EXECUTIVE SUMMARY

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared for the purpose of analyzing the potential physical environmental effects of the proposal by Broadwing Communications Services, Inc. (Broadwing) to install a network of fiber optic telecommunications cable and related facilities in California. The proposed expansion project is analyzed at two levels in this IS/MND. The general characteristics of the proposed project and potential impacts common to the project routes are examined at a project-wide level. The route-specific environmental settings and potential impacts are examined at a route-specific level. Mitigation measures to reduce identified impacts to less-than-significant levels are identified at both levels of analysis. Two keynotes to this approach are Broadwing's commitment to avoidance of impacts through project design and adoption of constraints-driven mitigation measures as part of the proposed project.

The IS/MND concludes that, given the construction approach, design elements, and mitigation built into the proposed project and the mitigation measures included herein, no significant impacts on the environment will occur. In addition, no substantial evidence exists in light of the whole record that the proposed project may have a significant effect on the environment.

PROJECT DESCRIPTION

As discussed in Chapter 1, "Introduction," of this IS/MND, Broadwing seeks to affirm its authority to install and operate a fiber optic cable system and provide facilities-based and resold 24-hour interLATA and intraLATA interexchange services in California. Broadwing is applying to the California Public Utilities Commission (CPUC) to modify its existing Certificate of Public Convenience and Necessity (CPCN) to authorize further planned construction of facilities within the state.

Broadwing proposes to install small-diameter (less than two inches outside diameter), high-density polyethylene (HDPE) conduits carrying fiber optic cables primarily within existing, disturbed rights-of-way (i.e., roads, railroads, or utility corridors) over several linear routes across California. Approximately 99 percent of the work will be conducted inside existing disturbed rights-of-way and buried through use of plowing or trenching techniques. In addition to the fiber optic cable, two regenerator/optical amplification (OP-AMP) stations will be installed along one of the routes to boost transmission signals.

The following project routes and related facilities make up the proposed project analyzed in this IS/MND. Specific descriptions of the routes and facilities are provided in Chapter 3, "Project Route Descriptions." The routes are:

- Northern California Interconnections Projects;
- Los Angeles to Ontario Longhaul Route; and
- Ontario to San Diego Longhaul Route.

Chapter 2, "Project Description," contains a detailed description of standard construction methods that will be used to install the conduit and cable along these routes. Broadwing has prioritized its preferred installation methods as plowing or trenching within existing road, railroad, and utility rights-of-way. Plowing requires use of a tracked vehicle with a cable reel on the front and a plow blade on the back. The plow furrows the soil and installs the cable at the same time. In some instances, the soil may be pre-ripped by a tractor in front of the plow. Trenching typically involves use of a rubber-tired backhoe or an excavator to dig a 1-foot-wide by 4-foot-deep trench. After the cable is installed in the trench, the trench is backfilled and restored. Additionally, at stream crossings or where necessary to avoid sensitive resources such as wetlands, threatened and endangered species, sensitive plant populations, and cultural

or paleontological resources, construction activities will involve rerouting, guided or directional boring, and/or bridge attachments (if permitted). Boring will also be used in some instances to cross major roads in order to minimize traffic disruptions. Geographical, topographical, and resource avoidance considerations or availability of rights-of-way will generally require using a combination of two or more of these methods for installation along each of the project routes. The particular methods to be used along the project routes are discussed in Chapter 3, "Project Route Descriptions."

PROJECT ROUTES

NORTHERN CALIFORNIA INTERCONNECTION PROJECTS

New construction of fiber optic segments is proposed in the cities of Brisbane, Hayward, Modesto, San Francisco, Sacramento, San Jose, Santa Clara, and Stockton, California. The proposed construction projects consist of small segments that are generally short and serve to interconnect existing facilities. No OP-AMP stations are proposed for construction of these routes. The routes are located in residential, commercial, and light industrial areas, within existing paved roadways. For purposes of analysis, the proposed projects have been consolidated into five separate segments: the San Francisco End Link Project; the Santa Clara Data Center Route 2; the Hayward to Pleasanton Re-Route; the Sacramento End Link Project; and the Sacramento, Modesto, Stockton End Loops Projects.

