

STATE OF CALIFORNIA

ARNOLD SCHWARZENEGGAR, *Governor***PUBLIC UTILITIES COMMISSION**505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298**MITIGATED NEGATIVE DECLARATION****NEWPATH NETWORKS LLC (“NEWPATH”) APPLICATION****A. 06-12-021 Installation of Fiber Optic Cable and Related Facilities****INTRODUCTION**

Pursuant to Public Utilities Code Section 1001, NewPath Networks LLC (“NewPath”) has filed an Application with the CPUC for authority to engage in ground-disturbing outside plant construction related to the installation of fiber optic cable and related facilities (collectively “Distributed Antenna System”) in the right-of-way along a portion of Federal Highway 50 in El Dorado County, California. The Application was filed on December 20, 2006, and includes the Proponent’s Environmental Assessment prepared by NewPath pursuant to Rules 17.1 and 17.3 of CPUC’s Rules of Practice and Procedure. Under the Commission’s Rules, approval of this project must comply with the California Environmental Quality Act (CEQA), including an assessment of the potential environmental impacts of the proposed project. This Mitigated Negative Declaration has been prepared based upon the assessment of potential environmental impacts outlined in the attached Initial Study.

Pursuant to CEQA, the CPUC must prepare an “Initial Study” for discretionary projects such as the proposed project to determine whether the project may have a significant adverse effect on the environment. If an Initial Study prepared for a project indicates that such an impact could occur, the CPUC would be required to prepare and Environmental Impact Report (EIR). If the Initial Study does not reveal substantial evidence of such an effect, or if the potential effect can be reduced to a level of insignificance through project revisions, a Mitigated Negative Declaration can be adopted (Section 21080; CEQA Public Resources Code). This Mitigated Negative Declaration has been prepared based on the assessment of the Initial Study prepared for the NewPath Networks Highway 50 DAS Project.

PROJECT DESCRIPTION

This Mitigated Negative Declaration analyzes NewPath Networks proposed Distributed Antenna System Project located within the Right-of-Way along Federal Highway 50 between Kyburz and Strawberry, El Dorado County, California. The proposed project would consist of the following four phases:

- Phase 1: Installation of 42,000 linear feet (7.96 miles) of fiber optic polyvinyl chloride (PVC) conduit, installation of 42,000 linear feet (7.96 miles) of electrical PVC conduit, and hand holes. The fiber optic PVC conduit and electrical PVC conduit would be installed in separate trenches. Installation would occur via trenching and boring.
- Phase 2: Installation of 15 fiber-fed antenna nodes with electrical meter pedestals, repeater enclosures, fiber optic splice boxes, and electrical splice boxes.

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- Phase 3: Installation of a communications hub station.
- Phase 4: Installation and splicing of fiber optic cable and electric conductor.

PURPOSE AND NEED

The proposed project is needed to provide added diversity within the existing telecommunications system, and would insure that existing systems remain compatible with future technology advances in fiber optic equipment. The proposed project would provide greater bandwidth, multiple modes of communication compatible with existing and evolving systems, more predictable delivery of bandwidth, and greater control over the ordering, provisioning, and management of this bandwidth to better meet the growing bandwidth needs of customers. Finally, the communications system would provide cellular phone coverage in an area that currently does not provide such coverage.

The proposed project would expand and enhance California's national and international telecommunications access and the nation's existing and future demands for telecommunications services by enabling more networks to exchange traffic across California and enhancing the reliability thereof using high-quality, state-of-the-art fiber optic technology. In addition, the proposed project would increase competitive pressures among existing telecommunications carriers, and promote opportunities for economic growth in California as businesses shift their focus to information services and technology.

ENVIRONMENTAL DETERMINATION

The Initial Study was prepared to identify the potential effects on the environment from the installation and construction of a DAS telecommunications project within the Right-of-Way of Federal Highway 50 in El Dorado County, California and to evaluate the significance of these effects. The Initial Study was based on information presented in NewPath Networks' Proponents Environmental Assessment filed on December 20, 2006.

Based on the Initial Study, the project as proposed by NewPath, including the mitigation measures proposed herein, would have no significant impacts in the areas of aesthetics, agricultural resources, air quality, biological resources, cultural resources, geology and soils, hazards & hazardous materials, hydrology & water quality, land use planning, mineral resources, noise, population and housing, recreation, transportation & traffic, and utilities and service systems.

Ken Lewis, Program Manager
Energy Division
California Public Utilities Commission

Date

INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

1. Project Title:

NewPath Networks LLC, Highway 50 Distributed Antenna System Project
Application Number A.06-12-021

2. Lead Agency Name and Address:

California Public Utilities Commission (CPUC)
Energy Division
505 Van Ness Avenue
San Francisco, CA 94102

3. Contact Person and Phone Number:

Andrew Barnsdale, Project Manager
Energy Division – Analysis Branch
(415) 703-3221
e-mail: bca@cpuc.ca.gov

4. Project Location:

The proposed project is located along the Highway 50 Right-of-Way between Kyburz and Strawberry, El Dorado County, California.

5. Project Sponsor's Name and Address:

NewPath Networks LLC
1300 North Northlake Way
Seattle, Washington 98103

6. General Plan Designation:

The project is located in a relatively unpopulated, previously disturbed rural setting in California. Land use designations within the project area are designated by the El Dorado County General Plan.

7. Zoning:

The project is located in a relatively unpopulated, previously disturbed rural setting in California. Zoning designations within the project area are designated by the El Dorado County Zoning Ordinance.

8. Description of the Project:

This Mitigated Negative Declaration analyzes NewPath Networks proposed Distributed Antenna System Project located within the Right-of-Way along Federal Highway 50 between Kyburz and Strawberry, El Dorado County, California. The proposed project would consist of the following four phases:

- Phase 1: Installation of 42,000 linear feet (7.96 miles) of fiber optic polyvinyl chloride (PVC) conduit, installation of 42,000 linear feet (7.96 miles) of electrical PVC conduit, and hand holes. The fiber optic PVC conduit and electrical PVC conduit would be installed in separate trenches. Installation would occur via trenching and boring.
- Phase 2: Installation of 15 fiber-fed antenna nodes with electrical meter pedestals, repeater enclosures, fiber optic splice boxes, and electrical splice boxes.
- Phase 3: Installation of a communications hub station.
- Phase 4: Installation and splicing of fiber optic cable and electric conductor.

9. Surrounding Land Uses and Setting:

The proposed project site is located within the Highway 50 transportation corridor. Ownership of the project site is within the jurisdiction of only one property owner, the California Department of Transportation (CalTrans). The nature of existing utilities in the public Right-of-Way and the topography of the project area create very few engineering or environmental constraints on the project. Actual project location lies with the Right-of-Way of Federal Highway 50 between the towns of Kyburz and Strawberry. The route lies north of the South Fork of the American River. El Dorado National Forest bounds the project site on both the north and the south.

