

VVTA RFP 2023-05 CONSTRUCTION MANAGER –
HESPERIA TRANSFER HUB
ADDENDUM NO. 1

Thursday, January 25, 2024

This addendum is provided to all known prospective proposers for clarification of the subject Request for Proposal (RFP).

The following includes questions that have been received by prospective proposers prior to the deadline for questions on Friday, January 19, 2024 at 5:00 PM, and answers provided by VVTA Staff:

Q1: “If we submit electronically using the portal, please clarify/confirm what original files are required within 5 business days of submittal. Just the signed forms or a full hard copy of the proposal?”

A1: Only forms that require to be notarized. Those originals are required within 5 business days after the proposals are due.

Q2: “Are electronic signatures acceptable? Or does the agency require wet signature originals of the forms?”

A2: The County of San Bernardino office of County Counsel has deemed electronic signatures to be acceptable.

Q3: “Under item **I. FORMAT OF PROPOSAL, i. Summary of Contracted Services**, please clarify what is expected in this section. Under which section do we include past performance/similar project examples?”

A3: Profile of firm – see I. Format of Proposal – d.

Q4: “Will the project include PV / solar infrastructure?”

A4: No.

Q5: “Will VVTA require the Construction Manager / firm to be responsible for surveying services during construction or will this be handled by the Design-Builder?”

A5: The awarded CM firm will be responsible for the Geotechnical Survey and the Materials Testing and Inspection, only.

Q6: “With a fixed price being required, please clarify how to quantify costs for CM materials testing and Special Inspections? How do we determine frequencies of testing and inspections?”

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A6: VVTA suggests that those questions be posed to the potential subcontractor to determine the frequency and the costs.

Q7: “Is there a preliminary or conceptual design that can be provided for the construction site?”

A7: Because this is a Design/Build, VVTA has put the responsibility of the Design/Builder proposers to determine the design.

Q8: “What are the qualifications for the Construction Manager and is a California PE required?”

A8: Design review is one of the responsibilities of the awarded CM.

Q9: “Please clarify what amount of professional liability insurance is required for professional construction management support services (CA Civil Code 2782.8).”

A9: \$2,000,000 per occurrence, \$4,000,000.00 Aggregate.

Q10: “It appears the sample contract is for a General Contractor. Please provide a sample contract for professional services.”

A10: The Sample Contract is the one VVTA will use for this project.

Q11: “What coordination efforts will be required for right of way, environmental permits, stormwater permits?”

A11: Between VVTA and the awarded Design/Builder. The awarded Design/Builder will coordinate the utilities services needed with VVTA, as well.

Q11: “What is the anticipated design schedule versus construction schedule in the 18 months of support services requested?”

A11: Once VVTA awards the Design/Build Contract, we will be able to get a better answer for you.

Q12: “Please clarify what permits, government fees, and licenses the construction management firm is to cover as outlined in the RFP (**Section J. PROPOSAL PACKAGING REQUIREMENTS, Item 4**).”

A12: Contractor License, DIR registration, SAM.gov. Also, please see Attachment E for required forms.

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Q13: “Pricing and total cost is based upon hours and rates. Please clarify how to submit costs for Other Direct Costs (ODCs)?”

A13: Please use the extra space on the form for any items not specified.

Q14: “RFP indicates a single Construction Manager. However, based upon level of involvement due to scope and tasks requested, can we propose a qualified group of professionals to meet the broad range of project needs?”

A14: If there are a number of professionals you would like to contract with, please list them as subcontractors in your project.

Q15: “Will this project involve Caltrans Standard Plans and Specifications or Greenbook?”

A15: See RFP 2021-17 Design Build Hesperia Transfer Hub - Attachment A – Scope of Work Section E.1

Q16: “Is there a template Project Quality Plan available at this time? If so, can that be shared?”

A16: That will be provided to the awarded CM once the Design/Build Team has been awarded.

Q17: “Given the number of questions posed, will the agency extend the bid due date two weeks so we have time to incorporate responses from the Q&A?”

A17: The due date for this project remains as 3:00 PM (PST) February 1, 2024.

Q18: If we submit the proposal electronically, do we still need to submit a hard copy?

A18: Please see A1 above

Q19: “RFP PG 9, Section i. Summary of Contracted Services, section II; can you clarify what information is being requested here? Is VVTA requesting construction management projects that the consultant has been involved in within the last 5 years?”

A19: Yes, please.

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Q20: “RFP PG 8, Format of Proposals 1.e.II: There isn't a hydrogen fueling station listed as a project element in the RFP. Can you clarify?”

A20: The Hydrogen Fueling Station is not a part of this project. The location of the Hydrogen Station is in no way attached to or adjacent to the Transfer Hub. The CM for the Hydrogen Station has already been awarded.

The awarded contract will be required to include subcontracting for Geotechnical Survey and Materials Testing and Inspection. The following companies have expressed interest in providing these services for this project:

- Construction Testing & Engineering, Inc.
tiffany@cet-inc.net
(619) 453-1393
- Fenagh Engineering & Testing
9070 Center Ave.
Rancho Cucamonga, CA 91730
(909) 587-6374
mburke@fenaghengineering.com
- Twining, Inc.
111 Main Street, Unit A
Riverside, CA 92501
bkirwan@twininginc.com
(909) 915-2053

The following company participated in a previous Design/Build Project, and are a certified DBE. We ask that you consider them, as well:

- MTGL, Inc.
2992 E. La Palma Ave, Suite A
Anaheim, CA 92806
mkass@mtglinc.com
(714) 632-2999





VVTA held a Pre-proposal Meeting and Job walk on 01/08/2024 concurrently with the prospective Design/Build Teams. The Sign in sheets from this job walk are attached as Exhibit 1.




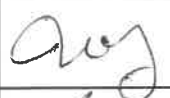
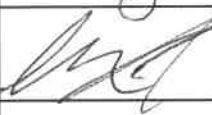
Also included is Addendum No. 1 from RFP 2021-17 Design Build Hesperia Transfer Hub – we hope that this addendum may help you with your proposal as well. The 2021-17 Addendum No. 1 is attached as Exhibit 2.

All other terms and conditions of the RFP remain the same.




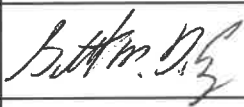



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As stated in the RFP, all addenda must be acknowledged. Please use the form included in Attachment E, page 10, of the RFP to acknowledge receipt of this addendum. Failure to acknowledge any addenda to this RFP may be a cause to deem Bidder “Non-Responsive.”