The **San Francisco End Link Project** route extends from Bayshore Boulevard at Geneva Avenue within the City of Brisbane to 665 3rd Street within the City of San Francisco, a distance of approximately seven miles. An additional segment in Folsom Street between 2nd and 3rd Streets is also included. The majority of the route will be constructed primarily by pulling fiber optic cable through existing buried conduit within public streets. Gaps in the existing conduit will be constructed in previously disturbed public rights-of-way by open trenching and construction in existing manholes/handholes. The total length of the proposed constructed segments is approximately 1.5 miles.

The **Santa Clara Data Center Route 2** is a redundant interconnection of Broadwing's Data Center at 1700 Richard Avenue in Santa Clara to facilities located in 2 North First Street in San Jose, a fiber route of approximately 6.5 miles. The route will be constructed primarily by pulling fiber optic cable through existing buried conduit within public streets. Any gaps in this existing conduit will be constructed in previously disturbed public rights-of-way, primarily using directional or horizontal boring and construction in existing manholes.

The **Hayward to Pleasanton Re-Route** connects Broadwing's facilities at the intersection of Highway 92/West Jackson Street and Santa Clara Street in Hayward to an existing Broadwing manhole in Turner Court. The route is approximately 1.1 miles in length and will be constructed primarily by directional or horizontal boring, with limited trenching and construction in existing manholes.

The **Sacramento End Link Project** connects Broadwing's terminal at 650 J Street in Sacramento, California to a fiber cable splice point at the corner of Folsom Boulevard and Power Inn Road, at the Pacific Gas and Electric Company (PG&E) substation, transmission tower #185. The route is approximately 6.2 miles in length and will be constructed primarily by pulling fiber optic cable through existing buried conduit in the public streets. Gaps in this existing conduit resulting from congestion or collapse will be constructed in previously disturbed public rights-of-way. Construction methods will primarily involve directional or horizontal boring and may include some trenching and construction in existing manholes. The total length of the proposed constructed segments is approximately 0.5 mile.

The **Sacramento, Modesto, Stockton End Loops Projects** are each three blocks or less in length. In downtown Sacramento, Broadwing will connect its existing fiber optic facilities at 650 J Street to its

facilities at 1107 9th Street. The proposed route is currently undefined, but will be constructed primarily by pulling fiber optic cable through existing buried conduit. Gaps in the existing conduit will be constructed primarily using directional or horizontal boring and construction in existing manholes. In Modesto, Broadwing will connect existing fiber at 1021 14th Street to its facilities at 1120 13th Street. In Stockton, Broadwing will connect existing fiber at 4201 Coronado Avenue to its facilities located at 1426 Bourbon Street. Construction methods in Modesto and Stockton will primarily involve directional or horizontal boring and may include some trenching.

LOS ANGELES TO ONTARIO LONGHAUL ROUTE

This route will connect Broadwing's existing fiber optic system in Los Angeles, at an existing handhole located directly under the 1st Street Bridge spanning the Los Angeles River in Los Angeles, to its existing terminal at 1590 Milliken Avenue, Suite B, in Ontario. The proposed project crosses the municipalities of Los Angeles, Alhambra, El Monte, City of Industry, Baldwin Park, Irwindale, West Covina, Covina, San Dimas, La Verne, Pomona, and Claremont in Los Angeles County. It also crosses the municipalities of Montclair, Upland, Ontario, and Rancho Cucamonga in San Bernardino County.

The route is approximately 45.6 miles in length and includes installation of fiber optic conduit within existing Metrolink rail line right-of-way (42.3 miles) and City of Ontario (Milliken Avenue) right-of-way (3.3 miles). Installation of the fiber optic conduits will be accomplished primarily using a rail plow wherever possible, supplemented by trenching and boring where required. Street crossings, concrete-lined storm water conveyance channels, rail station platforms, other utilities, and the railroad tracks themselves will be crossed using directional boring. The proposed fiber optic conduit within the western Milliken Avenue right-of-way will be installed by plowing, trenching, and/or directional boring. No OP-AMP stations are proposed for construction.

