Williamson Act contract. Construction of the cable route will occur in existing road rights-of-way and will not have an impact on Williamson Act land by requiring or resulting in its conversion to nonagricultural uses.</i>				
c. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Construction activities could introduce noxious weeds to previously uninfested agricultural areas. Broadwing will avoid dispersal of noxious weeds by designating wash stations at appropriate locations and implementing mitigation measures to minimize the possibility of spreading noxious weeds to uninfested areas.</i>				
<b>III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. <i>Would the project:</i></b>				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The construction, maintenance, and operation of the project will not require the use of equipment or materials that would conflict with or obstruct with implementation of the applicable air quality plans for the project area.</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Heavy equipment will produce temporarily increased levels of air pollutants during construction, which may lead to violations of air quality standards. The diesel-powered engines running the emergency backup generators at the OP-AMP stations will emit air pollutants during the infrequent periods they are in use. Implementation of construction best management practices (BMPs) will assure that any potential air quality impacts are less than significant.</i>				
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>The project is not expected to exceed air quality standards and construction is temporary in nature, therefore a cumulative considerable net increase for any non-attainment criteria pollutant will not occur.</i>				
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Heavy equipment will produce temporarily increased levels of air pollutants during construction, which may potentially expose sensitive receptors to elevated levels of exposure. Implementation of construction best management practices (BMPs) will assure that any potential air quality impacts are less than significant.</i>				
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Construction will temporarily generate odors from diesel exhaust, and the infrequent operation of the emergency back-up generators at the OP-AMP sites, but odors will not be severe or affect a substantial number of people.</i>				
<b>IV. BIOLOGICAL RESOURCES – Would the project:</b>				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>The project could result in impacts to listed wildlife species, raptors, and listed fish species. The least Bell's vireo, California gnatcatcher, southwestern willow flycatcher, raptors, and other listed bird species could be impacted by noise and increased human activity in the construction zone resulting in nest abandonment. The arroyo chub, Santa Ana sucker, arroyo toad, western spadefoot, southwestern pond turtle and other aquatic species could be directly and indirectly impacted by construction activities in and around rivers. Mitigation measures include conducting nesting period surveys for the least Bell's vireo, California gnatcatcher, willow flycatcher, and raptors, and employing avoidance measures if nests are detected and construction activities would occur during the nesting season. Impacts to the sensitive species utilizing aquatic habitats would be avoided by using directional boring techniques and applying exclusion zones near riparian areas and rivers. Mitigation in the event of a frac-out is included. Construction activities could result in impacts to the Delhi sands flower-loving fly. Mitigation measures include pre-construction surveys to identify suitable habitat and, if located, requirements for avoidance during critical periods.</i>				
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Some woody vegetation may be trimmed or removed in reaches of the project route, which parallel riparian habitat or support large, native trees. Riparian habitat and large trees will be avoided to the maximum extent practicable and trimming will be limited to trees directly within the road rights-of-way.</i>				
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>The project would not result in a substantial adverse effect on wetlands because directional boring techniques will be used to avoid impacts to sensitive resources. The US Army Corps of Engineers provided pre-project guidance stating there would be no impact to wetlands if all water crossings and wetlands are directional bored. If needed due to engineering or other constraints, trenching across some non-sensitive drainages would alter the streambed. Mitigation measures include stabilizing exposed soils and streambanks immediately upon installation completion in compliance with Section 404 of the CWA and obtaining authorization from the Corps of Engineers. Exclusion zones will be delineated around vernal pools and no construction activities will be allowed within those zones.</i>				
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project would result in short-term and temporary disturbance and would not interfere substantially with migratory wildlife or impede wildlife dispersal. The OP-AMP sites are less than 3,000 square feet in size and are not located within established wildlife corridors or nursery sites.</i>				
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>The project could result in trimming, damage or removal of heritage trees, which may conflict with local government ordinances. Mitigation measures include avoidance to the maximum extent practicable and/or working with local jurisdictions to minimize impacts to these resources.</i>				
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The City of San Diego and San Diego County Multi-Species Conservation Plan subarea plan documents and associated implementing agreements and ordinances were reviewed to evaluate the potential for inconsistencies with the proposed project. The MCAS Miramar Integrated Natural Resources Management Plan was also reviewed for inconsistencies with the proposed project. The project would not conflict with existing HCPs or other conservation plans.</i>				
<b>V. CULTURAL RESOURCES – Would the project:</b>				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Ground disturbing activities could inadvertently affect cultural resources and the completed literature review yielded both historic and/or prehistoric sites along the route, as well as the potential for sacred lands. Implementation of mitigation measures, such as avoidance procedures and construction monitoring will reduce impacts to less than significant levels. If needed, alternate OP-AMP stations will not be sited in proximity to potentially and known significant historic resources.</i>				
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Ground disturbing activities could inadvertently affect paleontological resources and the completed literature review identified high sensitivity for paleontological resources along several of the routes. Paleontological monitors will be employed in high sensitivity areas to recover, analyze, process, catalog, curate, and document fossil remains. In the event of a significant fossil discovery, construction will cease and salvage operations implemented.</i>				
