



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION  
DETERMINATION FORM FOR MIDDLE-MILE BROADBAND NETWORK PROJECTS  
(REV. 4/2025)**

<b><u>Project Information</u></b>	
Project Name (if applicable): CVIN MMBN SR33 61.45 - 53.4	
DIST-CO-RTE: 06-FRE-33	PM/PM: 61.45 - 53.4
EA:	Federal-Aid Project Number: N/A
<b><u>Project Description</u></b>	
See Continuation Sheet	

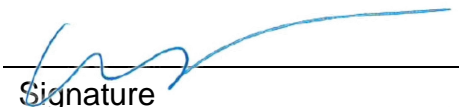
**Caltrans CEQA Determination** (Check one)

- Not Applicable** – Caltrans is not the CEQA Lead Agency
- Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

Based on an examination of this proposal and supporting information, the project is:

- Exempt by Statute.** (PRC 21080.51)
- Categorically Exempt. Class** Enter class. (PRC 21084; 14 CCR 15300 et seq.)
  - No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the [SER Chapter 34](#) for exceptions.
- Covered by the Common Sense Exemption.** This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)

**Senior Environmental Planner or Environmental Branch Chief/Office Chief**

Jennifer Lugo		5/19/2025
Print Name	Signature	Date

**Project Manager**

Manuel Ornelas	<i>Manuel Ornelas</i>	5/19/2025
Print Name	Signature	Date



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**Caltrans NEPA Determination**

Caltrans has determined this project meets the conditions set forth below and therefore is categorically excluded from the requirements to prepare an EA or EIS under NEPA, provided the following conditions are met:

- The action is required in order to implement a project that is part of the California Middle-Mile Broadband Network;
- The Federal Action consists of: Approval of a non-highway use of the right-of-way/grant of a right-of-way use agreement or utility installations along or across a transportation facility;
- The action does not, either individually or cumulatively, have any significant environmental impacts as described in 23 CFR 771.117(a);
- The action does not involve unusual circumstances as described in 23 CFR 771.117(b):
  - Significant environmental impacts;
  - Substantial controversy on environmental grounds;
  - Significant impact on properties protected by Section 4(f)<sup>1</sup> requirements or Section 106 of the National Historic Preservation Act; or
  - Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action.
- The action can be authorized under a Section 404 Nationwide Permit or Regional General Permit 23 issued for the California Middle-Mile Broadband Network. Sufficient information to issue a Wetlands Only Practicable Alternative Finding must be included in the CE documentation;
- The action would not significantly encroach on the base floodplain and no impacts to the natural and beneficial floodplain values are anticipated;
- The action would not impact the features or attributes of a designated scenic river that make it eligible for inclusion in the National System of Wild and Scenic Rivers published by the U.S. Department of Interior/U.S. Department of Agriculture;
- The action does not require any U.S. Coast Guard construction permits;
- The use of this CE certifies that the project has been evaluated and is designed to prevent unauthorized releases of hazardous materials. Caltrans would maintain compliance with the Department of Toxic Substances Control (DTSC) Soil Management Agreement for Aerially Deposited Lead-Contaminated Soils effective July 1, 2016, and that there are no known Cortese sites within the project footprint based on a record search;
- The action does not require formal Section 7 Consultation for effects to federally listed or proposed species or critical habitat (likely to adversely affect determination for any species or critical habitat), or can be covered under an

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<sup>1</sup> Middle-Mile Broadband Network Projects are not considered transportation projects and therefore exempt from the requirements of 23 CFR 774



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existing Programmatic Biological Opinion or the Programmatic Biological Opinion/Programmatic Letter of Concurrence for Middle-Mile Broadband Network activities; and

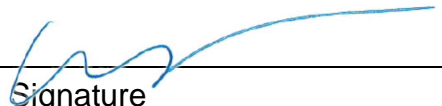
- The action is consistent with the State's Coastal Zone Management Plan, if applicable.

The proposed project(s) are in compliance with Title VI of the Civil Rights Act of 1964.