Company Name	Address	Phone	Fax	Representative Name	Signature	Email Address
TRC	IRVINE	213-703-5491		ZAFAR ALI KHAN		Zalikhana@trccompanies.com
Metro Builders & Engineers Group, Inc.	2610 Avon St, Newport Beach, CA 92663	949-515-4350	949-515-4351	Udit Tambe		estimating@metrobuilders.com
VTA	17150 SmokeTree St. Hesperia	760-995-3585		Nick Redwine		NRedwine@VVTa.org
VVTa	17150 SmokeTree St.	760-995-3580		Dan Standberg		dstandberg@VVTa.org
VUTA	17150 SmokeTree Hesperia	X 122		Roderick Goldman		rgoldman@vuta.org
VUTA	17150 SmokeTree Hesp.	X 158		Robert Guyette		robert.guyette@keolisna.com

Company Name	Address	Phone	Fax	Representative Name	Signature	Email Address
Toneman / Duke Engineering	759 W Lancaster Blvd	661 952-7918		Ryan Duke		Ryanduke- engineering.com
Toneman / Duke Engineering	759 W Lancaster Blvd.	661-952-7918		Shawna Ricker		Shawna@duke- engineering.com
MZT	841 E Washington Santa Ana	949 2945681		Alex Tu		atu@ zatudba.com
Toneman development	Melvin Gonzalez	661-940 0419		Melvin Gonzalez		melvin@ tonemandevelopment. com
CONSOLIDATED CONTRACTING	SAN CLEMENTE, CA			STEVE TENOLD		STENOLD@ CONSOLIDATEDCONTRACTING. COM

Company Name	Address	Phone	Fax	Representative Name	Signature	Email Address
VVTA	Smoke Tree St. Hesperia, CA	X152	760-948-1380	Christine Plasting	Christine Plasting	cplasting@vvta.org
AMG & ASSOCIATES INC	26535 SUMMIT CIRCLE SANTA CLARITA CA 91350	661 251-7401	661 251-7405	JAMES JENSEN	James Jensen	Estimating@AMG ASSOCIATES INC.COM
TKE Engineering	2305 Chicago St. Riverside Lt 92507	951 680 0440	951 680 0490	Gabriela Sandoval		gsandoval@ TKEengineering.com
TRC	1935 Chicago Ave Unit A Riverside 92507	951 901 0023		Henry Stultz	H Stultz	hstultz@ trccompanies.com
FLEWELLING & MOODY	99 Southlake ave. Pawadena, CA	949 940- 6563		DEAN SANDERS	Dean Sanders	dsanders@flewelling- moody.com

Company Name	Address	Phone	Fax	Representative Name	Signature	Email Address
G3 Quality	25837 Business Center Dr. Ste F Redlands, CA 92374	714.317.3405		ROYCE PARKER		rparker@G3quality.com
TRC	1935 Chicago Ave Unit A, Riverside, CA 92507	562-233-9507		Charlene Palmer		cpalmer@trccompanies.com
Group Delta	1320 S Simpson Ct, Anaheim, CA	(714) 660-7541		Jim Cunneen		jimc@groupdelta.com
MARRS SERVICES, INC	328 E. CommonWealth Ave. Fullerton, CA 92832	714-213-8650		Gilbert DiCenzo		gilbert@markscorp.com
BSOMAS	5 HUTTON CENTER DR., SUITE 300 SANTA ANA CA 92707	858-924-2394		TIM ALLISON		TIM.ALLISON@BSOMAS.COM
MACROZ-TECHNOLOGY	841 E. WASHINGTON AVE SANTA ANA, CA	714-564-1130		DAN DLARTE		ESTIMATING@METCO.COM
AKF	1751 Jena Rd Corona Ca 92678	951-870-0965		Elvis Holmar		ELVIS@AK-Electrical.com



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PM-CM ■ Engineering ■ Environmental ■ Project Controls

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January 19, 2024

This addendum is provided to all known prospective proposers for clarification of the subject Request for Proposal (RFP).

The following includes updated due dates as related to this project.

Description	Original Date	New Date
Last Day for Questions	5:00 PM PST, Friday, January 26, 2024	
Final Addendum	2:00 PM PST, Thursday, February 1, 2024	2:00 PM PST, Thursday, February 8, 2024
Proposals Due Date	3:00 PM PST, Thursday, February 8, 2024	3:00 PM PST, Thursday, February 22, 2024
Anticipated Award Date	March 18, 2024	April 15, 2024

At the pre-proposal meeting on 01/08/2024, some questions were asked by some of the attendees and VVTA has deemed it necessary to answer prior to the deadline for questions on 01/26/2024.

The following are questions that have been posed along with answers from VVTA staff:

Q1: "Section A. Timeline, page 5, states that Addenda and Answers to questions are due at 2:00 PM PST on Thursday, February 1st, 2024, and that the proposal is then due at 3:00 PM PST on Thursday February 8, 2024. Since the answers to questions could lead to changes in proposal submissions, we respectfully ask that VVTA extend the proposal deadline to two weeks after the final amendment and RFIs are answered. This will allow Proposers to submit their best proposals to VVTA."

A1: Please see the chart above.

Q2: "Section A. Timeline, page 5, states that the site visit is on January 8th and that the proposal is due the following month on February 8th. Given that no bridging documents were provided, and in order for VVTA to receive the best design-build proposals from Proposers, we suggest that VVTA extend the proposal due date by thirty days to give reasonable time for Proposers to come up with a concept, complete designs (usually completed within thirty days), and then receive and submit bids from subcontractors (usually completed thirty days after completion of designs)."

A2: Please see the chart above.

Q3: "Section B. Purpose, page 6, states 'VVTA already solicited Statements of Qualifications (SOQs) to Interested Parties - these parties were part of an evaluation process to short list those qualified Proposers. However, because this is a Federally Funded project, VVTA must allow for an 'open playing field' and not prohibit competition, VVTA will accept additional SOQs from other proposers.' Will new Proposers who are not prequalified be

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required to submit an SOQ package similar to the one provided by prequalified firms? This will ensure that they are evaluated the same as us in terms of minimum qualifications. In this scenario, we would also recommend that the 5% bid preference remain in place for the prequalified contractors who already went through the SOQ phase package.”

A3: It is VVTA's intention to review SOQ's from interested parties who were not already pre-qualified. However, because they did not participate in the original SOQ process, they will not receive the bid preference.

Q4: “Section D. Period of Performance, page 6, states ‘VVTA intends to award a Lump Sum contract for a period of 18 months unless extended by mutual agreement.’ Since the design is from scratch, and since we expect the city to take 8+ months to review the designs, we respectfully ask that the contract period be extended.”

A4: This will be negotiated with the awarded Contractor.

Q5: “Section D. Period of Performance, page 6, states ‘VVTA intends to award a Lump Sum contract for a period of 18 months unless extended by mutual agreement.’ When does this time period begin? Is it from award, from NTP for design, or would we get separate NTPs (one for design, and one for construction)?”

A5: The time will start per the fully executed contract with the awarded Contractor.

Q6: “Section D. Period of Performance, page 6, states ‘VVTA intends to award a Lump Sum contract for a period of 18 months unless extended by mutual agreement.’ Could VVTA provide this duration in a quantity of days? This will help eliminate any confusion stemming from the way that a "month" may be counted, i.e., if the project is awarded on March 10th, does all of March count as one "month" against the 18-month period of performance.”

A6: In the past, VVTA has executed similar agreements. Using your example above, the 18-month period ends on April 9th at the end of the 18-months. However, VVTA will negotiate the actual term with the awarded Contractor.

Q7: “Section K. Format of Proposal, page 8, states ‘Certificates of good standing and/or status must have been issued within thirty (30) days of the date for receipt of Proposals under this RFP.’ It can take 2 weeks to get a certificate of good standing. Please consider accepting certificates of good standing that are issued after the RFP issue date rather than within 30 days of proposal due date. This will ensure that if the proposal due date changes, Proposers aren't pressured to request new certificates under a short time period.”

A7: 30 days after the RFP is issued is fine.