10. Other Public Agencies Whose Approval is Required:

In addition to a grant of construction authority from the CPUC, NewPath Networks must obtain the following permits:

- A Building Permit from the El Dorado County Building Services Department
- An Encroachment Permit from the California Department of Transportation, District 3

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

ENVIRONMENTAL DETERMINATION

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 in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT (EIR) is required.

I find that the Proposed Project MAY have a “potentially significant impact” or “potentially significant impact unless mitigated” 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 the earlier analysis as described on attached sheets, if the effect is a “potentially significant impact” or “potentially significant unless mitigated.” An EIR 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 effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the Proposed Project, nothing further is required.

Ken Lewis, Program Manager Energy Division California Public Utilities Commission	Date
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EVALUATION OF ENVIRONMENTAL IMPACTS

Introduction

This Initial Study includes analyses of the 16 environmental issue areas listed below per section number. These issue areas incorporate the topics presented in CEQA’s Environmental Checklist (identified in Appendix G to the CEQA Guidelines).

- | | | | |
|------|---------------------------------|------|---------------------------|
| I | Aesthetics | IX | Land Use/Planning |
| II | Agricultural Resources | X | Mineral Resources |
| III | Air Quality | XI | Noise |
| IV | Biological Resources | XII | Population/Housing |
| V | Cultural Resources | XIII | Public Services |
| VI | Geology/Soils | XIV | Recreation |
| VII | Hazards and Hazardous Materials | XV | Transportation/Traffic |
| VIII | Hydrology/Water Quality | XVI | Utilities/Service Systems |

I. AESTHETICS <i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
(a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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"/>
(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"/>
(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"/>

Existing Conditions:

The proposed project alignment occurs entirely within the Right-of-Way of Highway 50 between the towns of Kyburz and Strawberry, El Dorado County, California. Highway 50 traverses El Dorado National Forest, an area that provides recreational activities such as hiking, bird watching, and fishing. Highway 50 is a California State designated scenic highway. The south fork of the American River flows south and parallel to Highway 50 and the project alignment. There are a number of existing light sources within and adjacent to the project site. Sources of illumination within and adjacent to the project site include light poles along Highway 50, light sources from private residences adjacent to the project alignment, and headlights from cars traveling along and adjacent to roadways in the project area. Vegetation is limited with the Right-of-Way of Highway 50 and the project alignment. El Dorado National Forest occurs north and south of the proposed project alignment.

Explanation:

- a) **Scenic Vista: No Impact.**
- b) **Scenic Resources: No Impact.**
- c) **Degrade Visual Character: Less-than-Significant Impact.**
- d) **Light and Glare: Less-than-Significant Impact.**

Construction of the proposed project would not adversely impact scenic vistas or scenic resources, or substantially degrade the existing visual character or quality of the site and its surroundings. The proposed project will create eight new sources of permanent illumination through the installation of street lighting on eight light poles in several traffic turn-out areas in accordance with Cal-Trans requirements to improve public safety in these areas. Construction equipment will work in specific areas for a short time (24 - 48 hours at any one time). Once work is completed in an area, restoration activities would take place, and no permanent, long-term change to the existing environment would occur. The installation of a communications system is compatible with the aesthetic environment of the current utility corridor, and would not create significant changes to the existing environment. The proposed project would not alter views from neighboring properties. Measures to avoid and/or minimize impacts to aesthetic resources have been included as part of the project design, including NewPath's standard construction protocols and Best Management Practices. As a result, the proposed project would not have an adverse effect on any scenic vista and no impacts to aesthetic resources are anticipated.

II. AGRICULTURAL RESOURCES				
<i>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 Department of Conservation as an optional model to use in assessing impacts on agriculture farmland.</i>				
<i>Would the project:</i>				
	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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"/>
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"/>
c) Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Conditions

The proposed project alignment occurs entirely within the Right-of-Way of Highway 50 between the towns of Kyburz and Strawberry, El Dorado County, California. Highway 50 traverses El Dorado National Forest, an area that provides recreational activities such as hiking, bird watching, and fishing. Highway 50 is a California State designated scenic highway. The south fork of the American River flows south and parallel to Highway 50 and the project alignment. Vegetation is limited with the Right-of-Way of Highway 50 and the project alignment. El Dorado National Forest occurs north and south of the proposed project alignment. No agricultural resources occur within or in the vicinity of the proposed project. Thus, the project will have no impact on agricultural resources.

Explanation:

a) Conversion of Farmland: No Impact

The proposed project does not include new construction that might convert farmland to non-agricultural uses.

b) Conflict with Agricultural Zoning: No Impact

There is no land subject to a Williamson Act contract. The proposed project will not conflict with existing agricultural zoning or any area subject to Williamson Act.

c) Loss of Farmland: No Impact

There are no agricultural resources in the project area. The proposed project does not include any activity that might result in loss of farmland.

III. AIR QUALITY <i>Where available, the significance criteria established by the applicable air quality management or pollution control district may be relied upon to make the following determinations. Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Conditions

El Dorado County has two distinct air quality environments, which have been formally recognized by a division of the county into two separate air basins, the Mountain Counties Air Basin (MCAB) and the Lake Tahoe Air Basin (LTAB). The proposed project falls within the MCAB. Air quality in El Dorado County is regulated by various local, state, and federal government agencies. At the local level, the El Dorado County Air Quality Management District (EDCAQMD) adopts and enforces regulations to control stationary source emissions.

El Dorado County is currently designated as a non-attainment area with respect to the state 1-hour ozone and PM10 standards, and is either in attainment or unclassified for the remaining state standards. With respect to the national standards, the county is designated as a severe non-attainment area for the 1-hour ozone standard and non-attainment for the 8-hour ozone standard. The county is either in attainment, unclassified, or unclassified/attainment for the remaining national standards. Based on current attainment status, lead, sulfates, hydrogen sulfide, and visibility-reducing particulate matter are not a primary concern in El Dorado County in comparison to ozone, PM10, CO, and NO2.

- a) **Conflict with Air Quality Plan: No Impact.**
- b) **Violation of Air Quality Standard: No Impact.**
- c) **Result in a Cumulatively Considerable Increase in Non-Attainment Status Pollutants: No Impact.**
- d) **Expose Sensitive Receptors to Pollutants: Less-than-Significant Impact.**
- e) **Create Objectionable Odors: No Impact.**

Construction of the proposed project would generate short-term emissions from the operation of construction equipment and support vehicles. In addition some dust could be generated during grading or scraping activities associated with site preparation. Disturbed soil would be subject to wind entrainment; therefore, dust control measures will be implemented to minimize off-site deposition of fugitive dust. Fugitive dust would be generated during temporary construction activities particularly during excavation and grading activities. Dust emission can vary substantially depending on levels of activity, specific operations, and prevailing meteorological conditions. Disturbance will be caused by trenching operations, hand hole installation, installation of fiber optic and electrical cabinets, installation of light pole communications nodes, boring operations, and installation of the communications hub station. Combustion emissions for all pollutants associated with construction equipment are projected to be below the required significance thresholds. Measures to avoid and/or minimize short-term construction impacts to air quality have been included as part of the project design either per regulation or per NewPath's standard construction and operation protocols. As a result, no impacts to air quality are anticipated to occur during the construction of the proposed project.