**23 USC 326:** Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2022, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

- 23 CFR 771.117(c): activity (c) 2<sup>2</sup>**
- 23 CFR 771.117(d): activity (d)(Enter activity number)**
- Activity Enter activity number listed in Appendix A of the MOU between FHWA and Caltrans**

**Senior Environmental Planner or Environmental Branch Chief /Office Chief**

Jennifer Lugo		5/19/2025
Print Name	Signature	Date

**Project Manager/ DLA Engineer**

Manuel Ornelas	<i>Manuel Ornelas</i>	5/20/2025
Print Name	Signature	Date

**Date of District-Prepared Categorical Exclusion Checklist (Attached): 5/15/25**  
**Date of District-Prepared Environmental Commitment Record (Attached): 5/15/25**

<sup>2</sup> Note: 23 CFR 771.117(c)(2) Approval of utility installations along or across a transportation facility will most likely be the appropriate FHWA CE based on the February 2025 Wired Broadband as a Wired Telecommunications Utility memo.



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**Continuation sheet:**

**Project Description**

This project would include the installation of approximately 10,000-miles of broadband infrastructure throughout California within the State Highway System, including Interstate routes.

Due to the varied topography and locations of the 10,000-mile broadband infrastructure across the State of California, the design would be dependent on project site features. Work would include the installation of subsurface broadband conduit and fiber, the installation of network repeater hubs at approximately 50-mile intervals, as well as the installation of vaults (Pull, Splice, and Buried) at various locations.

CVIN, dba Vast Networks recently entered into an agreement with the California Department of Technology (CDT) to develop a broadband middle mile network system across large portions of northern and central California. Consistent with SB 156, CVIN has proposed the installation of utility broadband network facilities within the Caltrans right-of-way (ROW) on SR-33 between Belmont Ave and West Adams Avenue in Fresno County. This project will contribute to the expansion of broadband internet infrastructure across the region, improving access to high-speed internet services for underserved communities, and enhancing the overall connectivity of the state's Middle Mile network.

All work will take place within 30-feet of highway rights-of-way except where not feasible. The areas of project impact in most areas will be limited to the existing paved surfaces, disturbed shoulders, and maintained Caltrans right-of-way.

**Purpose and Need**

**Purpose:** This Middle-Mile Broadband Network project would install broadband infrastructure along the State Highway System (SHS) and Interstate System necessary to connect to a third-party operated Last Mile Broadband Network which would bring internet connectivity to homes, businesses, and community institutions.

**Need:** In July 2021, California Governor Gavin Newsom signed into law Senate Bill (SB) 156 to create an open-access middle-mile network to bring high-speed broadband service to all Californians.

The lack of available middle-mile broadband infrastructure has been a major issue in connecting California's communities. The statewide open-access middle-mile network included in SB 156 is a foundational investment to ensure every Californian has access to broadband internet service that meets the connectivity needs of today, and well into the future. This project intends to provide critical statewide broadband infrastructure for all Californians.



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### **Description of Work**

The proposed project would install broadband infrastructure along approximately 8.05 miles on SR-33 from PM 61.45 (south of Cromir) to PM 53.4 (West Adams Avenue) in Fresno County including the installation of subsurface broadband conduit and fiber, and vaults. The details are as follows:

### **Installation Scope:**

The project involves the linear installation of broadband conduit and fiber optic cable, generally consisting of two (2) 1 ½-inch conduits, with a minimum depth of cover ranging from 42 to 60 inches, depending on the specific location (urban, rural, or other areas).

- Plowing: Ideal for softer soils and open areas.
  - Trench width of approximately 4 to 6 inches.
  - Work area width of 10 to 15 feet.
  - Approximately 40,120 linear feet of plowing.
- Horizontal Directional Drilling (HDD): Preferred for crossing under obstacles like roads, waterways, or other infrastructure, allowing for minimal surface disruption.
  - No open trench.
  - Depth ranging from 4 to 25 feet.
  - Work area width of 20 to 30 feet.
  - Approximately 2,180 linear feet of HDD.

### **Vaults and Splice Points:**

- Vaults will be spaced approximately 2,500 feet apart and will serve as access points for maintenance and fiber splicing. The vaults will allow for the connection of last mile broadband networks in local communities.
  - Installation of 18 standard polycrete vaults measuring 3-ft by 5-ft by 3-ft and installed flush with the ground, 1 inch above the surface in unpaved areas or buried up to 12 inches if requested by a permitting jurisdiction.

### **Environmental Factors**

If project scope should change, the Division of Environmental Analysis shall be notified to determine whether the current environmental documentation and technical assessments are adequate or further documentation for a reevaluation will be required.

