



CEQA EXEMPTION DETERMINATION FORM (rev. 06/2022)
NEPA CATEGORICAL EXCLUSION FOR MIDDLE-MILE BROADBAND NETWORK
PROJECTS DETERMINATION FORM (rev. 5/23)

Project Information

Project Name (if applicable): Middle-Mile Broadband Network

DIST-CO-RTE: 11-SD-8

PM/PM: R25.8

EA: 11-4B008/1122000208

Federal-Aid Project Number:

Project Description

The proposed project to install one network repeater hub as part of the Middle Mile Broadband Network (MMBN) along Interstate 8 (I-8) at post mile (PM) R25.8 I-8/SR-125 at Alpine Boulevard/Dunbar Lane in San Diego County. For more information, please see the attached Environmental Commitments, and District-prepared Middle-Mile Broadband Network CE Checklist.

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[b]; 14 CCR 15260 et seq.)
- Categorically Exempt. Class 1.** (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

Shay Lynn Harrison

1/27/2025

Print Name

Signature

Date

Project Manager

Mike Dispenzieri

1/27/2025

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.

The actions listed in Appendix A, Number 6 (“Actions including, but not limited to, right-of-way use agreements, encroachment permits, and consent letters that are subject to subpart D of 23 CFR 710”) of the 23 USC 326 CE Assignment MOU between FHWA, California Division and the California Department of Transportation (2022) may be classified as a categorical exclusion, 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
- The action does not, either individually or cumulatively, have any significant environmental impacts as described in 23 CFR 771.117(a); and
- 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)¹ 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, including one specific to Middle-Mile Broadband Network activities when issued. Sufficient information to issue a Wetlands Only Practicable Alternative Finding must be included in the CE documentation; and
- The action would not significantly encroach on the base floodplain and no impacts to the natural and beneficial floodplain values are anticipated; and
- 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; and
- 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; and

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



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- 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 existing Programmatic Biological Opinion or the specific Programmatic Biological Opinion for Middle-Mile Broadband Network activities when issued; 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 and Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. It is anticipated that no impacts would occur with the construction and implementation of the Middle-Mile Broadband Network.
- Categorical Exclusion (CE) issued by Caltrans approving certain actions subject to subpart D of 23 CFR 710 for projects that are a part of the California Middle-Mile Broadband Network.

Senior Environmental Planner or Environmental Branch Chief

<u>Shay Lynn Harrison</u>	<u><i>Shay Lynn Harrison</i></u>	<u>1/27/2025</u>
Print Name	Signature	Date

Project Manager/ DLA Engineer

<u>Mike Dispenzieri</u>	<u><i>Mike Dispenzieri</i></u>	<u>1/2x/2025</u>
Print Name	Signature	Date

See Attached District Prepared Middle-Mile Broadband Network CE Checklist
See Attached District Prepared Environmental Commitment Record.



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Continuation sheet:

Project Description

The project (11-4B008 Hub 210) is part of the Middle Mile Broadband Network (MMBN) initiative program which includes the installation of broadband infrastructure throughout California within the State Highway System (SHS), including Interstate routes.

As part of the Caltrans/CDT middle mile partnership, District 11 is constructing one network repeater hub for the Middle Mile Broadband Network in San Diego County on I-8 at post mile (PM) R25.8. Hub 210 is sited at 32.856442, -116.817769, between Alpine Boulevard and eastbound I-8 in the neighborhood of Flynn Springs in El Cajon within Caltrans right-of-way. Connection from conduit within I-8 and the hub would extend through areas outside of Caltrans right-of-way/ownership and would be completed by CDT; portions outside of Caltrans right-of-way/ownership are not included in this review. The Middle Mile Broadband Network is intended to provide internet access to close key gaps in the rural high speed internet network (see Description of Work).

Purpose and Need

Purpose: This project will install one network repeater hub on I-8 at Alpine Boulevard/Dunbar Lane (PM R25.8) in San Diego County as part of the Middle Mile Broadband Network identified as Project 11-4B008 / 1122000208 in the Interagency Agreement between the California Department of Technology (CDT) and California Department of Transportation (DOT).

Need: Build out of a critical statewide broadband network is needed to enhance access to, and increase affordability of, high-speed Internet for Californians.