ONTARIO TO SAN DIEGO LONGHAUL ROUTE

This proposed longhaul route will connect Broadwing's existing terminal at 1590 Milliken Avenue, Suite B, Ontario, to its existing terminal at 5474 Complex Street, Suite 502 in San Diego. The proposed project crosses the municipalities of Norco, Corona, Lake Elsinore, Murrieta, and Temecula in Riverside County; Escondido, Poway, and San Diego in San Diego County; and Ontario in San Bernardino County.

The route is approximately 114 miles in length and includes installation of fiber optic conduit within previously disturbed state, county, and city road rights-of-way. Installation of the fiber optic conduit will be accomplished primarily by trenching in city streets, plowing in roadway shoulders, and/or directional boring. Streets, concrete-lined storm water conveyance channels, other utilities, and railroad tracks will be crossed using directional boring. Some unlined drainage channels that are not associated with any sensitive resources may be trenched. Two OP-AMP stations are proposed for construction along the route, one near Lake Elsinore in the community of Wildomar and the other just south of the Riverside/San Diego County line in the community of Rainbow.

OVERVIEW OF ENVIRONMENTAL COMMITMENTS

Broadwing's primary approach to implementation of the proposed expansion project is avoidance of impacts. Where total avoidance is not possible, Broadwing has committed to reducing all potentially significant impacts to less-than-significant levels by:

- Undertaking all impact avoidance measures described in Chapter 2, "Project Description" and Chapter 4, "Environmental Setting, Impacts, and Mitigation Measures," within this IS/MND;

- Preparing and implementing various plans (e.g., storm water pollution prevention, fire prevention and response, traffic control), where necessary;
- Incorporating input from regulatory agencies, biologists, archaeologists, and other qualified technical specialists and concerned stakeholders (e.g., members of the Native American community) to site conduit and cable and OP-AMP facilities to avoid or reduce impacts;
- Committing to rerouting the conduit and cable around sensitive resources, boring the conduit under sensitive resources, or attaching the conduit to existing bridges, where practicable;
- Staking and flagging resources in the field and marking sensitive resources on construction drawings before construction;
- Conducting an environmental training and awareness program for construction personnel;
- Monitoring construction to ensure compliance with the terms and conditions of the environmental approvals; and
- Adopting and implementing all the mitigation measures identified in this IS/MND.

Project impacts and mitigation measures are discussed in detail in Chapter 4, "Environmental Setting, Impacts, and Mitigation Measures," and summarized in Table ES-1. Some of the environmental commitments described in this IS/MND include development and implementation of the following project-specific plans:

- mitigation monitoring plan,
- fire prevention and response plan, and
- storm water pollution prevention plan (including erosion control and spill prevention countermeasures).

These plans are included as appendices to this document. The traffic control plan and cultural resources monitoring program, also committed to in this IS/MND, will be developed and approved by the CPUC before construction begins.

GROWTH-INDUCING IMPACTS

California is growing at a rapid pace, with annual population increases projected to average approximately 1.6 percent over the next 10 years. At least half of the projected population increase would be from births to existing residents (California Department of Finance 1998). Potential residents consider a variety of factors when deciding to move to California, including job availability, salaries, relative housing costs, quality of schools, commuting distance, and recreational opportunities.

The proposed expansion project would serve the expanding telecommunications market in California, as well as nationally and internationally. The contribution of this project to California's projected population growth would be negligible because it is not a primary factor in selecting whether to move to California and because much of the growth is independent of the availability of fiber optic capacity.

CUMULATIVE IMPACTS

The overall impacts of the proposed expansion project would be negligible or less than significant with properly planned and implemented mitigation. As discussed in Chapter 4, "Environmental Setting, Impacts, and Mitigation Measures," for each environmental issue area, through compliance with standards established for environmental protection and implementation of project elements and mitigation measures designed to primarily avoid or reduce impacts to less-than-significant levels, the proposed project would not make a cumulatively considerable contribution to any significant cumulative impact.