The project would not affect agriculture and forestry, air quality, a wild or scenic river, energy, geology/soils, greenhouse gas emissions, land use/planning, mineral resources, noise, visual, paleontology, population/housing, public services, recreation, transportation, utilities/service systems, or wildfire potential.



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**Avoidance of Sensitive Resources**

- This project has been independently evaluated for sensitive resources prior to construction. CVIN intends to identify and avoid potential environmental impacts throughout construction.
- Environmental reevaluation would be required if the scope of the project changes to include additional areas or activities, or if previously unknown cultural, biological, or other unidentified environmental resources were discovered.
- The contractor would not be allowed to park, stage, or store equipment or materials outside of the project impact area.
- Staging areas would shift along the alignment as construction progresses and be limited to temporary equipment parking at each vault/connection location and would remain within existing right-of-way. Work would remain within the project footprint and within the area cleared for construction as delineated by environmental constraints (including biological resources and jurisdictional waters).

**Technical Studies Prepared**

***Biological Resources***

A Natural Environment Study (Minimal Impacts) May 2025 for the project and found biological resource impacts would be avoided with the avoidance and minimization measures discussed below. The project limits extend through urban areas, and is located within the boundaries of the roadway, shoulders, and connectors.

*Avoidance and Minimization Measures*

To ensure that potential temporary effects to biology during construction and operation are minimized, the following avoidance and minimization measures would be implemented:

- Avoid impacts to overwintering giant garter snakes (October 2 – April 30):
  - For work occurring during the giant garter snake overwintering period, areas outside of the pavement within a 200-foot buffer of agricultural irrigation ditches are avoidance areas. Work, staging, equipment, personnel, and vegetation removal are not to occur within the avoidance area and staging off pavement is not permitted.
  - Alternatively, a qualified biologist may conduct a pre-construction survey at these locations no more than 7 days prior to the date of initial ground disturbance within the project disturbance limits and a 200-foot buffer if access is available, to delineate areas of unsuitable habitat (i.e., no suitable winter refugia) outside of the pavement where project activities would be allowed. Surveys would include a thorough investigation of



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mammal burrows, rocks, soil cracks, vegetation, logs, and other debris (e.g., leaf litter) identified as potential refuge burrows or cover habitat and an assessment of nearby aquatic habitat. Work would be permitted outside of the pavement in areas determined by a qualified biologist during the preconstruction survey to be unsuitable for giant garter snake.

- If during work activities a giant garter snake is observed within the project work areas or immediately adjacent area during the active season, work within 100 feet of the individual will stop until the animal has left the area of its own volition.
- Avoid impacts to breeding giant garter snakes (May 1 – October 1):
  - For work occurring during the giant garter snake active period near agricultural irrigation ditches, areas outside of the pavement within a 200-foot buffer are avoidance areas. Work activities must be confined the paved roadway within this buffer. Work, staging, equipment, personnel, and vegetation removal are not to occur within avoidance areas and staging off pavement is not permitted.
  - Alternatively, a qualified biologist may conduct a pre-construction survey at these locations no more than 7 days prior to the date of initial ground disturbance within the project disturbance limits and a 200-foot buffer if access is available, to delineate areas of unsuitable habitat (i.e., no irrigation ditches, wetlands, or aquatic features, and areas with burrows that may be used as shelters) outside of the pavement where project activities would be allowed. Work would be permitted outside of the pavement in areas determined by a qualified biologist during the preconstruction survey to be unsuitable for giant garter snake.
  - If during work activities a giant garter snake is observed within the project work areas or immediately adjacent area during the active season, work within 100 feet of the individual will stop until the animal has left the area of its own volition.
- San Joaquin Antelope Squirrel Pre-construction Surveys and Avoidance. Potentially suitable habitat for San Joaquin antelope ground squirrel may be present in grassland or agricultural lands within the BSA.
  - A qualified biologist will conduct a preconstruction survey within direct impact areas and a 50-foot buffer for burrows that could support San Joaquin antelope ground squirrel no more than 14 days prior to the start of groundbreaking, vegetation clearing, or other general construction activities.
  - If sign of San Joaquin antelope ground squirrel is discovered, burrows will be flagged or otherwise marked and avoided by at least 50 feet. Alternatively, work may occur within the paved roadway in these areas, with oversight from a biological monitor.
  - If no sign of San Joaquin antelope ground squirrel is observed in the direct impact areas but suitable habitat or colonies are observed in adjacent areas, a qualified biologist will conduct a final clearance survey within 24 hours of work start. If no San Joaquin antelope ground squirrel sign or



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burrows are located in the survey areas, work may proceed. If San Joaquin antelope ground squirrel burrows are observed, a 50-foot no-disturbance buffer will be implemented.