Description of Work

The project proposes the installation of one network repeater hub on I-8 including a network hub shelter and connection for subsurface broadband conduit and fiber with pull or splice vaults. Network hubs are installed to provide retransmission and reamplify the signal. The details are as follows:

- Hub exterior dimensions will be approximately 12 feet (width) by 20 feet (length) by 10 feet (height), not including wall-mounted apparatus (air conditioners, electrical panels, etc.) and other non-structural protrusions.
- An exposed aggregate finish is the standard exterior finish of shelter hubs. Alternate exterior finishes of shelter hubs may be necessary for different locations.



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- Total enclosed space will measure approximately 64 feet by 32 feet and the ground would be unvegetated within 30 feet of the shelter (surface may be gravel).
- The network hub shelter, generator, propane tank, and vaults will be enclosed by an 8 foot, dark color, no-cut fence.
- The generator will measure approximately 10.5 feet by 5.5 feet.
- The below ground propane tank will measure approximately 17 feet by 5.25 feet.
- Access roads may be designed to connect the hub to the conduit fiber and allow for maintenance.

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, population/housing, public services, recreation, transportation, utilities/service systems, or wildfire potential.

Avoidance of Sensitive Resources

- This project has been independently evaluated for sensitive resources prior to construction. Caltrans intends to identify and avoid potential environmental impacts throughout construction.
- Sensitive locations have been noted as areas to be avoided during construction and would be further protected using biological, cultural, and tribal monitors during construction, as needed.
- Caltrans shall use Caltrans Standard Special Provisions (SSP), Non-Standard Special Provisions (NSSP), pre-construction training, and Environmentally Sensitive Area (ESA) flagging to avoid potential impacts.
- 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 or on sensitive areas identified within Caltrans right-of-way.
- 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 or Caltrans-owned land. Work would remain within the project footprint and within the area cleared for construction as



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delineated by environmental constraints mapping for biological (including jurisdictional waters) and cultural resources.

Technical Studies Prepared

Biological Resources

A Natural Environmental Study (NES) No Effect Memo was prepared in December 2024 for the project and found biological resource impacts would be avoided with the avoidance and minimization measures discussed below. Work will take place within the disturbed shoulder of the I-8 right-of-way.

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:

- If shrub/vegetation removal or trimming is required, it should be done outside of the bird breeding season (February 15th to August 31st), if possible. If vegetation clearing must occur during this time period, the district biologist must be notified at least 2 weeks prior to the start of work and will complete pre-construction nesting 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.
- Cover trenches and other hazards. 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. Take appropriate measures to prevent wildlife from inhabiting stockpiled materials, such as pipe, and these shall be checked before being moved.
- Erosion control measure 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.
- Changes to the project must be communicated to the biologist for additional review.

Water Resources

A No Effect Memo was prepared December 2024 and that found no jurisdictional waters and/or wetland areas cross or run adjacent to the project limits, therefore, there would be no impacts and no avoidance or minimization measures are required.

Stormwater

Middle Mile Broadband Network (MMBN) projects are subject to two NPDES permits to regulate stormwater runoff: (1) the Construction General Permit (CGP), and (2) the

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Caltrans NPDES Permit. This project would be designed in compliance with 2009 Construction General Permit (CGP) and the 2022 Caltrans MS4 Permit. MMBN projects will be covered under the 2009 CGP through 9/1/2025, when the regulatory transition (i.e., grandfather period) ends. MMBN projects must adhere to requirements of the National Pollutant Discharge Elimination System (NPDES) statewide storm water permits. The project would develop procedures to address potential water quality impact and control construction site erosion through the implementation of effective erosion and sediment control measures in accordance with the 2009 CGP. The proposed project would not violate water quality standards or waste discharge requirements, withdraw a large amount of groundwater or entail features or activities that would obstruct groundwater infiltration, substantially alter the existing drainage pattern of the construction sites in a manner that would result in substantial onsite or offsite erosion or siltation, or substantially increase impervious surfaces or alter the sites in a way that contributes to the volume of stormwater runoff at the sites, and would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Cultural Resources

A Screened Undertaking was prepared for this project by Caltrans December 2024. No cultural resources are located within the Area of Potential Effects defined for the project; therefore, there would be no impacts and no avoidance or minimization measures are required.

Paleontology

Areas of paleontological sensitivity are not anticipated along I-8. The project was assigned a low paleontological potential rating, therefore, there would be no impacts and no avoidance or minimization measures are required.

Hazardous Waste

A Hazardous Waste Memo was prepared by Caltrans January 2025, which included discussions of typical waste issues that could affect the proposed project. Environmental Engineering staff at Caltrans reviewed the EnviroStor (DTSC) and GeoTracker (State Water Resources Control Board) databases for nearby hazardous waste/unauthorized release facilities that may have impacted the environmental condition of the project area. No facilities of concern were identified in the database review.