Table ES-1 Summary of Impacts and Mitigation Measures			
Impact and Mitigation by Resource Area	**Northern CA Interconnection Projects**	**Los Angeles to Ontario Longhaul Route**	**Ontario to San Diego Longhaul Route**
AESTHETICS			
Impact: Temporary disturbance during conduit and cable installation and possible temporary minor changes in landscape from trenching operations. **Mitigation Measure:** Mitigation is incorporated in the design and construction approach.	**LTS**	**LTS**	**LTS**
Impact: Temporary disturbance during construction of OP-AMP stations and possible minimal visual effects following construction. **Mitigation Measure:** Mitigation is incorporated in the design and construction approach.			**LTS**
Impact: Temporary increases in light and glare from nighttime illumination during construction. **Mitigation Measure:** Mitigation is incorporated in the design and construction approach.		**LTS**	
AGRICULTURAL RESOURCES			
Impact: Permanent conversion of Warder OP-AMP site (less than 3,000 square feet) from agricultural use. **Mitigation Measure:** None required because the impact is less than significant.			**LTS**
Impact: Possible introduction of noxious weeds into currently uninfested agricultural areas. **Mitigation Measure AG-1:** Avoid dispersal of noxious weeds. ~~Wash construction equipment at designated locations along the route and employ additional measures to minimize possibility of transporting seeds into uninfested areas.~~			**LSM**
AIR QUALITY			
Impact: Temporary increase in levels of air pollutants during construction that may exceed air district thresholds. **Mitigation Measure AQ-1:** Implement Construction Best Management Practices.	**LSM**	**LSM**	**LSM**
Impact: Temporary emissions exceeding limits from operating emergency diesel backup generators at OP-AMP stations. **Mitigation Measure:** None required because the impact is less than significant.			**LTS**
Impact: Temporary contribution of criteria pollutants in a non-attainment air basin. **Mitigation Measure:** None required because the impact is less than significant.	**LTS**	**LTS**	**LTS**

LTS Indicates the impact is less than significant
LSM Indicates the impact is less than significant with mitigation implementation

Table ES-1 Summary of Impacts and Mitigation Measures			
Impact and Mitigation by Resource Area	**Northern CA Interconnection Projects**	**Los Angeles to Ontario Longhaul Route**	**Ontario to San Diego Longhaul Route**
Impact: Temporary exposure of sensitive receptors to substantial pollutant concentrations **Mitigation Measure AQ-1:** Implement Construction Best Management Practices.	**LSM**	**LSM**	**LSM**
Impact: Temporary generation of odors from diesel exhaust during construction and from diesel backup generators at the OP-AMP stations **Mitigation Measure:** None required because the impact is less than significant.	**LTS**	**LTS**	**LTS**
BIOLOGICAL RESOURCES			
Impact: Possible impact to biological resources. **Mitigation Measure GEN-BIO1:** Retain Qualified Biologists and Resource Specialists to Monitor Construction Activities near Specified Sensitive Resources. **Mitigation Measure GEN-BIO2:** Conduct a Biological Resource Environmental Education Program for Construction Crews **Mitigation Measure GEN-BIO-3:** Confine Construction Equipment and Activities to the Project Route Disturbance Zone. **Mitigation Measure GEN-BIO-4:** Conduct a Biological Clearance Survey of Staging Areas before Construction and Avoid Sensitive Resources. **Mitigation Measure GEN-BIO-5:** Fill or Cover Open Trenches Daily.	**LSM**	**LSM**	**LSM**
Impact: Possible disturbance of special-status raptor habitat. **Mitigation Measure B-1:** ~~Establish and observe exclusion zones around occupied raptor habitat during the nesting season~~ Avoid Occupied Raptor Habitat during the Nesting Season and Implement Protection Measures, if Necessary.	**LSM**		**LSM**
Impact: Possible disturbance of burrowing owl habitat. **Mitigation Measure B-2:** ~~Establish and observe exclusion zones around occupied burrowing owl habitat during the nesting season~~ Avoid Occupied Burrowing Owl Habitat during the Nesting Season and Implement Protection Measures, if Necessary.	**LSM**		**LSM**
Impact: Possible disturbance of Swainson's hawk habitat. **Mitigation Measure B-3:** ~~Establish and observe exclusion zones around occupied Swainson's hawk habitat during the nesting season~~ Avoid Occupied Swainson's Hawk Habitat during the Nesting Season and Implement Protection Measures, if Necessary.	**LSM**		