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- Q8: "Section K. Format of Proposal, page 8, states 'Provide the Department of Industrial Relations registration number(s) for the Proposer and its team members.' Please clarify, does 'Team Members' include subcontractors? If so, would we be able to only provide that information on the subcontractor list form and not also include it here?"
- A8: For the Design Build Team, provide the information in the proposal. For subcontractors, please include this information on the Subcontractor list in Attachment E – Required Forms.
- Q9: "Section K. Format of Proposal, page 9, states 'If the Proposer submits a proposal bond (rather than a certified check or cashiers' check), the Proposer shall use Attachment E - Form P of this RFP.' Form P is the price proposal. Should we use Form T for the bid bond?"
- A9: Please use Form T included in Attachment E.
- Q10: "Section K. Format of Proposal, page 10, states 'Identify the Proposer's Key Personnel to be assigned to the Project for each position defined as 'Key Personnel' in Section 2 hereof.' Where is section two to which the RFP is referring?"
- A10: This should read – "Identify the Proposer's Key Personnel to be assigned to the Project." It is up to the Design/Builder to determine which positions are required and who the Key Personnel to be assigned to those positions.
- Q11: "Section K. Format of Proposal, page 12, item (2) states 'The constructability program should be tailored to meet the bridging documents [emphasis added] as well as new ideas or approach to encourage green certification or sustainability.' Please provide the bridging documents referred to by the RFP."
- A11: It is up to the Design/Builder to create and provide the bridging documents. VVTA has no documents because this is a Design Build project.
- Q12: "Section K. Format of Proposal, page 12, states 'Proposed plan for hazardous materials management to address contamination that is encountered, impacted, caused by, or occurring in connection with the work, as well as investigation and remediation of the contamination, both within and outside the right-of-way limits, including outside areas affected by utility relocations.' Are any hazardous materials anticipated? If so, what hazardous materials are anticipated? Are there any environmental documents for this property? If not, how are we to address this section?"
- A12: Included with this addendum is the Federal NEPA Categorical Exclusion documents.

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Q13: "Section K. Format of Proposal, page 14 states '(2) Provide the Proposer's construction safety plan, including a construction safety organization chart.' Please clarify, does VVTA want an overview plan or approach to safety, or do you want the 100+ page safety plan that we would submit post-award?"

A13: The plan or approach to safety should be adequate. The full safety plan is required to be submitted post-award.

Q14: "Section L. Proposal Packaging Requirements, page 15 states 'Proposer shall submit the Cost/Price Proposal (FORM P - Attachment E) separate from the proposal in a separate sealed envelope.' In the preceding paragraph, the RFP states 'Sealed original proposal plus one (1) electronic copy OR via publicpurchase.com, must be received.' We respectfully ask VVTA to confirm that if we choose to submit via public purchase, then a separate sealed 'envelope' physical submission is not needed, and that uploading a separate PDF response file on Public Purchase satisfies this requirement."

A14: If a proposer intends to use Public Purchase to submit their proposal, the cost proposal shall be added as a separate document in their submission. One document is the proposal. The separate document is the price proposal. Also, remember that if your company intends to use Publicpurchase.com to submit their proposals, to include the copies of the required signed/notarized form. However, the proposer then has 5 business days after the due date to provide VVTA with the original signed and/or notarized documents.

Q15: "Section R. Subcontractors and Assignments, page 17, item 3 states 'If the Proposer fails to specify a subcontractor for any portion of the work to be performed under the contract in excess of one-half of one percent of the Proposer's total proposal, or if the Proposer specified more than one subcontractor for the same portion of the work to be performed under the contract in excess of one-half of one percent of the Proposer's total proposal, the Proposer agrees to perform that portion.' Since this is a D/B project, naming all subcontractors at this time is not feasible as the scope has yet to be fully developed through the D/B process. We rely on D/B budgets developed during the bidding phase, design to that budget, then get all subcontractors on board. We respectfully request that VVTA waive this requirement so that they receive bids and projects that are efficiently completed."

A15: If the Design Build team intends to use subcontractors to fulfill their "local preference" which they may claim, the amounts for those subcontractors' contract need to be included on the subcontractor form.

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Q16: "Section U. Disadvantaged Business Enterprise, page 19 states 'There is no DBE goal on this project.' However, QTP-6, page 14 paragraph 2 states "a 20% DBE goal." Is it correct that there is no DBE goal on this project?"

A16: Because VVTA's DBE Goal is a "Race Neutral" goal, VVTA is not permitted to set DBE contract goals on projects. The 20% goal is incorrect. VVTA's Goal, however, is 4.75 % currently.

Q17: "Attachment A Scope of Work, Section D. General, page 5 states 'The selected Proposer shall also obtain the required permits from all AHJ's.' We respectfully ask VVTA to confirm that VVTA will pay for the permit fees."

A17: VVTA is requesting that VVTA pays based on a pass through with the awarded contractor.

Q18: "Attachment A Scope of Work, Section E. Plans and Specifications, Paragraph 2, page 6 states 'Provide Submittal Reviewers, other than the QC Manager, Licensed Engineers per discipline, [emphasis added] to review, sign off, and certify that the submittals meet the requirements of the awarded Contract prior to certification or approval by the QC Manager.' We respectfully ask for clarification. If the QC Manager and Licensed Engineers per discipline are not allowed, then who is an allowable submittal reviewer?"

A18: The Proposer will have to determine if the proposed Submittal Reviewers are other than QC Managers or Licensed Engineers – however, if VVTA determines that the position assigned is adequate, VVTA reserves the right to ask the Design Builder to justify this.

Q19: "Attachment A Scope of Work, Section E. Plans and Specifications, Paragraph 2, page 6 states "Provide Submittal Reviewers, other than the QC Manager, Licensed Engineers per discipline, [emphasis added] to review, sign off, and certify that the submittals meet the requirements of the awarded Contract prior to certification or approval by the QC Manager.' Are licensed engineers allowable submittal reviewers?"

A19: Yes.

Q20: "Attachment A Scope of Work, Section E. Plans and Specifications, Paragraph 3, page 7 states that we are required to submit test reports as a preconstruction submittal. Test reports are usually from tests that are performed during construction. Please clarify the test reports to be submitted as a pre-construction submittal."

A20: If the proposer performed any testing prior to the due date of the proposal, VVTA asks that those test results be included.

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Q21: "Attachment A. Scope of Work, Section 5. Post Award Kickoff, page 8 paragraph 1 states 'After awarding the contract, the Proposer shall attend a Kickoff meeting with VVTA to set out the work process in greater detail and ensure that the works are completed in accordance with the requirements set forth in this RFP.' How long after award or NTP are we required to hold the PAK?"

A21: This will be negotiated with the awarded Contractor.

Q22: "Attachment A. Scope of Work, Section F Surveying, page 9 paragraph 1 states 'Surveying is the responsibility of the awarded VVTA Contracted Construction Manager. a. Geotechnical Survey information will be shared once completed by the sub-contractor of VVTA Contracted Construction Manager.' When will we be provided with the survey information?"

A22: The Construction Manager contract is being solicited concurrently with the RFP for the Design Build. Once the contractor has been awarded and the survey has been completed, this will be provided to the awarded Design Build team.

Q23: "Attachment A. Scope of Work, Section F Surveying, page 9 paragraph 1 states 'Surveying is the responsibility of the awarded VVTA Contracted Construction Manager. a. Geotechnical Survey information will be shared once completed by the sub-contractor of VVTA Contracted Construction Manager.' Who is VVTA's contracted construction manager?"

A23: See A22, above.

Q24: "Attachment A. Scope of Work, Section F Surveying, page 9 paragraph 1 states 'Surveying is the responsibility of the awarded VVTA Contracted Construction Manager. a. Geotechnical Survey information will be shared once completed by the sub-contractor of VVTA Contracted Construction Manager.' Please provide the full scope of work for the survey that is the responsibility of VVTA's contracted construction manager."

A24: The awarded Construction Manager is responsible for the Geotechnical Survey. Any other surveying will be the responsibility of the Design/Builder.