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>During construction activities, it is possible that human remains might be encountered. Compliance with state laws will ensure that potential impacts to human remains are below less than significant levels.</i>				
<b>VI. GEOLOGY AND SOILS – Would the project:</b>				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>The cable system will be designed to allow the cable to accommodate earthquake fault offsets at the soil surface. Damage to the system will not have an adverse affect on humans or the environment. The prefabricated OP-AMP structures will not be inhabited, the manufacturer will certify that they meet necessary seismic design standards, and any damage will not affect humans or the environment.</i>				
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>The potential exists for erosion of fill and excavated material during construction of the two OP-AMP stations and along the cable route. Appropriate erosion control measures, including implementation of best management practices (BMPs) and an approved storm water pollution prevention plan (SWPPP), will be employed to reduce erosion to less than significant levels.</i>				
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Damage to the system will not have an adverse physical effect on humans or the environment.</i>				
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Proper engineering and construction techniques will eliminate this hazard. Damage to the system will not have an adverse physical effect on humans or the environment</i>				
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>No septic tank or alternative waste disposal system will be installed. No impacts will occur to any soils ability to support septic tanks or other alternative wastewater treatment facilities</i>				
<b>VII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:</b>				
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"/>
<i>Small quantities of hazardous materials will be stored, used, and handled during construction and may be released in accidental spills. Subsurface hazardous materials may be encountered during construction. Mitigation measures, which include best management practices, compliance with state OSHA requirements, and construction worker training, will reduce effects to less than significant levels. The two OP-AMP stations are not located on known contaminated sites.</i>				
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"/>
<i>No hazardous emissions will be generated by the project. No hazardous emissions or acutely hazardous materials, substances, or waste will be handled within one-quarter mile of an existing or proposed school</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>
<i>All listed hazardous materials sites will be identified prior to construction and avoided through reroutes and proper siting of alternate OP-AMP stations, if required.</i>				
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, 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"/>
<i>There will be no structures that will impair airport operations or endanger people residing in the area or other land uses.</i>				
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Emergency access will be regulated as a condition of the road encroachment permits by the applicable regulatory agency.</i>				
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>The project will not expose people or structures to a significant risk of loss, injury, or death due to wildland fires. The applicant has prepared and will implement a fire prevention and management plan.</i>				
<b>VIII. HYDROLOGY AND WATER QUALITY – <i>Would the project:</i></b>				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Water quality could be affected by accelerated erosion or sedimentation, disruption of streambed and bank sediments from trenching across non-sensitive drainages or removal of riparian vegetation, bentonite seepage from boring activities, or releases of petroleum hydrocarbons. A SWPPP will be implemented and will include appropriate erosion control best management practices (BMPs). Implementation of BMPs including using double trenching construction methods will reduce potential impacts to less than significant levels.</i>				
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Installation of the conduit and cable will not typically exceed four feet and will have no impact on groundwater supplies or interfere with groundwater recharge. There is little development of impermeable surfaces, other than the two OP-AMP stations (less than 3,000 square feet each).</i>				
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>No modifications to existing drainage patterns are anticipated as a result of the project. There is little development of impermeable surfaces, other than the two OP-AMP stations (less than 3,000 square feet each).</i>				
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will not create or contribute runoff water to drainage systems. There is little development of impermeable surfaces, other than the two OP-AMP stations (less than 3,000 square feet each).</i>				
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>No housing is proposed as part of the project.</i>				
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Conduit and cable installation underground will not affect floodplain capacity and will not impede or redirect flood flows. Placement of the two OP-AMP stations (or alternate sites, if needed) will avoid designated 100-year floodplains.</i>				
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will not affect any surface water flows nor increase the risk of flooding.</i>				
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will not affect the potential for inundation by seiche, tsunami, or mudflow.</i>				
<b>IX. LAND USE AND PLANNING – Would the project.</b>				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Installation of the conduit and cable components will occur underground within existing road rights-of-way. One pre-cast concrete building will be installed at each of the two OP-AMP sites. These structures are not large enough or intrusive enough to divide an established community. Installation, operation, and maintenance of the project will not physically divide any community.</i>				
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>The project is not anticipated to conflict with any local land use plans and regulations. The proposed OP-AMP stations are a permitted use in their respective zones, however the Warder site will require acquisition of a minor use permit. All necessary local land use and zoning permits will be obtained prior to construction.</i>				
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Construction within existing rights-of-way will not conflict with local habitat and natural community conservation plans. The Tranquil Lane OP-AMP site is located within but does not conflict with the Western Riverside County Multiple Species Habitat Conservation Plan. The Warder OP-AMP site is not located within the designation of any habitat conservation plan or natural community conservation plan area.</i>				
<b>X. MINERAL RESOURCES – Would the project.</b>				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>The routes are located within existing road rights-of-way, which limits the availability for surface mining and will not obstruct the recovery of mineral deposits to any greater extent than currently exists. Neither of the two OP-AMP sites are located in areas defined as having important mineral resources.</i>				