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Table ES-1 Summary of Impacts and Mitigation Measures			
Impact and Mitigation by Resource Area	**Northern CA Interconnection Projects**	**Los Angeles to Ontario Longhaul Route**	**Ontario to San Diego Longhaul Route**
Impact: Possible removal of blue elderberry bushes that support the Valley Elderberry Longhorn Beetle (VELB). **Mitigation Measure B-4:** ~~Establish and observe exclusion zones around elderberry bushes~~ Avoid Valley Elderberry Longhorn Beetle Habitat and Implement Protection Measures, if Necessary.	**LSM**		
Impact: Possible disturbance of Delhi sands flower-loving fly habitat. **Mitigation Measure B-5:** ~~Establish and observe exclusion zones around special status species habitat~~Avoid Delhi Sands Flower-Loving Fly Habitat and Implement Protection Measures, if Necessary.		**LSM**	**LSM**
Impact: Possible removal or impacts to heritage trees. **Mitigation Measure:** Mitigation is incorporated in the design and construction approach.	**LSM**		**LSM**
Impact: Possible disturbance of least Bell's vireo habitat. **Mitigation Measure B-6:** ~~Establish and observe exclusion zones around occupied least Bell's vireo habitat during the nesting season~~ Avoid Occupied Least Bell's Vireo Habitat during the Nesting Season, and Implement Protection Measures, if Necessary.			**LSM**
Impact: Possible disturbance of willow flycatcher habitat. **Mitigation Measure B-7:** ~~Establish and observe exclusion zones around willow flycatcher habitat during the nesting season~~Avoid Occupied Willow Flycatcher Habitat during the Nesting Season and Implement Protection Measures, if Necessary.			**LSM**
Impact: Possible disturbance of special status riparian bird species habitat. **Mitigation Measure B-8:** ~~Establish and observe exclusion zones around special status riparian bird species habitat during the nesting season~~ Avoid Riparian Areas Occupied by Special-Status Riparian Bird Species during the Nesting Season and Implement Protection Measures, if Necessary**.**			**LSM**
Impact: Possible disturbance of California gnatcatcher habitat. **Mitigation Measure B-9:** ~~Establish and observe exclusion zones around California gnatcatcher habitat during the nesting season.~~Avoid Occupied California Gnatcatcher Habitat during the Nesting Season and Implement Protection Measures, if Necessary.			**LSM**

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Table ES-1 Summary of Impacts and Mitigation Measures			
Impact and Mitigation by Resource Area	**Northern CA Interconnection Projects**	**Los Angeles to Ontario Longhaul Route**	**Ontario to San Diego Longhaul Route**
Impact: Possible disturbance of Quino checkerspot butterfly habitat. **Mitigation Measure B-10:** Avoid Quino Checkerspot Butterfly Habitat and Implement Protection Measures, if Necessary. ~~Establish and observe exclusion zones around special-status species habitat.~~			**LSM**
Impact: Possible disturbance of arroyo toad habitat. **Mitigation Measure B-11:** Avoid arroyo toad habitat and implement protection measures.			**LSM**
Impact: Possible disturbance of special status aquatic species including arroyo chub, arroyo toad, Santa Ana sucker, and southwestern pond turtle habitat. **Mitigation Measure B-12:** Avoid Special-Status Aquatic Species Habitat and Implement Protection Measures, If Necessary.			**LSM**
Impact: Possible disturbance of special status plant populations. **Mitigation Measure B-13:** ~~Establish and observe exclusion zones around special status plant populations~~ Avoid Impacts to Threatened, Endangered, Candidate, and Other Special-Status Plant Species by Establishing and Observing Exclusion Zones.			**LSM**
Impact: Potential disturbance of Stephens kangaroo rat. **Mitigation Measure B-14:** Identify and avoid occurrences of Stephens kangaroo rat..			**LSM**
Impact: Potential loss of riparian habitat. **Mitigation Measure ~~B-14~~B-15:** Avoid and/or minimize disturbance of woody riparian vegetation along drainages.			**LSM**
Impact: Possible temporary and short-term direct disturbance of stream beds and banks that support special status species. **Mitigation Measure ~~B-15~~B-16:** Establish and observe exclusion zones around wetland areas and riparian habitats that support special status species.			**LSM**
Impact: Potential temporary direct disturbance of stream beds and banks from trenching, if necessary. **Mitigation Measure ~~B-16~~B-17:** Minimize Effects on Federally Protected Wetlands as Defined by Section 404 of the Clean Water Act.			**LSM**
Impact: Potential impacts to vernal pool habitat. **Mitigation Measure ~~B-17~~B-18:** Establish and observe exclusion zones around vernal pools.			**LSM**