- Avoid impacts to wintering western burrowing owls (September 1 – January 31):
  - A qualified biologist shall conduct a pre-construction take avoidance survey for burrowing owls no more than 14 days prior to the date of initial ground disturbance. The survey will be conducted within the project disturbance limits and a 150-foot buffer if access permits. The survey will include a pedestrian investigation of the project disturbance limits, including an investigation of culverts or debris piles that may attract owls. If areas of the buffer are not directly accessible, these areas will be scanned from adjacent accessible areas with binoculars.
  - If no burrowing owls or potentially suitable burrows for this species are observed during the survey, work may proceed as planned with no further restrictions.
  - If no burrowing owls, but potentially suitable burrows are observed during the survey, a final preconstruction clearance shall be conducted 24-hours in advance of ground disturbance before construction may begin. If no burrowing owls are detected during either survey, work may proceed as planned with no further restrictions. A new survey would be required if work is delayed more than 14 days after the second “negative” finding survey.
  - If burrowing owls are detected during either survey, a qualified biologist will establish a minimum 150-foot avoidance buffer around occupied burrows and no work activities, vehicle parking, or equipment or materials staging shall occur within this avoidance buffer. If work must occur within the established avoidance buffer, a qualified biologist will be present to monitor during work activities conducted within the 150-foot avoidance buffer. The monitor will have the authority to stop work if occupied burrows or individual owls are at risk of harm.
- Avoid impacts to breeding western burrowing owls (February 1 – August 31):

Potentially suitable habitat for burrowing owl occurs along the alignment. Work activities will not occur during the breeding season in these areas when feasible. If work outside of the paved roadway must occur within the breeding season, the following must be implemented.

  - A qualified burrowing owl biologist will conduct a pre-construction take avoidance survey for burrowing owls within direct impacts areas and a 650-foot buffer no more than 14 days prior to the start of work activities. The survey will be conducted under weather conditions ideal for detection, between sunset and 10 a.m., and will include a pedestrian investigation of the direct impact areas, including an investigation of culverts or debris piles that may attract owls. If areas of the buffer are not directly accessible, these will be scanned from the edges using binoculars.
  - If potentially occupied burrows, but not burrowing owl individuals, are observed, a second survey will be conducted under the same conditions,



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no more than 7 days after the first survey. If no owls are detected, a final preconstruction clearance survey shall be conducted 24-hours in advance of ground disturbance before construction may begin. If no burrowing owls are detected during surveys, work may proceed as planned. A new survey would be required if work is delayed more than 7 days after the last “negative” finding survey.

- If burrowing owls are detected during surveys, a qualified biologist will establish a minimum 650-foot avoidance buffer around occupied burrows. No work activities, vehicle parking, or equipment or materials staging, will occur within this buffer. Further, a qualified burrowing owl biologist will be present to monitor during work conducted within 1,640 feet of the active burrow. As an alternative to repeated surveys, Contractor may establish a 650-foot buffer around potentially occupied burrows.
- If, during work activities, a previously unidentified burrowing owl or active burrow are observed within 650 feet of work activities and cannot be avoided, work in the vicinity of the animal/burrow will immediately stop and CVIN should contact a qualified biologist to make recommendations for avoidance (e.g. delay construction until breeding is concluded, or in the event of the individual sighting, confirm no burrows are within the buffer). If there is possibility of impact to the burrowing owl, the appropriate agency must be contacted.
- **Swainson’s Hawk Avoidance:** At locations where larger trees are present, potential nesting sites for Swainson's hawk occur within or adjacent to the BSA. If work activities must occur during the Swainson's hawk survey season (January 1 to July 30), a qualified biologist will conduct a pre-construction survey to determine if the known or potential nest sites are occupied.
  - *Survey requirements*
    - The survey will include historically known and potential nesting sites within a 0.5-mile buffer of the project-related BSA and will be conducted no more than seven days prior to the start of work.
    - The survey will be conducted under weather conditions ideal for detection, following the CDFW-approved Swainson's hawk survey method.
    - If areas of the buffer are not directly accessible, these will be scanned from the edges using binoculars.
  - *Survey Results*
    - If a raptor nest is identified during the preconstruction survey, nest monitoring will be required for four hours prior to determining inactivity.
    - If no active nests and no potential nesting sites are found during the survey, work may proceed as planned.
    - If no active nests are found, but potential nests are found and cannot be confirmed as unoccupied, the qualified biologist will conduct a second survey within three days of work to verify if the nest is being occupied.