It is possible to discover previously unknown contamination and hazards during construction activities. If previously unknown hazardous substances are encountered, the District has an on-call Construction Emergency Response Contract managed by the Environmental Engineering branch that would be accessed to have appropriate testing and disposal performed.



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Avoidance and Minimization Measures

As described above, to ensure potential effects involving hazardous materials/ waste during construction are avoided, the following avoidance and minimization measures would be implemented:

- A Lead Compliance Plan (LCP), as described under standard specification 7-1.02K(6)(j)(ii) and prepared by a certified industrial hygienist (CIH), is required and must be provided by the Contractor and implemented for workers handling hazardous or non-hazardous soil. Regulations containing specific Cal/OSHA requirements when working with lead include 8 CA Code of Regs § 1532.1. The plan must:
 - Document the compliance program to prevent or minimize worker exposure to lead.
 - Include items listed in 8 CA Code of Regs § 1532.11(2)(B).
 - Be sealed and signed by a CIH with knowledge of and experience complying with 8 CA Code of Regs.

Allow 7 days for review. Obtain authorization for the plan before starting activities that present the potential for lead exposure.

- Results of a previous aerially deposited lead (ADL) study, performed by Kleinfelder in December 2018, indicated that soil along I-8 is Regulated with respect to lead concentrations. NSSP 14-11.08 Regulated Material Containing ADL is required for soil that will be excavated and excess soil disposed of offsite as Type Z-2 at an appropriate Class I disposal facility.
- If Treated Wood Waste is generated for disposal on this project, Environmental Engineering would provide SSP 14-11.14 Treated Wood Waste. If 10,000 pounds or more of TWW are generated for this Project, a temporary EPA ID number is required and will be provided by Environmental Engineering upon request during the construction phase.
- The Contractor is responsible for identifying the appropriate permitted landfill to receive excavated material and for associated trucking and disposal costs, including additional sampling and analysis required by the receiving landfill.
- If previously unknown hazardous substances are encountered, the District will contact the on-call Construction Emergency Response Contract managed by the Environmental Engineering branch to have appropriate testing and disposal performed.

Aesthetics and Visual Resources

A Visual Impact Assessment was prepared by the Caltrans Environmental Division in January 2025. Hub 210 is sited between Alpine Boulevard (frontage road), the freeway onramp and the eastbound I-8 freeway lanes in the community of Flynn Springs in San Diego County. The visual character of the site is rural. The proposed hub site is covered with shrubby Peruvian Pepper Trees and naturalized grasses.



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The visual quality/character of the Hub site will be altered by the proposed project. Some pepper trees would be removed to accommodate the enclosed hub area. No tree canopies or shrubs would be allowed within 30' of the hub structure perimeter. The hub structure would therefore be visible to motorists on the freeway and on Alpine Blvd. A hub facility and new 20' wide asphalt driveway from Alpine Blvd to the facility would change the rural character of the site and reduce the visual quality.

Affected viewers are I-8 freeway and Alpine Boulevard motorists. Residents and workers in the area use Alpine Blvd to access I-8. They will see the Hub facility daily. Public sensitivity to changes in the visual setting caused by the proposed Hub structure and pepper tree removal would likely be moderate.

Due to the quantity of viewers experiencing the project, the viewer exposure is considered high. Viewer sensitivity and response to the visual changes caused by hub is considered moderate. Collectively, the 'moderate' change in visual resources combined with the 'moderate' viewer response to changes indicates the hub will cause a 'moderate' visual impact with the inclusion of impact avoidance measures.

Avoidance and Minimization Measures

- Avoid impacts to boulder outcroppings.
- Tree pruning, if required, shall not detract from the appearance, or adversely impact the maintainability or longevity of the tree.
- Trucks and equipment shall be confined to dirt road and previously disturbed areas to the extent possible.
- Protect vegetation outside of the work area by prohibiting staging areas, material storage, parking, and construction access in vegetated areas.
- Protect trees to remain with temporary fencing. No equipment, material storage, or vehicles are allowed under tree dripline. Avoid trenching under tree canopies. If trenching under a tree canopy cannot be avoided, then trenching must be done manually by hand to avoid cutting through critical roots.
- Mulch or hydroseed disturbed areas beyond the fencing with a low-growing, California native hydroseed mix.
- Remove temporary ESA fence and temporary silt fence (if used) prior to vacating the construction site.