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Table ES-1 Summary of Impacts and Mitigation Measures			
Impact and Mitigation by Resource Area	**Northern CA Interconnection Projects**	**Los Angeles to Ontario Longhaul Route**	**Ontario to San Diego Longhaul Route**
CULTURAL RESOURCES			
Impact: Possible long-term disturbance of cultural resource sites. **Mitigation Measure C-1:** ~~Develop and implement avoidance procedures. Develop and implement a cultural resources monitoring plan. If avoidance is infeasible, conduct test excavation to determine significance, and if significant, develop appropriate treatment measures in consultation with applicable regulatory agencies.~~Avoid Potential Impacts on Buried Resources in Culturally or Archaeologically Sensitive Areas.	**LSM**	**LSM**	**LSM**
Impact: Possible indirect impact on historic structures from siting OP-AMP sites. **Mitigation Measure C-2:** ~~Site any alternate OP-AMP stations to avoid impacts on potentially and known significant historical resources.~~ Avoid Siting Alternative OP-AMP Stations in Areas with Historically Significant Resources.			**LSM**
Impact: Possible long-term damage to unidentified buried cultural resources. **Mitigation Measure C-3:** Stop work ~~and have a qualified archaeologist assess the significance of the find~~ if cultural resources are discovered during ground disturbing activities.	**LSM**	**LSM**	**LSM**
Impact: Possible long-term damage to unidentified buried paleontological resources. **Mitigation Measure C-4:** ~~Stop work and have a qualified paleontologist assess the significance of the find if paleontologic resources are discovered during ground disturbing activities~~Retain a Qualified Paleontologist to Oversee Construction Activities and Prepare a Report, if Necessary.	**LSM**	**LSM**	**LSM**
Impact: Possible long-term damage to previously unidentified human remains from ground disturbed activities. **Mitigation Measure C-5:** Comply with state laws pertaining to the discovery of human remains.	**LSM**	**LSM**	**LSM**
GEOLOGY AND SOILS			
Impact: Possible temporary damage to the cable system and OP-AMP stations from earthquake-induced strong ground shaking, liquefaction, and/or earthquake fault displacement. **Mitigation Measure:** Mitigation is incorporated in the design and construction approach.	**LTS**	**LTS**	**LTS**
Impact: Possible accelerated erosion and sedimentation from soil disturbance and vegetation removal. **Mitigation Measure:** Mitigation is incorporated in the design and construction approach.	**LTS**	**LTS**	**LTS**

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Table ES-1 Summary of Impacts and Mitigation Measures			
Impact and Mitigation by Resource Area	**Northern CA Interconnection Projects**	**Los Angeles to Ontario Longhaul Route**	**Ontario to San Diego Longhaul Route**
Impact: Possible landslide, lateral spreading, subsidence liquefaction, or collapse. **Mitigation Measure:** None required because the impact is less than significant	**LTS**	**LTS**	**LTS**
Impact: Possible location on expansive soil creating risk to life or property. **Mitigation Measure:** None required because the impact is less than significant.	**LTS**	**LTS**	**LTS**
HAZARDS AND HAZARDOUS MATERIALS			
Impact: Possible temporary exposure to or release of hazardous materials during construction. **Mitigation Measure H-1:** Ensure proper labeling, storage, handling, and use of hazardous materials ~~and provide proper training for construction workers~~.	**LSM**	**LSM**	**LSM**
Impact: Possible exposure of the public or environment to hazardous materials sites. **Mitigation Measure:** Mitigation is incorporated in the design and construction approach.	**LTS**	**LTS**	**LTS**
Impact: Possible temporary limited emergency access. **Mitigation Measure:** Mitigation is incorporated in the design and construction approach.	**LTS**	**LTS**	**LTS**
Impact: Possible temporary exposure of people or structures to wildland fires. **Mitigation Measure:** Mitigation is incorporated in the design and construction approach.			**LTS**
HYDROLOGY AND WATER QUALITY			
Impact: Possible temporary transport of sediment to water bodies. **Mitigation Measure:** Mitigation is incorporated in the design and construction approach.	**LTS**	**LTS**	**LTS**
Impact: Possible temporary disruption of streambed and bank sediments. **Mitigation Measure:** Mitigation is incorporated in the design and construction approach.			**LTS**
Impact: Possible long-term in-channel erosion and deposition from decreased channel stability. **Mitigation Measure:** Mitigation is incorporated in the design and construction approach.			**LTS**
Impact: Possible temporary water quality degradation from accidental spills of hazardous materials during construction. **Mitigation Measure:** Mitigation is incorporated in the design and construction approach.	**LTS**	**LTS**	**LTS**

