

# **APPENDIX U**

## PROJECTS CONSIDERED FOR CUMULATIVE IMPACTS

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Project	Location	Description	Timeline	Considered for Cumulative Impacts?
Caltrans Big French Creek Project	SR 299 at Big French Road Between the towns of Big Bar and Deloma in Trinity County	STNF prepared a Programmatic EA and issued a Special Use Permit to allow Caltrans to continue to restore lands disturbed by a 2016/2017 landslide and to carry out stabilization activities along SR 299.	EA issued in 2016	<b>No.</b> There are not any known associated restoration activities occurring along SR 299 where the Proposed Action occurs; therefore, this project is not considered in the cumulative impact analysis.
Caltrans Middle Creek Trail Extension	Shasta County	The purpose of this project is to extend the current trail system from Middle Creek Road to the community of Old Shasta. The existing trail system that serves the Redding non-motorized community terminates 2,000 feet south of Old Shasta. Completing the connection could increase safety in the area.	Unknown	<b>No.</b> The Middle Creek Trail is near but does not overlap SR 299 in this area. The project would not overlap the Digital 299 alignment. Available project documents do not provide a schedule for when work would begin; therefore, this project is not included in the cumulative impacts analysis.
Caltrans Tidy Waters ROW	Trinity County	Caltrans has proposed placing stormwater mitigation improvements at various locations along SR 299 in Trinity	Notice of Exemption	<b>Yes.</b> Further analysis is below.

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		County, about 7 miles east of Douglas City, at various locations from 1.1 miles east of Lewiston to 0.1 mile west of the Shasta County line. This overlaps the Digital 299 alignment.	posted in November 2019	
Canyon Creek/Boulder Creek Lakes Trail Reroute Project	Trinity Alps Wilderness, north of Junction City in Trinity County	STNF re-routed sections of the Canyon Creek Trail to improve visitor safety, reduce erosion, prevent further damage to vegetation, and reduce long-term maintenance needs.	Construction began in 2013	<b>No.</b> The project is not within the vicinity of the Proposed Action and was therefore not considered in the cumulative impact section.
Carr/Delta Fire Road Maintenance and Safety Project	177 miles of road on National Forest System land affected by the 2018 Carr and Delta fires	This project will address the current maintenance needs of USFS roads associated with the Carr and Delta fires. Maintenance activities will address the road surface, drainage structures, closure barriers, signs, and hazard trees.	Decision issued in 2018	<b>No.</b> The project area is located approximately 6 miles away from the Proposed Action Area and was not considered in the cumulative impact analysis.
Cellular Towers	Unknown	The Digital 299 Project and other broadband networks being built in this region will provide the middle-mile infrastructure for future cellular towers. The region is known for poor or no mobile data coverage. Considering safety concerns along SR 299 and the area's vulnerability to wildfire, future cellular towers are expected to be beneficial to the area.	Unknown	<b>No.</b> Specific locations, tower owners, engineers, and schedule are not known. Cellular towers are not included in the

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				cumulative impact analysis.
Corral Bottom Road Bridge over the Trinity River	Trinity County	Trinity County is considering replacing or rehabilitating a bridge located 0.1 mile south of SR 299. The bridge, which carries local traffic over the Trinity River at Big Bar, is located along an alternative segment of Digital 299.	Feasibility study done in 2013	<b>No.</b> The bridge is not along Digital 299's primary route. In the event the alternative that includes this bridge is chosen, the Proponent would either coordinate a bridge attachment with Trinity County or would HDD under the waterway, avoiding the bridge entirely. Vero is obtaining an encroachment permit from Trinity County for the primary route; should they need to amend it to build the alternative segment, Vero and the County would work together to ensure their projects are not constructed at the same time. Furthermore,

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				considering that available project documents do not provide a schedule for when work would begin, this project is not included in the cumulative impacts analysis.
Eureka-Arcata R101 Corridor Improvement	Humboldt County	Caltrans, in cooperation with the Humboldt County Association of Governments and the Federal Highway Administration, proposed to make improvements to the Eureka to Arcata Route 101 Corridor. The Project intersects the improvement areas in one location.	Planning underway since 2007	<b>No.</b> Available project documents do not provide a schedule for when work would begin. Considering the small intersection, coordination with Caltrans, and unknown schedule, this project is not included in the cumulative impacts analysis.
Hazard Removal and Vegetation Management Programmatic EA	Northern and Central California BLM districts	This Programmatic EA provides a comprehensive hazard removal and vegetation management treatment framework and analysis for the BLM California State Office. It provides broad, programmatic analysis for hazard tree or vegetation removal near critical infrastructure areas such as roads, powerlines, recreation areas, and water facilities.	EA issued in 2019	<b>No.</b> These activities are not currently underway within the Action Area; therefore, this project is not considered in the cumulative impact analysis.