IV. BIOLOGICAL RESOURCES <i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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.) either individually or in combination with the known or probable impacts of other activities through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Communities 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"/>

Existing Conditions:

The terrestrial biological setting was established using a three-pronged approach:

- A review of existing biological information including the California Natural Diversity Database, California Native Plant Society inventory, and sensitive species lists from the United States Fish and Wildlife Service (USFWS), among others;
- Consultation with local biologists representing the USFWS and the California Department of Fish and Game (CDFG); and
- Field reconnaissance of the proposed project alignment.

The survey area consisted of a 200-foot wide band, which was 100 feet on either side of the centerline of the proposed construction corridor. Although the survey area was 200 feet wide, NewPath would limit impacts to previously disturbed areas within the Right-of-Way of Highway 50. The surveys included vegetation identification and sensitive plant and wildlife surveys. The project site is currently developed as the Highway 50 transportation corridor, and vegetative communities within the proposed project site consist of ruderal and disturbed area plant species. Sierran mixed conifer forest and montane chaparral vegetative communities occur adjacent to the proposed project alignment along its entire length. No sensitive wildlife species were observed during the sensitive wildlife surveys. Due to the developed and landscaped nature of the project area, no sensitive plant species are known to occur on the proposed project site or within the study area. Field surveys confirmed that no sensitive species or suitable habitat occurs in the study area. The environment within the proposed project area is developed as the Highway 50 transportation corridor, and the proposed project will occur entirely within the public Right-of-Way. Hence, the proposed project site provides little to no foraging and nesting habitat for any wildlife species. Native wildlife habitat occurs directly adjacent to the

north and south side of the project alignment, and wildlife species may traverse along the edges of the proposed Right-of-Way while traveling from one habitat area to another. During field surveys, no sensitive wildlife species were observed. Habitat for raptors and other special-status species was observed within native habitats adjacent to the project alignment. However, no special-status species, raptors or raptor nests were observed in the proposed project area during surveys.

Explanation:

a) Adverse Effect on Special Status Species: Less-than-Significant Impact With Mitigation Incorporated.

The project will not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species.

b) Effect on Riparian Habitat: No Impact.

The project will not have a substantial adverse impact on any riparian or sensitive natural community.

c) Effect on Wetlands: No Impact.

No wetland will be adversely affected by the proposed project.

d) Interference with Wildlife Movement: Less-than-Significant Impact With Mitigation Incorporated.

The project will not interfere with wildlife movement.

e) Conflict with Policies Protecting Biological Resources: Less-than-Significant Impact With Mitigation Incorporated.

There are no existing local policies or ordinances protecting wildlife resources that would be adversely affected by the proposed project.

f) Conflict with Adopted Conservation Plans: Less than Significant Impact

There are no existing, adopted Habitat Conservation Plans, Natural Communities Conservation Plans or other approved conservation plans that would be adversely affected by the proposed project.

The proposed project has the potential to impact raptor species, specifically the northern goshawk, sharp-skinned hawk, and golden eagle. All of these species are protected by the California Raptor Act (CRA) (CDFG Code Section 710.7) and the federal Migratory Bird Treaty Act (MBTA) if they are nesting adjacent to the project alignment on utility poles and/or trees adequate for nesting activities within the Sierran mixed conifer or montane chaparral. Impacts to common wildlife species would not be significant because of their large, stable population size and availability of habitat adjacent to the work area into which the wildlife can disperse. Due to the highly developed nature of the proposed project site, the lack of appropriate habitat within the project site, and the constant noise generated by traffic on Highway 50, no further impacts to any sensitive wildlife, plant species, or sensitive habitats is anticipated. In addition, no special status wildlife or plant species were identified during field surveys or literature searches for the proposed project site. Therefore, it is highly unlikely that any other sensitive species other than raptors have the potential to be impacted by the proposed project. It is anticipated that no native heritage tree species would be removed during the installation of the project. Noise associated with construction could be a temporary and indirect impact to general avian species; however, this impact is considered short-term and less-than-significant. No other indirect impacts associated with the construction of both the proposed project and associated facilities are anticipated.

Measures to avoid and/or minimize impacts to biological resources have been included as part of the project design and would be implemented per regulation and according to NewPaths's standard construction and operation protocols and practices. To address specific impacts to common wildlife species and raptors, the following measures will be implemented.

Terrestrial Biology Impact B-1: Construction activities could disturb the habits of common wildlife species and their habitats protected by the El Dorado County General Plan conservation elements. Implementation of the following mitigation measure will reduce this impact to a less than significant level.

Mitigation Measure B-1: The following measures will be implemented to minimize the impacts to common wildlife.

- If left open overnight, holes, trenches, pits, and tanks either will be covered or fenced temporarily to prevent entry.
- Open holes, trenches, pits, and tanks left overnight will be monitored by construction personnel at the start of construction the next day to determine whether trapped wildlife are present before hole closure.
- Following construction, the project route will be restored to its original condition, including re-vegetation if necessary. Common wildlife is expected to utilize similar habitat near the project area and return to the restored area along the route relatively quickly. The extent of temporary habitat removal will not be sufficient to cause significant long-term impacts to wildlife populations.

Terrestrial Biology Impact B-2: Noise created by construction activity along the route alignment has the potential to disturb nesting raptors protected by both the CRA and MBTA. Implementation of the following mitigation measure will reduce this impact to a less than significant level.

Mitigation Measure B-2: NewPath will conduct pre-construction surveys if construction occurs between March and August (i.e., the typical period covering the nesting seasons of raptors). If an active raptor nest is identified during the surveys, NewPath, in consultation with the CDFG and USFWS, will establish a no-construction zone until the breeding season is completed or subsequent raptor surveys confirm that all offspring have fledged and no new nests have been established. Through implementation of this measure, impacts to common wildlife and raptors will be reduced to less-than-significant.

The USFWS and CDFG have been informally consulted regarding the proposed project and generally concur with the mitigation as prescribed above.