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- If an active nest is identified, a qualified biologist will establish a minimum 0.5mile buffer, and construction will not proceed within this area until a qualified biologist determines that fledglings have vacated the nest.
- A biological monitor will also be present for work activities within 0.5 mile of a known active Swainson's hawk nest.
- Nesting raptor surveys are good for seven days and will have to be repeated if the area is not cleared within the time frame.
- San Joaquin Kit Fox Avoidance: A qualified biologist experienced in identifying San Joaquin kit fox, their burrows, and their sign, will conduct a pre-construction survey of the work areas and a 200-foot buffer no more than 30 days and no less than 14 days prior to the start of work activities. Potential and occupied dens will be mapped and protected with no-disturbance buffers, as outlined below.
  - Minimum No-Work Buffers for San Joaquin Kit Fox Dens
  - Potential den: 50 feet
  - Known den, non-breeding: 100 feet
  - Natal den: 200 feet

If no dens are observed during the pre-construction survey, but the biologist determines during the pre-construction survey that the habitat is highly suitable, a final pre-activity survey will occur within 24 hours of the start of work activities. If no dens are detected, work may proceed as planned.

A qualified biologist will be present as a biological monitor during work activities within 200 feet of a potential or known den and 500 feet of a natal den. The monitor shall have authority to stop work if there is potential for disturbance or impacts to the den or individual kit foxes. Night work shall be avoided to the extent feasible in areas that may be occupied by kit fox, based on the results of the pre-construction survey. If night work must occur in known kit fox areas, a biological monitor will be present. If during work activities a San Joaquin kit fox is observed within the project work areas or immediately adjacent area, work within 100 feet of the individual will stop until the animal has left the area of its own volition.

- Burrow Pre-construction Surveys: A qualified biologist will conduct a preconstruction survey for burrows that could support special-status species no more than 30 days prior to the start of groundbreaking or other general construction activities. The survey will include direct impact areas, excluding existing pavement, and a 50-foot buffer of these areas. The buffer may be visually scanned with binoculars if direct access is not feasible. If burrows that could support special-status species are discovered, they will be flagged or otherwise marked and avoided using species-specific buffers. Negative preconstruction surveys will be repeated if construction is not initiated within the specific timeframe required for each potential species.
- Nesting Bird Pre-construction Surveys: If vegetation removal is required outside designated avoidance areas, it must be done outside of the bird breeding season, if feasible (February 1 to September 30). If vegetation clearing must occur during this time period, the project biologist must be notified at least 2



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weeks prior to the start of work and will complete pre-construction nesting bird surveys no more than 72 hours prior to the start of work. If nesting activity is detected work cannot commence until the young have fledged. Nesting bird surveys are only good for 7 days and will have to be repeated if the area is not cleared within that time frame.

- If vegetation removal is required, limit removal to the area identified as within the limits of disturbance in the project plans.
- Ensure that wildlife cannot become trapped in construction areas. Trenches shall not be left open when not being worked on and shall be checked for trapped wildlife before work resumes. Open excavation and trenches shall be either backfilled at the end of the work day, securely covered during all non-work hours, or shall have escape ramps (no greater than 2:1 slope) placed at regular intervals to facilitate wildlife escape.
- Stockpiled materials, including pipe, may attract wildlife as shelters and nesting sites. Take appropriate measures to prevent wildlife from inhabiting stockpiled materials, such as pipes. Open pipes should be capped or covered to prevent wildlife entrance. Prior to moving materials and moving or burying pipelines, the construction contractor will inspect these areas for signs of wildlife. If wildlife is observed in trenches or stockpiled materials, project activities shall cease within 50 feet from the affected trench or stockpiled material and the construction contractor will contact the project biologist.

***Water Resources***

A No Effect Memo was prepared in December 2024 and revised in May 2025, and found jurisdictional waters and wetland areas cross or run adjacent to the project limits. At these locations, work will be constrained to the pavement or bridges and ground disturbance including trenching, vault construction, staging, and storage would not occur further than the immediate unvegetated shoulder adjacent to the pavement.