Q25: "Attachment A. Scope of Work, Section F Surveying, page 9 paragraph 1 states 'Surveying is the responsibility of the awarded VVTA Contracted Construction Manager. a. Geotechnical Survey information will be shared once completed by the sub-contractor of VVTA Contracted Construction Manager.' Will VVTA's contracted construction manager be providing geotechnical survey services?"

A25: The awarded CM assigned subcontractor will likely provide the Geotechnical Survey services.

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Q26: "Attachment A. Scope of Work, Section 1. Materials and Workmanship, page 13, paragraph 1, states 'The Proposer shall notify the Project Manager in writing within 5 days after VVTA approval of the Contract of the proposed suppliers and sources for material to be incorporated into the project.' We respectfully ask that VVTA amend this requirement as we won't have this information within 5 days after contract approval. The 100% design won't be completed at that point, so all materials aren't yet selected.

A26: This will be negotiated with the awarded Contractor.

Q27: "Attachment A. Scope of Work, Section 2. Payment, page 27, paragraph 1 states that payment includes construction surveying. However, Attachment A. Scope of Work, Section F, page 9, states that 'SURVEYING is the responsibility of the awarded VVTA Contracted Construction Manager.' Please clarify how survey is a pay item, when it is the responsibility of VVTA's contracted construction manager?

A27: Geotechnical survey is the responsibility of the awarded CM. However, all other surveying will be the responsibility of the Design Build awarded contractor.

Q28: "Attachment E. Required Forms states that Form U 'Proposed Deviation, Pre-Offer Change or Approved Equal' should be submitted in 'Tab Required Forms.' However, RFP paragraph K, page 10, subparagraph (11), states that this form should be submitted as part of QTP-1. Please clarify where Form U should be submitted in the proposal."

A28: Please submit the document as part of QTP-1.

Q29: "For Form P on Page 25 of Attachment E - Required Forms, please confirm that N/A or 0 is an acceptable entry in the form for line items that are not applicable to this project, such as line item 14 conveying systems."

A29: NA is acceptable.

Q30: "On Page 27 of Attachment E - Required Forms, Design Services, what is the difference between "design services" and "design fees"?"

A30: Some proposers call it one thing others call it the other. Use whichever line works to best describe the item being priced by your firm.

Q31: On Page 28 of Attachment E - Required Forms, under Total Cost of Construction, where is subtotal 05, 06, and 07 that the attachment is referring to?"

A31: Included with this addendum is a new pricing sheet.

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Q32: "The previous evaluation for this project was 7.3 Million, is there an updated evaluation?"

A32: No.

Q33: "Does VVTA have a DBE requirement for this project?"

A33: See A16 Above.

Q34: "What incentives does VVTA have for those who meet the 5% DBE goal?"

A34: See A16 above.

Q35: "Is there additional incentives for local contractors?"

A35: Yes, an additional 5% is applied to subcontractors who are local – the 5% is based on the subcontractor's portion of the contract. However, if the Design Build Team is the local business, it will be based on the entire contract amount. The amount is for evaluation purposes only and will not affect the amount of the agreed upon contract.

Q36: "What is the actual address of the planned location?"

A36: VVTA does not currently have an address for the site, the APN is: 041012105.

Q37: "Have there been any geological and environmental studies done yet?"

A37: VVTA Has completed the NEPA, which will be provided in the addendum.

Q38: "Does VVTA want to pull water from the main facility or add a new water meter?"

A38: VVTA prefers a new meter.

Q39: "How much of the 10 acres does VVTA want to be left untouched?"

A39: VVTA would prefer to use the south side of the property and minimize the vertical footprint for this project as the intent is to expand VVTA's current facility in the near future using the remaining acreage.

Q40: "Where would VVTA like the restroom/building to be located?"

A40: VVTA would prefer the building to be as close to the center of the transfer hub as possible.

VVTA RFP 2021-17 DESIGN BUILD HESPERIA TRANSFER HUB

ADDENDUM NO. 1

Q41: "VVTA has previously released a visualized plan for the 10 Acre lot, is it required of the contractor to stick as close to this plan as possible?"

A41: While VVTA has previously released a conceptual drawing in the RFQ, it is highly recommended that the proposer provide VVTA with their own concept.

Q42: "Would VVTA prefer to utilize G Ave or stick to Smoke Tree St as the main ingress/egress?"

A42: VVTA would prefer to use Smoke Tree St as the main Ingress/Egress.

Q43: "Are there any permanent fencing requirements for this project?"

A43: Yes, the parking lot is to be fenced off to the same appearance and operation as the currently installed fencing for the VVTA Hesperia facility parking lots.

Q44: "Are the employee and public parking lots required to be segregated?"

A44: Separated by fencing, yes.

Q45: "Does VVTA have any plans for EV Infrastructure?"

A45: No.

Q46: "Do we have a rough construction start date?"

A46: No, this needs to be provided in the proposal timelines.

Q47: "Has a soils report been done?"

A47: No, this will be done by the CM and will be provided to the awarded contractor.

Q48: "What other services will be provided by the CM?"

A48: The Hesperia Transfer Hub CM will be responsible for assisting VVTA with submittal reviews, geotechnical survey, and soils testing.

VVTA RFP 2021-17 DESIGN BUILD HESPERIA TRANSFER HUB

ADDENDUM NO. 1

Q49: "Did VVTA obtain a permit for the relocation of the Joshua trees/endangered plant life in the designated area?"

A49: No this is the responsibility of the awarded contractor.

Q50: "Have there been any archeological studies for the site?"

A50: See A12 above.

Q51: "Is VVTA looking at expanding the Hesperia Transfer Hub in the future?"

A51: The requirements of this RFP already take future need and expansion into consideration.

Q52: "What are VVTA's plans for Pedestrian access from the Hub to Main Street?"

A52: VVTA has discussed with the City of Hesperia about potentially adding sidewalk along E Avenue from Smoke Tree to Main Street in the future. This is only in discussion and there are no commitments.

Q53: "What kind of network provision does VVTA prefer for the Transfer Hub (i.e. fiber run from the current facility, or new service)"





A53: New service.




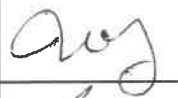

Q54: "Is VVTA currently on city sewer?"

A54: Yes.




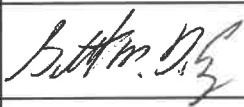



The following documents are included as Exhibits to this Addendum:

1. The sign-in sheets used for the Pre-Proposal/Job Walk are attached on January 8, 2024; and
2. The updated pricing form; and
3. NEPA CE; and
4. As-Builts can be accessed via this link:
<https://www.dropbox.com/scl/fo/r8qz8c0xbfspzcbftkbe/h?rlkey=jv5te2gm9fg4jkib0aq0y05v8&dl=0>

Company Name	Address	Phone	Fax	Representative Name	Signature	Email Address
TRC	IRVINE	213-703-5491		ZAFAR ALI KHAN		Zalikhana@trccompanies.com
Metro Builders & Engineers Group, Inc.	2610 Arvon St, Newport Beach, CA 92663	949-515-4350	949-515-4351	Udit Tambe		estimating@metrobuilders.com
VVTA	17150 SmokeTree St. Hesperia	760-995-3585		Nick Redwine		NRedwine@VVTA.org
VVTA	17150 SmokeTree St.	760-995-3580		Dan Standberg		dstandberg@VVTA.org
VVTA	17150 SmokeTree Hesperia	X 122		Roderick Goldman		rgoldman@vta.org
VVTA	17150 SmokeTree Hesp.	X 158		Robert Guyette		robert.guyette@keolisna.com