V. CULTURAL RESOURCES <i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Existing Conditions

A. Ethnography

The project area is located within territory which was occupied by the Nisenan, a Native American people who are also referred to as “Southern Maidu.” These Penutian-speaking peoples occupied the drainages of the southern Feather River and Honcut Creek in the North, through the Bear River and the Yuba and American River drainages in the south, extending from the crest of the Sierra Nevada westerly to the Sacramento River. The basic social unit for the numerous Nisenan tribelets was the family, although the village may also be considered a social as well as economic and political unit. Villages were frequently located on flats adjoining streams and were inhabited mainly in the winter as it was usually necessary to go out into the hills and higher elevations to establish temporary camps during food gathering seasons. Villages typically consisted of a series of bark houses, numbering from four to five to several dozen or more in larger villages, each house containing a single family of from three to seven people. Larger villages, with from twelve to fifteen or more houses, might also contain an earth lodge. Economic life for the Nisenan revolved around hunting, fishing and the collecting of plant foods. The collection and processing of these various food resources was accomplished with a wide variety of wooden, bone and stone artifacts. These people were very sophisticated in terms of their knowledge of the uses of local animals and plants, and of the availability of raw material sources, which could be used in manufacturing an immense array of primary and secondary tool implements. Based on the results of previous survey work within the general and immediate project area, a range of site types is known to be present within the general vicinity, including habitation areas with and without associated middens, bedrock milling stations, lithic scatters, occasional petroglyphs, trails, mortuary sites usually associated with major habitation areas, and isolated artifacts.

B. Historic Resources

The history of the project area is intimately connected with the use of the north side of the American River canyon as a transportation corridor. The project vicinity is not on the primary Gold Rush route to California, but along a route used soon thereafter for freight wagons and stagecoaches crossing the Sierras on a regular basis. What became the Placerville Road (and later U.S. 50) in the project vicinity was called Johnson’s Cutoff when it was pioneered as an alternative to the longer Carson Emigrant Road route. With the completion of a bridge over the South Fork of the American River near Pacific House in 1854, the route became practical for wagon traffic.

C. Paleontological Resources

A paleontological analysis was conducted to determine the sensitivity of the project area with regard to the potential for these resources to occur. The project site was surveyed for fossils, and to determine the geology of the site, during field surveys in November of 2005. Due to the extremely altered nature of the project site, and the type of geologic formation in the project area (i.e., Granitic Intrusive Rock), there is no possibility that paleontological resources would occur in the project area.

D. Record Search Results

Initial Study
NewPath Networks Highway 50 DAS Project

An archaeological record search conducted for the proposed project by the NCIC of the California Historical Resources Information System at California State University, Sacramento, the California Native American Heritage Commission, and Peak Associates, Inc., revealed that there are 14 recorded cultural resource areas within the general project study area and vicinity. The record search included review of several registers, published listings, and the 1855 General Land Office plat of the townships in the area. Three of the previously recorded archeological sites are located within the proposed project site. However, these sites are historical in nature, and the remnants of these sites within the project site were likely destroyed during the construction of modern Highway 50. Additionally, 11 other sites were identified within the general project area during the literature and database searches. These sites, however, are located far enough away from the alignment that they will not be affected by implementation of the proposed project. The proposed project alignment would be completely constructed within the existing, highly disturbed Right-of-Way of Highway 50. The existence of significant cultural resources within the project site is unlikely because it lies within a heavily disturbed area resulting from previous highway development. There is a remote possibility that buried sites or remnants may survive beneath the modern ground surface.

NewPath contacted the Native American Heritage Commission (NAHC) to solicit their comments on the proposed project site and area. No sites of particular Native American traditional or religious importance beyond those identified above have been identified as being within the proposed project site according to the NAHC.

Explanation

a) Adversely Affected Historic Resources: Less-than-Significant Impact With Mitigation Incorporated.

No effects on historical resources would occur at any time as a result of the proposed project.

b) Adversely Affect Archeological Resources: Less-than-Significant Impact With Mitigation Incorporated.

No effects on archeological resources would occur at any time as a result of the proposed project.

c) Destruction of Paleontological Resources: Less-than-Significant Impact.

No paleontological resources or unique geological features would be affected by the proposed project.

d) Disturb Human Remains: Less-than-Significant Impact.

The proposal does not include any project areas or project actions that would directly or indirectly disturb human remains.

Impacts to cultural resources are classified as less-than-significant based on the scope of construction, the highly disturbed nature of the project area, and the mitigation measures proposed below.

Cultural Resources Impact C-1: The proposed project could potentially cause a substantial adverse change in the significance of a historical or archaeological resource. The following mitigation measure will reduce these potential impacts to less-than-significant.

Mitigation Measure C-1: if any signs of historic, archeological, or paleontological resources are observed during excavation or ground-disturbing activities, the following measures will be implemented:

- a) If archeological resources are discovered during excavation or soil disturbing activities, a certified archeologist will be retained by NewPath to monitor construction excavations and to produce a mitigation plan for the proposed project. Archeological monitoring will include inspection of exposed materials to determine if artifacts are present. The monitor will have authority to temporarily divert grading away from exposed resources in order to recover specimens.
- b) A certified archeologist will prepare monthly progress reports to be filed with NewPath.
- c) Recovered artifacts will be prepared to the point of curation, identified by qualified experts, listed in a database to allow analysis, and deposited in a designated repository.

- d) The archeologist will record all details of the find on field data forms.
- e) The certified archeologist will prepare a final mitigation report to be filed with NewPath, the Energy Division of the California Public Utilities Commission, and the repository.
- f) If human remains are encountered during the course of excavation, all construction activities in the vicinity of the find will be ceased, and the El Dorado County coroner and Native American representatives (if appropriate) will be contacted to identify the find and determine the proper course of action.

Implementation of these mitigation measures would mitigate all potential impacts to cultural resources to a less-than-significant level.

VI. GEOLOGY AND SOILS <i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
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 type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geological 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 type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>

Existing Conditions

The proposed project site is located in the Sierra Nevada geomorphic province of California. The Sierra Nevada province is characterized by steep-sided hills and narrow, rocky stream channels. This province consists of Pliocene and older deposits that have been uplifted as a result of plate tectonics, granitic intrusion, and volcanic activity. The proposed project site is specifically located within the American River Canyon, an area of steep topography. Mountains and cliffs rise 2,000 to 3,000 feet on both the north and south sides of the project area. The American River traverses south of the project area. A single geologic unit underlies the project area: Granitic Intrusive Rock, mainly Granodiorite. Based on historical seismic activity and fault and seismic hazards mapping, El Dorado County is considered to have relatively low potential for seismic activity, and is located beyond the highly active fault zones of the coastal areas of California. No active faults have been mapped within the proposed project site or El Dorado County. Therefore, the potential for fault rupture at the site is negligible, and no portion of the site is located within an Alquist-Priolo Earthquake Fault Zone. Due to the underlying geologic makeup of the area, there is no potential for liquefaction to occur. The proposed project alignment follows the existing Highway 50 transportation corridor within El Dorado

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County, California, which is within the foothills of the Sierra Mountain Range. Existing grade within the proposed alignment is generally flat to gentle-sloping, and is paved. Topography adjacent to Highway 50 is generally steep-sloped as the roadway travels through the American River Canyon. The project alignment is free of any significant slope stability problems. Therefore, landslide potential within the project site is considered remote. The proposed project would not increase the chance of mudflows, landslides, or flooding. The proposed project would not increase the potential for wildland fires, cause substantial soil erosion or the loss of topsoil, or the loss of any unique geologic features.