The proposed project would not involve major reconstruction, and there would be no changes in grade or hydraulic capacity. The proposed project would maintain the original purpose of original drainage facilities and would not substantially increase or change existing impervious surface areas.

The project would not impact wetlands or substantially divert or obstruct the natural flow or substantially change or use material from the bed, channel, bank of rivers, streams, or lakes. Project design would not require the depositing or disposal of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into water resource.

***Avoidance and Minimization Measures***



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To ensure that water quality and resources are not affected during project construction and operation, the following avoidance and minimization measures would be implemented:

- Work, staging, and storage will not enter the waterways or adjacent riparian vegetation, if present.
- Avoidance Area 42: Work will avoid the roadside/irrigation ditch by constraining work to the Caltrans ROW.
- Construction site best management practices (BMPs) will be implemented at identified avoidance areas to minimize potential short-term water quality impacts and impacts on adjacent sensitive habitat, where present. BMPs will include, but not be limited to, the following, as appropriate: Runoff control measures such as straw wattles, filter rolls, filter fences or silt fences will be installed to contain disturbed soil materials, as designed by an appropriately-qualified professional. Runoff control will be in place prior to groundbreaking. If straw wattles are used, they will consist of certified sterile, weed-free rice straw or similar, suitable for use in sensitive habitat.
  - If onsite fueling, maintenance, or repairs are required, containment measures such as drip pans will be required.
  - If stationary diesel or gasoline-powered equipment is needed, it will be situated in a paved area if possible and will be placed within secondary (dual) containment.
  - In the event of a spill, appropriate spill response procedures will be initiated as soon as the incident is discovered.
  - Trash generated at the work site will be promptly and properly removed from the site for offsite disposal.
- Erosion control measures such as fiber rolls and erosion control blankets should utilize biodegradable materials such as jute instead of plastic mesh, to avoid potential plastics pollution hazards to wildlife.
- Regularly assess the performance of the BMPs to ensure protection of the receiving waters/sensitive habitats and identify necessary corrective measures.
- Directional boring may be used in various locations and must occur to a depth that avoids impacts to waters and aquatic resources along the Project routes to cross areas where surface disturbance or sensitive resources must be avoided (e.g., cultural resources, crossing railroads, highways, rivers/streams). For streams/rivers, boring will only occur if the conduit could not be attached to a structure. Directional bore lengths can range from less than 100 feet to more than 10,000 feet, depending on the type of equipment used. For river, stream, and wetland crossings, the Work Areas will be located at least 50 feet from the bank or edge of the wetland resource. Silt fences, straw bales, and other erosion control measures will be installed around these Work Areas, consistent with Stormwater Pollution Prevention Plans (SWPPPs) or Water Pollution Control Plans, as applicable.
- To minimize impacts associated with an inadvertent frac-out, monitor HDD operations underneath streams and waterways to stop work in the event that



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frac-out occurs. If HDD entry and exit pits cannot be placed outside of CDFW-jurisdictional areas or if a sufficient depth cannot be achieved to prevent frac-out, then CDFW notification and permitting may be required.

- In the event of a frac-out, drilling shall cease immediately, and personnel shall implement contingency actions. For frac-outs that occur in uplands outside protected resources such as wetlands or waterways that must be avoided, frac-out mud shall be immediately vacuumed into the onsite baker tank for proper off-site disposal. Residual material shall be removed by hand. For frac-outs that occur in wetlands/waters contact the project biologist for appropriate agency notification and coordination.

### ***Cultural Resources***

A Historic Property Survey Report (HPSR) was prepared May 2025 with a finding of No Historic Properties Affected. No sites were found within the site survey area; therefore, there would be no impacts. Avoidance or minimization measures have been included in the event of an unanticipated discovery during construction.

### ***Avoidance and Minimization Measures***

To ensure that potential temporary effects to cultural resources during construction and operation are minimized, the following avoidance and minimization measures would be implemented:

- If cultural materials are discovered during construction, divert earth-moving activity within and around the immediate discovery area until a qualified archaeologist can assess the nature and significance of the find.
- If unanticipated human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities would cease in areas or nearby areas suspected to overlie remains, and the County Coroner would be contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the Coroner would notify the Native American Heritage Commission (NAHC), who would then notify the Most Likely Descendant (MLD).