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Klamath River Rural Broadband Initiative.	Humboldt County	This project is a 104-mile middle-mile and last-mile broadband project in Humboldt County. A Proponent's EA was submitted to the CPUC in May 2020. The project areas overlap slightly, and construction may overlap for a couple months in 2022.	Construction is scheduled to begin in 2022	<b>Yes.</b> Further analysis is below.
Manila State Route 255 Shared Use Path Project	Humboldt County	This project entails building a shared bike path/multi-use trail, including new wetland establishment as part of mitigation, along the west side of SR 255 north of Eureka and west of Arcata on the Samoa Peninsula. The path would be a paved, 10-foot-wide surface situated at least 5 feet from the edge of the SR 255 shoulder. This project area overlaps part of the Digital 299 alignment.	Public notice was published in 2019 stating construction would be complete by October 2020	<b>No.</b> Construction of the shared use path is assumed to be complete before Digital 299 construction begins. Digital 299 construction in this area would not create any new ground disturbance (i.e., existing conduit would be used). This project is not included in cumulative impact analysis.
RTI Infrastructure, Inc. Eureka Subsea Fiber Optic Cables Project	Humboldt County	This project entails installing telecommunication infrastructure in terrestrial and marine areas within and offshore of Samoa, including four transpacific fiber optic cables connecting the United States with Asia and Australia. The four subsea fiber optic cables would connect to a single vault built by Vero Fiber Networks.	Onshore portions completed in 2021; offshore portions to be constructed from 2022 to 2024	<b>No.</b> The onshore portions of the project (Phase 1) are scheduled to be completed before Digital 299 begins construction. Digital 299 does not involve new ground

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				disturbance on the Samoa Peninsula and will only be installing new fiber optic cable within existing conduit.
Samoa Town Master Plan Project	Humboldt County	This project aims to subdivide the town of Samoa according to the Master Plan.	Collecting permits and approvals as of 2019	<b>No.</b> Available project documents do not provide a schedule for when the phased work would begin. Since it is unknown if or when project activities would occur, it was not considered in the cumulative impact analysis.
Samoa-Arcata-Eureka Fiber Optic Project	Humboldt County	This project includes new fiber optic conduit installed along the Pacific Coast in the Arcata and Eureka area. Vero is the Proponent of this project, which fully overlaps a portion of the Digital 299 alignment but serves a different purpose for the Proponent.	Construction completed in 2021	<b>Yes.</b> Further analysis is below.
Six Rivers Aquatic Restoration (formerly Forest-wide Aquatic Restoration Project)	SRNF	This project addresses recovery actions for listed salmonids and aquatic habitat restoration including riparian treatments, large woody debris recruitment and placement, off-channel winter rearing habitat, and invasive species management.	EA issued 2018	<b>No.</b> There are no known restoration activities taking place along the Proposed Action alignment; therefore, this project was not considered in

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				the cumulative impact analysis.
Trinity River Channel Rehabilitation Site Oregon Gulch	Trinity County	This project includes rehabilitation of portions of the Trinity River. The BLM and USBR are coordinating on the project. The Digital 299 project does cross Trinity River in locations where rehabilitation activities are occurring.	Finding of No Significant Impact (FONSI) was issued May 2021. Construction could last through 2026	<b>Yes.</b> Further analysis is below.
Wildfire Risk Reduction, Reliability and Asset Protection	Trinity County	The Trinity Public Utilities District and the Western Area Power Administration are proposing a proactive ROW expansion and vegetation management project to reduce fire risk to the surrounding communities and public lands as well as to increase electrical reliability to maintain critical services in the local communities. Some areas of this project intersect the Digital 299 alignment.	Notice of Intent posted in Federal Register in December 2020; Environmental Impact Statement is presumably still under development	<b>No.</b> Available project documents do not provide a schedule for when work would begin; therefore, this project is not included in the cumulative impacts analysis.
Wildfires, various locations	Shasta and Trinity counties	The expansive Carr Fire in 2018 and scattered smaller wildfires in 2020 affected WNRA, SRNF, and STNF lands. In 2021, the Monument Fire burned along approximately 30 miles of the route, affecting mostly STNF lands. Some of the project area burned and has been subject to restoration efforts.	Unknown	<b>Yes.</b> Further analysis is below.