Explanation

- a) **i Fault Rupture: No Impact.** No new impacts from fault rupture will occur as a result of the proposed project.
- ii Strong Ground Shaking: No Impact.** No new impacts from ground shaking would occur as a result of the proposed project.
- iii Ground Failure, Including Liquefaction: No Impact.** No new impacts from ground failure or liquefaction will result from the proposed project.
- iv Landslides: No Impact.** The proposed project will not result in new exposures to landslides.

b) Erosion or Loss of Topsoil: No Impact

There are no erosion issues directly associated with the proposed project. The proposed project will not result in any substantial soil erosion or loss of topsoil.

c) Geological Unit or Soil that is Unstable: No Impact

The proposed project will not result in project activities on potentially unstable soils nor will it create potentially unstable soils.

d) Expansive Soil: No Impact

The proposed project will not involve activities on expansive soil.

e) Soils for Septic Tank Use: No Impact

The proposed project facilities do not require waste disposal mechanisms and no wastes requiring septic soil use will be generated by the project.

The terrestrial construction techniques that will be used include surface preparation, trenching, installation of light poles with communication nodes, boring, hand hole installation, and cable pulling. Where conduit will be placed underground, NewPath proposes to bury facilities approximately 30-120 inches below the ground surface. Because slope gradients along the terrestrial route are flat, no slope cutting is anticipated.

Backfilling of trenches will begin immediately after facilities are installed. Backfilling will be accomplished with a rubber-tired backhoe/loader, road graders and vibratory compactors. Backfill material will be compacted to eliminate erosion and soil settlement in conformance with specifications of the California Department of Transportation (CalTrans) and the El Dorado County Department of Transportation.

Surface restoration activities are included in the project design. The goal of the restoration is to return the project site to its pre-construction condition or better. Restoration will include pavement repair; curb and gutter reconstruction; and pavement re-stripping if necessary. In unpaved areas, restoration will include grading to restore original contours; installing erosion control devices at locations susceptible to erosion; and seeding, mulching, and fertilizing to return the site to pre-construction conditions.

All construction will occur in road Rights-of-Way, where soils previously have been graded, compacted and paved. The majority of the project installation will take place underground via trenching and boring.

During construction, erosion control measures would be used to avoid and/or minimize any soil erosion and the deposit of surface materials off-site. Because the project disturbance would be less than five acres, NewPath is not required to obtain a NPDES permit or prepare a Storm Water Pollution Prevention Plan (SWPPP) for the proposed project. Measures to avoid and/or minimize impacts to geologic resources have been included as part of the proposed project design and/or included per regulation. As a result, no impacts related to geologic resources are anticipated for the proposed project.

VII. HAZARDS & HAZARDOUS MATERIALS. <i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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 type="checkbox"/>	<input checked="" 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 likely release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) The creation of or exposure to potential health hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) 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"/>
g) For a project within the vicinity of a private airstrip, would the project result in safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to the 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"/>

Existing Conditions

The proposed project site is located within public roadways. Based on the fact that the project area is a developed highway, and was forest prior to that time, it is highly unlikely that the site has been used as an illegal dumping ground, or has been contaminated with any hazardous materials. The proposed project site is free of any hazardous material or waste. Due to these circumstances, NewPath determined that it was unnecessary to conduct a Phase I Site Assessment of the proposed project alignment.

Explanation

a) Use, Transport, or Disposal of Hazardous Materials: Less-than-Significant Impact

The proposed project will not result in the use, transport or disposal of hazardous materials.

b) Potential for Accidental Release of Hazardous Materials: Less-than-Significant Impact

The proposed project will not result in additional risk of accidental releases of hazardous materials.

c) Hazardous Materials Near a School: Less-than-Significant Impact

The proposed project facilities are located in remote locations along the American River Canyon and Highway 50, and are not near any schools.

d) Located on Listed Hazardous Site: No Impact

The proposed project facilities are not located on known hazardous materials sites.

e) Exposure to Potential Health Hazards: No Impact

The proposed project will not result in increased exposure to potential health hazards.

f) Project Near Public Airport: No Impact

The proposed project facilities are not located near an airport.

g) Project Near Private Airstrip: No Impact

The proposed project facilities are not located within the vicinity of a private airstrip.

h) Interference with Emergency Response Plan: No Impact

The proposed project facilities are located in remote locations along the American River Canyon and Highway 50, and do not interfere with an Emergency Response Plan.

i) Exposure to Wildland Fires: No Impact

The proposed project facilities are located primarily underground in remote locations along the American River Canyon and Highway 50, and therefore they will not contribute to any risk of exposure to wildland fires.

The potential impacts that could result from the proposed project include the risk of an oil or hazardous materials release from trenching, boring, or improper handling; vehicle collisions; fires; damage to utility lines; and the general risks associated with the installation. Construction activities would involve the operation of construction equipment and support vehicles within the proposed project site. Terrestrial construction of the proposed project could result in spills from accidents or improper handling or disposal of fuels or hazardous materials. Vehicle accidents may result in fuel or hazardous materials spills from rupturing of fuel tanks. Improper handling or containment of the hazardous materials stored on the site also may result in a spill. A spill, if not handled according to local, state and federal regulations, could expose workers and the public to levels of hazardous materials in excess of OSHA and other applicable regulations. In addition to spills, small quantities of hazardous wastes, such as waste oil, could be generated during maintenance activities. Hazardous wastes also must be handled according to applicable regulations. To minimize, avoid and/or clean-up such material should such an unforeseen spill occur, NewPath Networks would prepare and follow a Spill Prevention and Contingency Plan (SPCP). Construction of the proposed project would not cause the routine transport, use or disposal of any hazardous materials. In addition, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan, nor would it expose people or structures to wildland fires.

Use of construction equipment and vehicles can involve direct health and safety risks to equipment operators, other construction personnel, and the public. Use of some construction equipment is inherently dangerous and must be

performed only by trained professionals. For example, welding equipment uses acetylene, a flammable gas that can cause sparks that could result in inadvertent fires. In addition, the increased traffic due to the additional vehicles, and the obstructions of traffic, will increase the risk of vehicle collisions. This risk increases during severe storm weather. Spills of fuels or any other materials transported by the vehicles may occur during traffic collisions.

Installation of fiber-optic conduit will occur within paved areas where underground utilities such as sewer, gas and electrical lines are located. Trenching or boring could rupture any of these lines, resulting in losses of utility service or a release of sewage or storm water, and the collateral public hazards with these losses or releases.