<b>XI. NOISE – Would the project result in:</b>				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Construction of the project will temporarily increase noise levels and groundborne vibrations in the project areas. This temporary construction-related increase will not exceed noise ordinances or other standards applicable in the project area. Mitigation measures will reduce potential noise increases to less than significant levels.</i>				
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Emergency back-up generators and HVAC equipment at the two OP-AMP stations will permanently increase noise levels. Mitigation measures will ensure compliance with local noise ordinance criteria and reduce potential impacts to less than significant levels.</i>				
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Construction of the project will result in a temporary increase in noise levels. The OP-AMP stations are located adjacent to highways and roads, which have relatively high ambient noise levels. Mitigation measures will reduce potential noise increases to less than significant levels.</i>				
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 expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Not applicable to the project.</i>				
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Not applicable to the project.</i>				
<b>XII. POPULATION AND HOUSING – Would the project:</b>				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The purpose of the project is to increase the availability of telecommunication services in the project areas. The project will not directly or indirectly induce population growth.</i>				
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Construction will occur within and along existing road rights-of-way and there will be no impact on population or housing.</i>				
<b>XIII. PUBLIC SERVICES – Would the project:</b>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The OP-AMP stations will require minimal public services. Since the project will not result in any employment or population growth, it will not create a new demand for governmental services or facilities and will not require construction, alteration, or expansion of any such facilities to provide acceptable levels of service.</i>				
<b>XIV. RECREATION – Would the project.</b>				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will not result in increase us of recreation facilities or include the construction or expansion of recreational facilities.</i>				
<b>XV. TRANSPORTATION/TRAFFIC – Would the project.</b>				
a. Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>The project will result in minor increases in traffic during construction. Vehicles will be used for transport of materials and field crews. Conduit installation within paved roadways will temporarily disrupt existing transportation and circulation patterns in the vicinity. Traffic control measures such as preparation of a traffic control plan and compliance with road encroachment permits will reduce traffic congestion during construction.</i>				
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Construction-related traffic impacts will be short-term. The project will not generate enough traffic during peak hours to change the LOS on area roads. Mitigation will be implemented to ensure impacts are less than significant.</i>				
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will not result in construction of any towers or other impediments to air traffic.</i>				
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The conduit and cable will be installed underground and the facilities are compatible with existing subsurface utilities.</i>				
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>The project will result in temporary lane closures. Traffic control measures such as preparation of a traffic control plan and compliance with road encroachment permits will ensure priority passage by emergency vehicles.</i>				
f. Result in inadequate parking capacity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Vehicle parking during construction will be limited to areas delineated in the encroachment permit issued by the appropriate governing agency. The two OP-AMP stations will be un-staffed and will not create a long-term, permanent parking demand.</i>				
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will have no lasting demand on alternative transportation or on alternative transportation facilities.</i>				
<b>XVI. UTILITIES AND SERVICE SYSTEMS – Would the project:</b>				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Preparation of a SWPPP, including BMPs for erosion and sedimentation control, will meet the requirements for storm water quality by the applicable regional water quality control board.</i>				
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project does not require water for operation or maintenance and will not result in population growth that may require the construction of new or wastewater facilities. Preparation of a SWPPP, including BMPs for erosion and sedimentation control, will meet the requirements for storm water quality by the applicable regional water quality control board.</i>				
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will not require or result in the construction of storm water drainage facilities.</i>				
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will require no external water supply, so sufficient water supplies exist without requiring new or expanded entitlements.</i>				
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will not affect wastewater treatment services, as no wastewater will be generated.</i>				
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Construction debris consisting of spools and other packaging material associated with the conduit and cable will not significantly reduce landfill capacity.</i>				
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project will produce minimal amounts of solid waste. The project will comply with federal, state, and local statutes and regulations related to solid waste.</i>				
<b>XVII. MANDATORY FINDINGS OF SIGNIFICANCE</b>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Potential impacts on cultural resources during construction will be reduced to less than significant with implementation of the proposed mitigation measures. Impacts on fish, wildlife, plants, and their habitats are expected to be less than significant with the proposed mitigation measures.</i>				
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>The impacts of the project will be negligible or less than significant. Through compliance with standards established for environmental protection, and incorporation of project elements and mitigation measures designed to primarily avoid or reduce impacts below the level of significance, the project will not make a cumulatively considerable contribution to any significant cumulative impact.</i>				
c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Implementation of the proposed project will not cause a substantial adverse effect either directly or indirectly on human beings in the project areas because potential noise impacts during construction will be reduced to less than significant with implementation of the proposed mitigation measures. In addition, construction activities will be temporary and highly localized and the two proposed OP-AMP stations are properly sited.</i>				