Company Name	Address	Phone	Fax	Representative Name	Signature	Email Address
Toneman / Duke Engineering	759 W Lancaster Blvd	661 952-7918		Ryan Duke		Ryanduke- engineering.com
Toneman / Duke Engineering	759 W Lancaster Blvd.	661-952-7918		Shawna Ricker		Shawna@duke- engineering.com
MZT	841 E Washington Santa Ana	949 2945681		Alex Tu		atu@ zatudba.com
Toneman development	Melvin Gonzalez	661-940 0419		Melvin Gonzalez		melvin@ tonemandevelopment. com
CONSOLIDATED CONTRACTING	SAN CLEMENTE, CA			STEVE TENOLD		STENOLD@ CONSOLIDATEDCONTRACTING. COM

Company Name	Address	Phone	Fax	Representative Name	Signature	Email Address
VVTA	Smoke Tree St. Hesperia, CA	X152	760-948-1380	Christine Plasting	Christine Plasting	cplasting@vvta.org
AMG & ASSOCIATES INC	26535 SUMMIT CIRCLE SANTA CLARITA CA 91350	661 251-7401	661 251-7405	JAMES JENSEN	James Jensen	Estimating@AMG ASSOCIATES INC.COM
TKE Engineering	2305 Chicago St. Riverside Lt 92507	951 680 0440	951 680 0490	Gabriela Sandoval		gsandoval@ tkeengineering.com
TRC	1935 Chicago Ave Unit A Riverside 92507	951 901 0023		Henry Stultz	H Stultz	hstultz@ trccompanies.com
FLEWELLING & MOODY	99 Southlake ave. Pawadena, CA	949 940- 6563		DEAN SANDERS	Dean Sanders	dsanders@flewelling- moody.com

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G3 Quality	25837 Business Center Dr. Ste F Redlands, CA 92374	714.317.3405		ROYCE PARKER		rparker@G3quality.com
TRC	1935 Chicago Ave Unit A Riverside, CA 92507	562-233-9507		Charlene Palmer		cpalmer@trccompanies.com
Group Delta	1320 S Simpson Ct Anaheim, CA	(714) 660-7541		Jim Cunneen		jimc@groupdelta.com
MARRS SERVICES, INC	328 E. CommonWealth Ave. Fullerton, CA 92832	714-213-8650		Gilbert DiCenzo		gilbert@MARKSCORP.COM
BSOMAS	5 HUTTON CENTER DR., SUITE 300 SANTA ANA CA 92707	858-924-2394		TIM ALLISON		TIM.ALLISON@BSOMAS.COM
MACROZ-TECHNOLOGY	841 E. WASHINGTON AVE SANTA ANA, CA	714-564-1130		DAN DLARTE		ESTIMATING@METCO.COM
AKF	1751 JENKINS RD Corona Ca 92628	951-870-0965		Elvis Holmar		ELVIS@AK-Electrical.com



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VVTA RFP 2021-17 DESIGN BUILD HESPERIA TRANSFER HUB ADDENDUM 1 – EXHIBIT 2 – UPDATED PRICING SHEET

VVTA – RFP 2021-17 PRICE PROPOSAL

The proposer shall complete the following form and include same in the Price Proposal package.

By execution below Proposer hereby agrees to furnish the related equipment, and services as specified in Victor Valley Transit Authority's RFP 2021-17 at the prices submitted in response to this solicitation.

PROPOSER COMPANY NAME:

STREET ADDRESS:

CITY, STATE, ZIP CODE:

AUTHORIZED OFFICER:

COMPANY OFFICER TITLE:

SIGNATURE OF AUTHORIZED OFFICER:

CONTACT INFORMATION:

OFFICE PHONE NUMBER:

EMAIL ADDRESS:

VVTA RFP 2021-17 DESIGN BUILD HESPERIA TRANSFER HUB

ADDENDUM 1 – EXHIBIT 2 – UPDATED PRICING SHEET

NOTES AND INSTRUCTIONS

1. The Proposer agrees that all costs of work required by the RFP, including Work reasonable inferable therefrom and necessary thereto required for a project delivery or turnkey contract basis are included in the prices below.
2. The Cost of all Work required in the RFP for which a specific line item is not provided in the attached schedules shall be allocated proportionately among the other prices most closely associated with such costs and included in the proposal price.

Line Item	Work Item	Total \$
1	GENERAL REQUIREMENTS	\$
2	SITE CONDITIONS/ SITE PREPARATION	\$
3	CONCRETE	\$
4.	MASONRY	\$
5.	METALS	\$
6.	WOOD AND PLASTICS	\$
7.	THERMAL AND MOISTURE PROTECTION	\$
8.	DOORS AND WINDOWS	\$
9	FINISHES	\$
10.	SPECIALTIES	\$
11.	EQUIPMENT	\$
13	SPECIAL CONSTRUCTION	\$

**VVTA RFP 2021-17 DESIGN BUILD HESPERIA TRANSFER HUB
ADDENDUM 1 – EXHIBIT 2 – UPDATED PRICING SHEET**

14	CONVEING SYSTEMS	\$
15.	HVAC/MECHANICAL	\$
16.	ELECTRICAL	\$
17.	INSTRUMENTATION AND CONTROL	\$
21.	FIRE PROTECTION	\$
22.	PLUMBING	\$
27.	COMMUNICATIONS	\$
32.	EXTERIOR AND STREET IMPROVEMENTS	\$
	SUBTOTAL – 01	\$
	GENERAL CONDITIONS	\$
	OVERHEAD AND PROFIT	\$
	ALLOWANCE ITEMS AND VALUE \$30,000.00	
	SUBTOTAL – 02	\$
	TOTAL COST OF CONSTRUCTION (01+02)	\$
	DESIGN SERVICES	\$
	<i>DESIGN FEES</i>	
	50% Construction Document	\$
	100% Construction Document	\$
	Final % Construction Document	\$
	SUBTOTAL – 03	\$

VVTA RFP 2021-17 DESIGN BUILD HESPERIA TRANSFER HUB ADDENDUM 1 – EXHIBIT 2 – UPDATED PRICING SHEET

	MOBILIZATION AND TEMPORARY UTILITIES	\$
	DEMOBILIZATION	\$
	FINAL BUILDING TESTING AND COMMISSIONING	\$
	TRAINING AND MATERIAL OVERSTOCK	\$
	AS BUILT DRAWINGS	\$
	OPERATIONS AND MAINTENANCE MANUALS	\$
	SUBTOTAL – 04	\$
	CONSTRUCTION OF A PASSENGER VEHICLE PARKING LOT ADJACENT TO THE TRANSFER HUB	\$
	SUBTOTAL - 05	\$
	TOTAL COST OF CONSTRUCTION + DESIGN FEES + OTHERS (01 + 02 + 03 + 04 + 05): BASE PRICE	\$

PREFERENCE CLAIMED:

- ☐ 3. Local Bidder – 5% Preference – On May 21, 2021, the FTA and FHWA have announced pilot programs to permit grant recipients to include geographic, economic, or other hiring preferences in contract specification for construction projects. VVTA will implement this ruling by calculating a reduction in the bid amount for proposers who are deemed to be within the geographic area. **The reduction in cost is only for the evaluation of bids and is not the final Bid Amount.** VVTA is defining its geographic area to be locations within the Cities of Victorville, Hesperia, Barstow, Adelanto, the Town of Apple Valley, and unincorporated areas of San Bernardino County – where fixed route service is provided and is represented by VVTA's Board of Directors.
- ☐ 4. Certified Disadvantaged Business Enterprise Firms and/or Subcontractors – 5% Preference. Provide Certification for all firms and subcontractors who are certified DBE's
- ☐ 5. Deemed to be qualified in the RFQ process – 5% Preference.