Hazards Impact HM-1: potential of a hazardous materials spill and improper handling of hazardous materials

Mitigation Measure HM-1: The following mitigation measures are designed to minimize the possibility of a hazardous materials spill and improper handling of hazardous materials:

- a) Prepare a SPCP for construction activities. At a minimum, the plan will include the following standard operating procedures for spill prevention, hazard assessment, spill prevention and containment, emergency response procedures, and closing the spill incident.
- b) Before construction begins, site workers will be trained to recognize and respond to spills in accordance with the SPCP plan and the proper protocols and procedures for contacting the appropriate authorities. Construction crews will have an emergency spill kit containing absorbent booms and pads, personal protective equipment, and emergency response guidance.
- c) Construction equipment will be maintained and kept in operating condition to reduce the likelihood of line breaks and leakage. Any vehicles with chronic or continuous leaks will be removed from the construction site and repaired before being returned to operation.
- d) Absorbent material or drip pans will be placed beneath vehicles during equipment maintenance or refueling. Refueling will take place only in designated areas. Any fluids drained from equipment will be collected in leak proof containers and taken to an appropriate disposal or recycling facility.
- e) Human waste at the construction site will be disinfected. Portable chemical toilets will be used. The toilets will not be placed near environmentally sensitive areas. A commercial vendor will maintain the self-contained chemical toilets in good working order to ensure that there are no leaks and will pump the toilets as necessary to prevent overflow. The vendor will be responsible for proper off-site disposal of the wastes.
- f) All hazardous waste generated if a spill occurs during the construction will be disposed of according to appropriate state and federal regulations. The appropriate disposal method will depend on the type of waste generated. Waste oils and other wastes considered hazardous by the State of California will be transported to a RCRA-certified treatment, storage, and disposal facility and disposed of at a Class I hazardous waste landfill.
- g) Contractors will receive training regarding the proper handling and/or storage of potential fire hazards, potential ignition sources (such as smoking or sparking equipment), and appropriate types of fire protection equipment.

Hazards Impact HM-2: risks to worker and public safety associated with the use of potentially dangerous construction equipment, risk of fire, and vehicle collisions.

Mitigation Measure HM-2: Implementation of the following measures will minimize potential hazards to workers and the public:

- a) The construction contractor will develop and implement a Health and Safety Plan consistent with OSHA Regulations 29 CFR 1910 and 29 CFR 1926. The Health and Safety Plan will identify physical and chemical hazards that could result from proposed operations.
- b) The construction crew will be trained in safety measures for the following activities: trenching and excavation safety, work zone safety, cardiopulmonary resuscitation (CPR), spill prevention and control, and safe vehicle handling along public Rights-of-Way.

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- c) The contractor will prepare and submit traffic control plans prepared in accordance with CalTrans and El Dorado County Department of Transportation guidelines for approval before beginning construction. Copies of the approved traffic control plans shall be on site during construction.

Hazards Impact HM-3: Trenching or boring could rupture existing underground utilities in the right-of-way.

Mitigation Measure HM-3: NewPath Networks will identify all existing utilities before construction using utility locator services.

VIII. HYDROLOGY & WATER QUALITY <i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 (i.e., 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"/>
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 that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems to 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"/>
g) Place housing within a 100-year flood plain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within 100-year flood plain structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Conditions

The proposed project site is located within the jurisdiction of the Central Valley Regional Water Quality Control Board (CVRWQCB). A number of named and unnamed streams flow under Highway 50 and the proposed project alignment. These streams are piped at a minimum of 20 feet below the road surface. No streams will be directly disturbed as a result of the proposed project. Construction activities have a remote chance of leading to transport of sediments from trenching and excavating activities and boring fluids from directional drilling activities. These materials could potentially enter storm sewers that flow into streams and surface waters outside the project site. In addition, these materials could enter sensitive habitats and cause impacts to sensitive wildlife species and habitats.

Explanation

a) Violate Water Quality or Waste Discharge Standards: No Impact

The proposed project will not violate any known water quality standard or waste discharge requirement.

b) Deplete Groundwater or Interfere with Groundwater Recharge: No Impact

The proposed project will not deplete groundwater or interfere with groundwater recharge.

c) Alteration of Drainage Resulting in Erosion: Less-than-Significant Impact

The proposed project will not result in any substantial change in drainage patterns including alteration of stream courses leading to substantial erosion or siltation.

d) Alter Drainage Resulting in Flooding: : Less-than-Significant Impact

The proposed project will not result in any substantial change in drainage patterns including alteration of stream courses resulting in flooding.

e) Create Runoff Exceeding Stormwater Drainage System Capacity: No Impact

The proposed project will not create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems.

f) Degrade Water Quality: No Impact

The proposed project will not substantially degrade water quality.

g) Place Housing in Flood Zone: No Impact

No housing is associated with this Project.

h) Install Structures Impeding Flood Flows: No Impact

The proposed project will not impede or redirect flood flows.

i) Expose Structures to Flooding: No Impact

The proposed project would not directly expose people or structures to a significant risk of loss, injury, or death involving flooding.

j) Inundation by Seiche, Tsunami, or Mudflow: No Impact

The proposed project would have no impact on the potential for inundation by Seiche, Tsunami, or mudflow.

The proposed project will not discharge storm water or other contaminated liquids into any surface water feature during construction activities. No physical disturbance will occur within any streams or waterbodies. Therefore, the project is not subject to NPDES requirements. The proposed project would be constructed during the dry season and runoff volumes are not forecasted to be substantial, and therefore, would not exceed the capacity of existing or planned storm water drainage systems. In addition all excavation activities would take place within existing roadways, sidewalks, and landscaped areas and would not lead to increased runoff after construction activities are complete. The proposed project site is not located on or in proximity to any known source of groundwater nor would groundwater resources be impacted during construction. No stream or river would be altered in a manner that would result in substantial erosion or siltation on or off site, nor would storm water be directed into such resources. No housing would be constructed as part of the proposed project nor would structures be placed within a 100-year floodplain structure.

The following Best Management Practices (BMPs) have been incorporated into the project design to mitigate any potential water resources impacts during construction of the proposed project:

- Temporary sediment barriers will be placed near storm drains and sensitive habitat areas adjacent to the proposed project alignment to prevent any construction materials from entering these areas. Such devices would include certified weed-free straw bales, straw wattles, and silt fence. These devices would be left in place until restoration activities were deemed successful and complete.

- Following installation of the communications system, trenched and excavated areas would be compacted and graded to the natural contours of the area prior to construction activities.
- Construction personnel will be trained on the sensitive types of water resources found in the local area, and the measures to avoid or minimize impacts to those resources.
- NewPath Networks will develop and implement a SPCP. This plan will describe potential sensitive water resources in the proposed project area, describe measures to avoid and minimize impacts to these resources, and describe measures to deal with any spills occurring during construction of the proposed project.
- Containment and cleanup materials will be present at all boring sites in the event of a frac-out or spill of boring materials. Equipment would include certified weed-free straw bales, straw wattles, sedimentation fencing and portable vacuum trucks and pumps.

By designing these measures into the proposed project, impacts to hydrology and water quality have been reduced to the extent that no further impacts are anticipated and no further mitigation is deemed necessary.