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Table ES-1 Summary of Impacts and Mitigation Measures			
Impact and Mitigation by Resource Area	**Northern CA Interconnection Projects**	**Los Angeles to Ontario Longhaul Route**	**Ontario to San Diego Longhaul Route**
Impact: Possible temporary water quality degradation and siltation from accidental seepage of bentonite into streams. **Mitigation Measure:** Mitigation is incorporated in the design and construction approach.		**LTS**	**LTS**
LAND USE AND PLANNING			
Impact: Possible conflict with local land use plans. **Mitigation Measure:** None required because the impact is less than significant.	**LTS**	**LTS**	**LTS**
Impact: Possible conflict with habitat conservation plans or natural community conservation plans when siting OP-AMP stations. **Mitigation Measure:** None required because the impact is less than significant.			**LTS**
MINERAL RESOURCES – NO IMPACTS ARE ANTICIPATED.			
NOISE			
Impact: Temporary exposure of residences and other sensitive receptors to groundborne vibration and construction noise in excess of local standards. **Mitigation Measure N-1:** Employ noise- and vibration-reducing construction practices.	**LSM**	**LSM**	**LSM**
Impact: Temporary exposure of residences and other sensitive receptors to nighttime groundborne vibration and construction noise in excess of local standards. **Mitigation Measure N-2:** Comply with MTA noise reduction specifications when constructing in railroad right-of-way.		**LSM**	
Impact: Exposure of nearby sensitive receptors to excessive noise levels from use of emergency backup generators at OP-AMP stations. **Mitigation Measure N-3:** Design and locate emergency backup generators and other support equipment to limit ~~engine~~ noise from the engine generator.			**LSM**
POPULATION AND HOUSING– NO IMPACTS ARE ANTICIPATED.			
PUBLIC SERVICES – NO IMPACTS ARE ANTICIPATED.			
RECREATION– NO IMPACTS ARE ANTICIPATED.			
TRANSPORTATION/TRAFFIC			
Impact: Temporary traffic disruption within road rights-of-way, including temporary effects on emergency access and creation of limited new temporary parking. **Mitigation Measure T-1:** Prepare and implement a traffic management plan in accordance with Caltrans and local agency encroachment permit criteria.	**LSM**	**LSM**	**LSM**
Impact: Temporary increase in vehicular traffic. **Mitigation Measure:** None required because the impact is less than significant.	**LTS**	**LTS**	**LTS**

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Table ES-1 Summary of Impacts and Mitigation Measures			
Impact and Mitigation by Resource Area	**Northern CA Interconnection Projects**	**Los Angeles to Ontario Longhaul Route**	**Ontario to San Diego Longhaul Route**
Impact: Temporary disruption of rail service and increase in railway safety hazards. **Mitigation Measure T-2:** Minimize safety hazards associated with construction in railroad rights-of-way ~~by consulting with Metrolink and constructing in accordance with "stand down" requirements~~.		**LSM**	
UTILITIES AND SERVICE SYSTEMS			
Impact: Limited amount of waste disposal required at local landfills. **Mitigation Measure:** None required because impact is less than significant.	**LTS**	**LTS**	**LTS**

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