Victor Valley Transit Authority Bus Point Transfer Center Project

CATEGORICAL EXCLUSION

DETAILED PROJECT DESCRIPTION:

The Victor Valley Transit Authority (VVTA) is the project sponsor and proposing to construct a bus transfer point center (hereafter referred to as “the project”) in the City of Hesperia. The project would consist of a bus shelter for eight bus parking spaces, civil -roadway improvements, sidewalk installation, landscaping, and a 1,200 square-foot building that would house six restrooms and a security control room (Appendix 1-Figure 1). The lot is approximately 1.9 acres.

The project represents the first of two phases for VVTA’s overall plan to provide infrastructure for their future bus fleet that will utilize hydrogen fuel cell technology. In December 2018, California Air Resources Board (CARB) adopted their Innovative Clean Transit (ICT) regulation, which requires all public transit agencies in the state to gradually transition to a zero-emission bus fleet by 2040. The project would serve as passenger loading areas for VVTA’s existing and future bus fleet and would tentatively commence construction in Fall 2022 and complete in Fall 2023. The second phase of the plan consists of the buildout for a hydrogen fueling area, where fueling equipment and pumps would be installed on an adjacent lot, immediately south of the project. This second phase of VVTA’s plans is considered a separate but related development that would employ a separate environmental clearance process and would also tentatively commence construction in Fall 2022 and complete in Fall 2023.

Anticipated cost for the bus transfer point center’s construction would be \$5.1 million dollars in 2020 dollars. Funding sources for this project include Federal Section 5307 funds, California Department of Transportation’s (Caltrans) Local Transportation Funds (LTF), Caltrans’ State of Good Repair, CARB’s Proposition 1B: Goods Movement Emission Reduction Program, and other local funding related to CARB’s Low Carbon Fuel Standard (LCFS) Program.

LOCATION:

The project lies within the high desert in Southern California in the northern portion of San Bernardino County, California. The area surrounding the project site has low-density developments related to manufacturing and industry and has some vacant parcels neighboring the project site to the east. The project site’s land use is designated as General Industrial by the City of Hesperia (Appendix 1-Figure 2). The assessor’s parcel number for the project is APN 0410-121-06.

METROPOLITAN PLANNING AND AIR QUALITY CONFORMITY:

The purpose of the project is to build supporting facilities for VVTA’s bus fleet that is transitioning to hydrogen fuel technology by 2040. While the project would align with the goals established by the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), it is not listed in the 2020 Connect SoCal Transportation System Project List Draft Amendment #1 (SCAG, 2021) or in the 2019 Federal Transportation Improvement Program (FTIP) Amendment #1 (SCAG, 2021).

On September 23, 2020 SCAG adopted Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). As a plan with the goal of accelerating the region’s progress towards transportation and GHG reduction targets, programs within the RTP/SCS focus on shifting travel to active transportation modes, expanding the transit network, and efficient movement of

goods (SCAG, 2020). The conformity determination for the RTP/SCS and the 2019 FTIP Amendment #21-05, received federal approval on June 2, 2020.

Connect SoCal proposes programs that encourage the deployment of selected technologies to improve mobility and reduce greenhouse gases (GHGs). The Accelerated Electrification strategy is listed within Connect SoCal's Key Connections which serve to augment the Core Vision of the plan to address trends and emerging challenges while meeting GHG reduction goals. The Accelerated Electrification strategy offers a holistic and coordinated approach to de-carbonizing or electrifying passenger vehicles, transit, and goods movement vehicles. Through greater coordination, this strategy aims to go beyond benefits achieved through state mandates alone. For transit, in 2018 CARB voted to mandate purchases of electric buses. SCAG can facilitate that process by working with transit agencies to ensure adequate charging stations.

The project is a direct result from the ICT regulation that ultimately aligns with the goals from the SCAG RTP/SCS. In December 2018, the CARB adopted their ICT regulation, which requires all public transit agencies in the state to gradually transition to a 100-percent zero-emission bus fleet by 2040. This regulation aims to improve air quality and climate protection goals across the state by addressing the public transportation sector, which is responsible for approximately 40% of GHG emissions, 80% of Nitrogen Oxides (NOx), and 90% of diesel particulate matter emissions in California. This regulation aligns with other State policies, such as the Sustainable Communities and Climate Protection Program (SB 375), and SB 350, which provides an opportunity for transportation electrification including wide use of zero-emission buses. Through the deployment of zero-emission technologies, the ICT regulation will provide significant benefits across the state, including:

- Reduce NOx and GHG emissions for all Californians, especially transit-dependent and disadvantage communities. The majority of these benefits will be in the State's most populated and impacted areas where transit buses are most prevalent
- Increase penetration of the first wave of zero-emission heavy-duty technologies into applications that are well suited to their use to further achieve emission reduction benefits
- Save energy and reduce dependency on petroleum and other fossil fuels
- Expand zero-emission vehicle industry to bring high quality green jobs to local communities and trained workforce to California
- Provide other societal benefits by encouraging improved mobility and connectivity with zero-emission transportation modes and reduced growth in light-duty vehicle miles traveled.

Thus, although the project is not included in the current adopted MPO plan, the purpose of the project and project would align with the goals of the RTP/SCS. In addition, as explained in more detail in Section H, Air Quality, below, the project's construction emissions would not result in emissions that exceed the General Conformity de minimis levels. Under the federal Clean Air Act, the General Conformity Rule ensures that federal actions comply with the national ambient air quality standards (NAAQS). The General Conformity Rule applies to all federal actions that are taken in designated nonattainment or maintenance areas. Federal agencies that engage in, support in any way or provide financial assistance for, or approve any activity must demonstrate that such actions do not interfere with state and local

plans, such as the State Implementation Plan (SIP), to bring an area into attainment with the NAAQS. Therefore, the federal agency must determine that the action is either exempt from determining conformity or subject to a formal conformity determination. Unless otherwise determined to be exempt, a conformity determination is required when the total of direct and indirect emissions of the criteria air pollutant or precursor in a federal nonattainment or maintenance area would equal or exceed the specified annual emissions rates, referred to as “de minimis levels.” The conformity determination process is intended to demonstrate that the proposed federal action would not cause or contribute to new violations of federal air quality standards, increase the frequency or severity of existing violations of federal air quality standards, or delay the timely attainment of federal air quality standards. Therefore, the project would be exempt from a formal conformity analysis as an action for which associated emissions are below the specified de minimis levels.

LAND USE AND ZONING:

The project would be consistent with the existing land use that the City of Hesperia designates as General Industrial (Appendix 1 – Figure 3). There are no proposed land use zoning changes at the project site.

PRIME AND UNIQUE FARMLANDS:

Prime and unique farmland do not exist within the vicinity of the project site (California Department of Conservation, 2021). The project would be developed on what the California Department of Conservation categorizes as Other Land (Appendix 1 – Figure 4). The closest Prime Farmland site exists approximately 2.9 miles southeast of the project site.

TRAFFIC AND PARKING IMPACTS:

The project site would be located in a low-density semi-rural setting on an undeveloped parcel, providing adequate capacity for parking and increased traffic during construction and operations. The project site would be located immediately north of an existing bus maintenance yard owned and operated by VVTA. VVTA also has another maintenance facility in the City of Barstow with no plans to change the scale of service at either facility.