IX. LAND USE AND PLANNING <i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Conditions

The proposed project site lies entirely within the right-of-way of Highway 50. The project site is completely disturbed, and is used for transportation purposes. The use of this project site for a communications system is consistent with the current use of the project area. Natural vegetative communities are found adjacent to the proposed project alignment and Highway 50. A number of other utility facilities already exist within the proposed project alignment.

Explanation:

a) Physically Divide an Established Community: No Impact

The proposed project does not include any new construction that may divide an established community.

b) Conflict with Adopted Land Use Plan or Policy: No Impact

The proposed project does not include any change in land use conditions of the surrounding project area. The proposed project will not conflict with an adopted land use plan or policy.

c) Conflict with Habitat Conservation Plan: No Impact

No approved Habitat Conservation Plans conflict with the proposed project.

The proposed project will be constructed in an existing utility corridor within the Highway 50 transportation Right-of-Way. The proposed project will be built within this existing utility corridor. Construction of the proposed project would not cause the physical division of an established community or conflict with any applicable land use plan, policy,

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or regulation of an agency with jurisdiction over the proposed project. The proposed project would be consistent with applicable land use plans and implementing regulations. Therefore, no land use impacts are anticipated for the proposed project.

X. MINERAL RESOURCES <i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
a) Result in the loss of availability of a known mineral resource that would be of value to the region and 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"/>

Existing Conditions

There are no active mining operations near the proposed project site. The project site is currently developed as the Highway 50 transportation corridor. No mineral resources occur within the project area. There are no known mineral resources or mineral resource extraction facilities on the proposed project site.

Explanation:

a) Loss of Availability of a Known Mineral Resource: No Impact

The proposed project involves the construction of telecommunications infrastructure and no loss of a known mineral resource will occur.

b) Loss of Availability of a Locally Important Mineral Resource: No Impact

The proposed project involves the construction of telecommunications infrastructure and will not result in the loss of availability of a locally known mineral resource.

XI. NOISE <i>Would the project result in:</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>
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"/>
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 checked="" type="checkbox"/>

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 checked="" type="checkbox"/>
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Existing Conditions

The proposed project site is located within the Right-of-Way of the Highway 50 transportation corridor. Noise in the project area is normally caused by eastbound and westbound vehicular traffic along Highway 50. Noise levels were measured along Highway 50 near Icehouse Road during the preparation of the El Dorado County General Plan Update EIR during 2002-2003. Noise levels associated with vehicular traffic were measured to be approximately 76.1 dBA at a distance of 50 feet from the centerline of the roadway.

Explanation:

a) Exposure of Persons to Noise Levels in Excess of Local Standards: : Less-than-Significant Impact

The proposed project activities are located along the Highway 50 transportation corridor and do not expose people to noise levels in excess of local standards.

b) Expose Sensitive Receptors to Excessive Ground Borne Vibration: : Less-than-Significant Impact

The proposed project will not result in exposure to or generation of excessive vibration or noise levels.

c) Substantial Permanent Increase in Ambient Noise: No Impact

No permanent increase in ambient noise levels will occur from the proposed project.

d) Substantial Temporary or Periodic Increase in Ambient Noise: : Less-than-Significant Impact

No substantial increase in temporary ambient noise will occur as a result of the proposed project.

e) Within Two Miles of a Public Airport: No Impact

The facilities are not located near a public airport.

f) Within the Vicinity of a Private Airstrip: No Impact

The facilities are not located near a private airstrip.

Equipment operation is the primary noise source associated with construction activities. Noise levels are dependent on several factors including the number of machines operating within an area at a given time and the distance between the sources(s) and receiving properties or receptors. Typically, noise generated from construction activities ranges between 80 and 90 dBA 50 feet from the active construction area. The nearest residential properties to the proposed project alignment are located approximately 300 feet south of the project alignment along the American River. These residences are seasonal in nature, and provide housing for the United States Forest Service employees and private owners. Therefore, it is likely that construction noise would be audible at this distance, but at a much lower level than at the construction site. Additionally, conifer forest exists between the Highway 50 corridor and these residences, providing a natural noise buffer. Noise levels generated by the proposed project construction would comply with the El Dorado County General Plan and Nuisance Ordinances. Construction activities would take place between the hours of 7:00AM and 7:00PM Mondays through Fridays, and 9:00AM and 6:00PM on Saturdays.

XII. POPULATION AND HOUSING <i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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"/>
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"/>

Existing Conditions

The proposed project site is currently developed as the Highway 50 transportation corridor. Land adjacent to the proposed project route is currently designated for uses as Residential Agricultural and One-Family Residential.

Explanation:

a) Induce Substantial Population Growth: No Impact

No changes in population growth will occur as a result of the proposed project.

b) Displace Substantial Numbers of Existing Housing: No Impact

No existing housing will be displaced as a result of the proposed project.

c) Displace Substantial Numbers of People: No Impact

The proposed project involves the construction of a communications system, rather than any activity that will displace people.

The proposed project is not anticipated to induce population growth. The proposed project would not displace existing housing and/or population necessitating relocation and /or construction of replacement housing elsewhere. The proposed project would have no impact on population or housing resources.

XIII. PUBLIC SERVICES <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government 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:</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Conditions:

The proposed project site is currently developed as the Highway 50 transportation corridor. Utilities present in the project area include water, electricity, telephone, natural gas, and a number of other utilities. Fire, police and emergency medical services are provided to the project site by El Dorado County. Police services are provided by the El Dorado County Sheriff’s Department. Fire services to the project area are provided by El Dorado County through the El Dorado County Fire Protection District. The Fire district has fire stations located in Kyburz (Station No. 16) and Strawberry (Station No. 15). Emergency medical services are provided in the project area by the above agencies and the El Dorado County Medical Services Agency. The proposed project alignment will not be constructed adjacent to or near any public schools. The proposed project will not create a need for new schools, and there are no other schools located within the project area.

Explanation:

a) Fire protection: No Impact

The proposed project will not result in an increased requirement for fire protection.

b) Police Protection: No Impact

The proposed project will not result in an increased requirement for police protection.

c) Schools: No Impact

The project is located in a remote location along the Highway 50 transportation corridor and will not require the construction of new schools.

d) Parks: No Impact

No new parks will be required nor created by the proposed project.

e) Other Public Facilities: No Impact

The proposed project will not result in the need for any new public facilities.

The proposed project would improve the capacity and reliability of the telecommunications system with El Dorado County. The proposed project would not require wastewater disposal, and thus would not exceed wastewater treatment requirements of the CVRWQCB. The project would not require nor result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. Underground storm drains are in place along the proposed alignment. Potable water would only be used on site for fire suppression and boring activities. Thus, there would be no increase in demand for new or expanded entitlements to provide sufficient water supplies. Public services such as police, fire, and emergency medical services would be provided by El Dorado County.