Currently, there are five local bus and one commuter bus which provide public transit services in Hesperia, including:

- 25 Oak Hills to Hesperia Super Target – every two hours
- 50 Victorville – Hesperia Post Office – every hour
- 64 Super Target - Hesperia Post Office – every hour
- 66 Hesperia East Deviation – every hour
- 68 Hesperia - Victor Valley Mall – every hour
- NTC Commuter 104A/107A/102B/103B/107B to/from Fort Irwin – two morning runs with one hour headways and four evening runs with headways between 30-minutes and 1+ hour headways

The Hesperia Transfer point is currently located at Olive and G Avenue would be relocated to the project site. However, the 66 bus route and the NTC commuter services already serve this location; as a result, the new bus transfer point represents an addition of no more than three buses per hour which would not trigger any significant traffic impacts.

The City's General Plan (City of Hesperia, 2010) identifies access to transportation corridors as an "issue" in this Industrial Core planning zone. It states "Access to Interstate 15 and Highway 395 from Planning Area 5 exists only from Main Street and Bear Valley Road. Limited truck traffic access to the Interstate 15 freeway contributes to congestion on Main Street. The future Interstate 15 freeway interchanges at Ranchero Road and Eucalyptus Street would help alleviate traffic between the Industrial Core and the major transportation corridors within the City."

The Hesperia General Plan (City of Hesperia, 2010), Circulation Technical Report indicated that in 2007, the closest intersections to this project site that were assessed were at Main Street and Avenue C, Main Street and E Avenue, and Lemon Street and I Avenue, and functioned at a LOS D/F. However, these intersections are a half-mile or more from the project site, and VVTA has not yet determined the exact routing the buses will use to access the new transfer center. The possible addition of three buses per hour to these intersection is not likely to have a significant impact on delay for all travelers using these intersections. All other intersections in the area were either not measured or function at an acceptable LOS in the General Plan.

No on-street or off-street parking is currently provided at or adjacent to the project site. The project also does not include provision of parking. VVTA workers are assumed to continue to park at the VVTA headquarters immediately the south of the project site.

The intersection of Smoke Tree Street and E Avenue was recently upgraded from a two-way stop to a four-way stop to provide for safe bus and automobile crossing here. The intersection to the north between Live Oak Street and E Avenue is a two-way stop and Live Oak Street is a dirt roadway. The project includes new paving but does not propose lane reconfigurations.

The project site would be located in a low-density semi-rural setting on an undeveloped parcel, providing adequate access to the property and parking locations on site during construction. Some traffic management plans would be implemented during civil roadway improvement activities on Live Oak Street and E Avenue. Flaggers or redirection of traffic through detour routes would occur but only be temporary in nature.

AESTHETICS AND VISUAL QUALITY:

The project site is located within the Mojave Desert and is primarily characterized by a flat terrain. Visually, the area surrounding the project site is semi-rural with low density industrial and manufacturing developments. There are no sensitive viewers in the area surrounding the project site and therefore the project would not substantially alter scenic vistas, visual character, or generate new sources of light and glare.

The foothills of the San Bernardino Mountains are located four miles south of the project site. During construction, contractors would use standard industry equipment such as excavators, cranes, and concrete trucks to support construction activities. The project would install bus shelters. However, the

shelters would not affect or block any scenic vistas from the San Bernardino Mountains during its construction or operation since there are no sensitive viewers in the area surrounding the project site. Similarly, due to the lack of sensitive viewers, the project would not substantially alter the visual character or quality of the site and its surroundings.

Light sensitive receptors or land uses may include, but are not limited to, all types of residences; commercial or institutional uses that require minimal nighttime illumination for proper function, physical comfort, or commerce; and natural areas. The project would include installation of new standard exterior security lighting around and within the bus transfer point, which would operate continuously. There are no sensitive viewers to light and glare, therefore the project does not anticipate any impacts related to light, glare, and shade and shadow during construction or operations.

AIR QUALITY:

The project site is located within the jurisdiction of the Mojave Desert Air Quality Management District (MDAQMD) in the Mojave Desert Air Basin (MDAB)(Appendix 1-Figure 5). The MDAQMD is classified as a non-attainment area. While the project would generate short-term emissions of criteria pollutants during construction due to equipment exhaust, the project is not anticipated to adversely impact air quality in the project region. Additionally, project operational activities are not anticipated to adversely impact air quality in the project region.

The MDAQMD is classified as a non-attainment area under the NAAQS for ozone (severe) and particulate matter less than 10 micrometers in diameter (PM₁₀; moderate). The MDAQMD is designated as an attainment or unclassified area under the NAAQS for all other pollutants (carbon monoxide [CO], particulate matter less than 2.5 micrometers in diameter [PM_{2.5}], nitrogen dioxide [NO₂], sulfur dioxide [SO₂], and lead).

As described above in Section F, Traffic and Parking Impacts the new bus transfer point may result in an addition of no more than three buses per hour and the addition of three buses is not likely to have a significant impact on delay or substantially contribute to LOS deficiencies, an indicator of congestion, at any study intersections or roadway segments. In addition, the project site is located in an area that is designated as an unclassified/attainment area for CO. Therefore, the project would not result in a CO hotspot.

Construction activities would generate short-term emissions of criteria pollutants associated with construction equipment exhaust; construction-related trips by workers; delivery and hauling truck trips; fugitive dust from site preparation activities; and off-gassing from traffic coating and paving activities. As shown in Table 1, the short-term construction-related emissions are not anticipated to exceed the de minimis levels. The U.S. Environmental Protection Agency (EPA) has established de minimis levels or specified annual emissions rates for each criteria air pollutant or precursor below which a federal action would not be considered to interfere with a state's plans to attain and maintain federal air quality standards. Thus, project construction would not cause or contribute to new violations of federal air quality standards, increase the frequency or severity of existing violations of federal air quality standards, or delay the timely attainment of federal air quality standards.

Table 1: Project-Related Emissions

DESCRIPTION	ROG (TONS)	NOX (TONS)	CO (TONS)	SOX (TONS)	PM ₁₀ (TONS)	PM _{2.5} (TONS)
Maximum-year Construction Emissions	0.21	1.24	1.32	<0.01	0.09	0.06
De minimis levels (tons/year) ¹	25	25	100	100	100	100
Exceeds de minimis levels?	No	No	No	No	No	No

Source: VVTA (2021), EPA (2021)

Notes: ROG = reactive organic gases; NO_x = oxides of nitrogen; SO_x = sulfur oxides; CO = carbon monoxide; PM₁₀ = respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less, PM_{2.5} = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less

¹ The MDAB is designated as a severe nonattainment area for ozone, which is not directly emitted into the air, but is formed through a series of reactions involving ROG and NO_x in the presence of sunlight. Because ozone is not directly emitted, the applicable de minimis levels are applied to ROG and NO_x. The MDAB is designated as a moderate nonattainment area for PM₁₀. The MDAB is classified as an attainment or unclassified area for all other pollutants. Although the General Conformity thresholds are not applicable to pollutants that are in attainment or unclassified, the de minimis levels for maintenance areas for these pollutants are used to provide an analysis under NEPA.

Project operational activities would also result in criteria air pollutant emissions associated with bus vehicle trips. As described in Section F, the project site is located immediately to the north of the Hesperia bus maintenance yard and VVTA also has a larger maintenance facility in Barstow with no plans to change the scale of service at either facility. Although the new bus transfer point may result in minor changes in bus routes to access the new transfer center, and VVTA has not yet determined the exact routing the buses will use to access the new transfer center, the change in vehicle bus routes, and resulting emissions from any changes in vehicle miles traveled, is anticipated to be minor and similar to existing conditions. Furthermore, as described in Section C, the project is a direct result from the ICT regulation, which requires a gradual transition to a 100 percent zero-emission bus fleet by 2040. Therefore, over time as the bus fleet is retrofitted and is transitioned to hydrogen fuel technology, emissions associated with bus operations will decrease. Thus, the project is not anticipated to adversely impact air quality in the project region.