Construction activities could inadvertently contact underground utilities during construction, possibly leading to short-term service interruptions. The likelihood of such occurrences are remote, and the implementation of standard practices, such as contacting Underground Service Alert (USA) before excavation, will reduce potential impacts. The proposed project will have no impact on public services or utilities.

XIV. RECREATION	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
a) Would the project 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"/>

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b) Does the project include recreation facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Existing Conditions

The proposed project alignment will traverse within the right-of-way of Highway 50. The Highway 50 transportation corridor travels through the El Dorado National Forest, which is open to recreational uses such as fishing, hiking, backpacking, and other uses. The Desolation Wilderness boundary is located approximately 2.5 miles north of the project alignment near Strawberry, California.

Explanation:

a) Increase the Use of Existing Neighborhood and Regional Parks or Other Recreational Facilities: No Impact

The proposed project involves the construction of a telecommunications system. No increase in use of existing recreational facilities will occur as a result of the project.

b) Require the Construction or Expansion of Recreational Facilities: No Impact

No new recreational facilities or changes to existing recreational facilities will occur as a result of the project.

No construction activities will take place within any recreational resource areas. The proposed project would not increase the use of any neighborhood or regional parks, or any other recreational resources. The project will not lead to any increases in population, and therefore, will not require the construction or expansion of recreational facilities.

XV. TRANSPORTATION/TRAFFIC <i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
a) Cause an increase in traffic that 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>
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"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Conditions

The proposed project site is located within El Dorado County within the foothills of the Sierra Mountain Range. The project will be constructed within the Right-of-Way of the Highway 50 transportation corridor. Therefore, existing paved roadways provide access to all components of the proposed project site.

Explanation

a) Increase in Traffic/Congestion: No Impact

No increase in traffic/congestion is anticipated as a result of the project.

b) Exceed Level of Service Standards: No Impact

The proposed project will not involve any activity requiring a change in the level of service standards.

c) Result in a Change in Air Traffic Patterns: No Impact

The facilities are located in remote locations along the Highway 50 transportation corridor and will not result in a change in air traffic patterns.

d) Design Feature Hazards: No Impact

The proposed project will not result in new transportation design feature hazards.

e) Result in Inadequate Emergency Access: No Impact

The proposed project will not alter the existing emergency access provisions.

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f) Result in Inadequate Parking Capacity: No Impact

No change in existing parking capacity will result from the project.

g) Conflict with Alternative Transportation Policies: No Impact

The project would not conflict with known transportation policies, plans or programs.

During construction of the proposed project, three construction crews would work to complete installation activities. A typical work crew would consist of 1 bore machine, 1 backhoe, 1 dump truck, 1 crane, and 3 vehicles (standard pickup). The dump truck and 3 vehicles would typically commute to the project site at the beginning of the workday, and leave the project site at the end of the work on a daily basis. The bore machine and backhoe would remain at each work location until construction of that portion of the project would be complete. Additional trips would be required initially to bring materials and equipment to the site.

Construction traffic would be similar in scope to ongoing activities occurring within the project area. There is a possibility that vehicular traffic on adjacent arterials may be temporarily slowed due to construction vehicle ingress and egress. Because a road network to and from the proposed site exists, no impact to traffic circulation is anticipated. Construction work areas would take place within the shoulder of public roadways on a regular basis. Project activities would take place outside of the travel lanes of the roadway whenever possible. When the construction zone must take over a travel lane, NewPath will close a lane of traffic, and provide traffic control for the work zone in compliance with CalTrans requirements. Roadway closures would be short-term (usually less than 2 days at any one location – and only during construction hours).

The project would not generate a substantial increase in traffic or conflict with adopted policies supporting alternative transportation. The proposed project would not increase hazards to a design feature or incompatible uses. The project would not result in inadequate parking capacity emergency access.

XVI. UTILITIES AND SERVICE SYSTEMS <i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>
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"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>

Existing Conditions

The proposed project site is currently developed as the Highway 50 transportation corridor. Utilities present in the project area include water, electricity, telephone, natural gas, and a number of other utilities.

Explanation:

a) Exceed Wastewater Treatment Requirements: No Impact

The proposed project will not exceed wastewater treatment requirements and will not increase wastewater output.

b) Require Construction of New Wastewater Treatment Facilities: No Impact

No new construction of wastewater treatment facilities will be required as a result of the project.

c) Require Construction of New Storm water Drainage Facilities: No Impact

The proposed project will not create the need for new storm water drainage facilities.

d) Sufficient Water Supplies Available: No Impact

The proposed project will not require additional provisions for water supplies.

e) Adequate Wastewater Treatment Capacity: No Impact

The proposed project will not require new or additional wastewater treatment.

f) Sufficient Landfill Capacity: No Impact

The project involves the construction of a telecommunications system. No new landfill capacity is required.

g) Comply with Statutes and Regulations Related to Solid Waste: No Impact

The project will not create the need to accommodate additional solid waste.

The proposed project would improve the capacity and reliability of the telecommunications system within El Dorado County. The proposed project would not require wastewater disposal, and thus would not exceed wastewater treatment requirements of the CVRWQCB. The project would not require nor result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. Underground storm drains are in place along the proposed alignment. Potable water would only be used on site for fire suppression and boring activities. Thus, there would be no increase in demand for new or expanded entitlements to provide sufficient water supplies.

XVII. MANDATORY FINDING OF SIGNIFICANCE	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation:

a) Degrade the quality of the environment: : Less-than-Significant Impact

The proposed project does not 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 or restrict the range of a rare or endangered plant or animal, or eliminate important examples of major periods of California history or prehistory. The proposed project will not achieve short-term environmental goals to the detriment of long-term environmental goals. In addition, the proposed project does not have the potential to cause impacts that are individually limited, but cumulatively considerable. The proposed project does not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.

The proposed project does have the potential to reduce the numbers or range of rare, threatened, or endangered species. Raptor species could potentially use utility joint poles and tall trees in the project area for nesting and perching activities. The project proponent (NewPath) has incorporated mitigation measures to reduce this potential impact to less than significant.

b) Impacts that are individually limited, but cumulatively considerable: No Impact

The installation of a telecommunications system involves primarily temporary construction impacts that are not considered significant and would not contribute to cumulative impacts in the local communities.

c) Substantial adverse effects on human beings, either directly or indirectly: : Less-than-Significant Impact

The construction of a telecommunications system along the Highway 50 corridor between Kyburz and Strawberry will cause no adverse effects to human beings.

XVIII. LIST OF PREPARERS OF THIS INITIAL STUDY

Table XVIII-1. Initial Study Preparers

Name	Agency / Firm	Area of Responsibility
Andrew Barnsdale	CPUC	CPUC Project Manager
Ken Lewis	CPUC	CEQA Team Reviewer
Ourania Vlahos	CPUC	CEQA Legal Team

XIX. REFERENCES

_____. 2006. Proponent's Environmental Assessment, NewPath Networks, LLC, Application A.06-12-021