HISTORIC AND CULTURAL RESOURCES:

The identification effort of cultural, historic, or archeological resources included a records search conducted at the South Central California Information Center (SCCIC) of the California Historical Resources Information System (CHRIS), located at California State University, Fullerton; a review of historic maps; and a field survey summarized in a Cultural Resources Technical Memo (Appendix 3).

A records search was requested for the project Area of Potential Effect (APE) and a half-mile buffer (the project study area) from the SCCIC on August 11, 2021. The SCCIC responded on October 5, 2021. The complete results of the records search are included as Attachment B of Appendix 3 to this CE. The records search revealed:

- A total of five studies have been conducted within a half-mile of the project APE. Approximately ten percent of the project study area has been previously investigated. None of these studies overlaps the project APE.

- There are no recorded historic districts within half-mile of the project APE.
- There are no recorded historical resources within half-mile of the project APE.
- There are no recorded archaeological resources within half-mile of the project APE.

Map research indicates that no historic buildings or structures were located within or adjacent to the project's APE. The project APE is undeveloped in the 1902 and 1942 Hesperia, CA 1:62500 USGS maps. In the 1956 Hesperia, CA 1:24000 USGS Smoke Tree Street and E Avenue are both shown as developed roads, but no buildings or structures are mapped in the APE or its vicinity.

As a result of the field survey, one resource that is historic in age was identified. The resource consists of an early twentieth century refuse deposit. The majority of the resource is located outside the APE, but a portion of the artifact scatter surrounding the main deposit extends into the APE. Observed artifacts include glass (including sun colored amethyst glass and aqua glass with bubbles), cans (including hole-in-cap cans), and ceramics, and appeared to be the result of domestic refuse dumping. The resource was documented on appropriate California Department of Recreation 523 series forms and evaluated for inclusion in the National Register of Historic Places (NRHP) (Attachment C of Appendix 3 to this CE). The resource is not eligible for inclusion in the NRHP under any criteria. SHPO concurrence with the finding of no effect will be obtained for the project.

The California Native American Heritage Commission (NAHC) was contacted on July 30, 2021, and their assistance requested in identifying Native American tribes with ancestral ties to the project APE. The NAHC responded via email on August 26, 2021, with a list of eleven tribal contacts representing seven Native American tribes, including Chemehuevi Indian Tribe; Morongo Band of Mission Indians; Quechan Tribe of the Fort Yuma Reservation; San Fernando Band of Mission Indians; San Manuel Band of Mission Indians; Serrano Nation of Mission Indians; Twenty-Nine Palms Band of Mission Indians. Of these tribes, all except the San Fernando Band of Mission Indians and the Serrano Nation of Mission Indians are federally recognized.

A search of the Sacred Lands File was requested on July 30, 2021. The NAHC responded in a letter sent via email dated August 26, 2021, "The results were positive. Please contact the Chemehuevi Indian Tribe and the San Manuel Band of Mission Indians on the attached list for information." The NAHC gave the contact information for these two tribes among the eleven tribal contacts described above.

A letter has been prepared to be sent under FTA letterhead to the eleven tribal contacts identified by the NAHC.

The Exempted Activities in Appendix A of the Section 106 Program Comment is a comprehensive list of maintenance, repair, and upgrade activities that the ACHP has determined are likely to result in minimal to no adverse effects primarily to existing historic rail properties in rail rights-of-way. The proposed project is not a rail project and is not located in a historic rail right-of-way. The ACHP recommendations do not apply.

NOISE:

The FTA noise impact analysis is a multi-step process used to evaluate potential noise impacts during project construction and operation. Construction and operational noise impacts were assessed by predicting noise levels using methods consistent with the FTA Noise and Vibration Manual (FTA 2018) and comparing these values to identified impact thresholds. Sensitive receptors surrounding the project site exceed the screening distance defined by the FTA's guidelines and are not anticipated to be adversely impacted by the project during its construction or operation.

The FTA categorizes noise-sensitive land uses as shown in Table 2. The City of Hesperia designates the project and the area surrounding the project site as predominately General Industrial. The closest sensitive noise receptor to the project is Live Oak Park, which is categorized as an Institutional Land Use Type under the City of Hesperia. The park is located approximately 1,950 feet from the outer boundary of the project site. Living Springs Church and Kids & Care Preschool and Day Care Center are located approximately 2,500 feet from the outer boundary of the project site and are categorized as Industrial Land Use as outlined in Table 2. Apple Valley Christian School is also categorized as Industrial Land Use in Table 2 and is approximately 2,600 feet from the outer boundary of the project site. The NRHP does not list any historic properties within the vicinity of the project site.

Table 1: Land Use Categories and Metrics for Transit Noise Impact Criteria

Land Use Category	Land Use Type	Noise Metric dBA	Description of Land Use Category
1	High Sensitivity	Outdoor L_{eq} (1hr)*	Land where quiet is an essential element of its intended purpose. Example land uses include preserved land for serenity and quiet, outdoor amphitheaters and concert pavilions, and national historic landmarks with considerable outdoor use. Recording studios and concert halls are also included in this category.
2	Residential	Outdoor L_{dn}	This category is applicable all residential land use and buildings where people normally sleep, such as hotels and hospitals.
3	Institutional	Outdoor L_{eq} (1hr)*	This category is applicable to institutional land uses with primarily daytime and evening use. Example land uses include schools, libraries, theaters, and churches where it is important to avoid interference with such activities as speech, meditation, and concentration on reading material. Places for meditation or study associated with cemeteries, monuments, museums, campgrounds, and recreational facilities are also included in this category.

Notes: L_{eq} = equivalent continuous sound level; L_{dn} = Day-Night Average Sound Level

*- for the loudest hour of project-related activity during of noise sensitivity

Source: FTA (2018)

The project would temporarily increase noise levels for the sensitive noise receptors during construction. The project would require the installation of a bus shelter and a 1,200 square foot building which are similar in scale to the surrounding development. The duration of the project would not require nighttime work. Standard industry equipment for grading, paving, and staging of the equipment would be utilized during the project's construction phase. The loudest equipment utilized would be a roller to pave roadway improvements. The proposed truck access routes would primarily utilize E Avenue and Main Street to gain access to the Barstow Freeway (I-15). The project would temporarily increase noise however, a construction noise impact assessment would not be required for the project given the scale of the project.

The FTA utilizes a screening distance for noise assessments to determine if project operations would impact locations (Table 3). This project would be categorized as a Bus Facility, specifically a Storage and Maintenance (Transit Center). Undeveloped land between the nearby sensitive noise receptors and the project site would categorize the project as unobstructed in Table 3. Live Oak Park would not be considered an impacted location since its distance to the project (1,950 feet) exceeds the screening distance of 350 feet as detailed in Table 3. Similarly, Living Springs Church and Kids & Care Preschool and Day Care Center with a distance of 2,600 feet from the project site would exceed the FTA's screening distance of 350 feet.

Table 3: Screening Distance for Noise Assessments

Project Systems (Bus Facilities)	Unobstructed (ft)	Intervening Buildings (ft)
Access Roads	100	50
Transit Mall	225	150
Transit Center	225	150
Storage and Maintenance	350	225
Park and Ride Lots w/Buses	225	150

Source: FTA (2018)

VIBRATION:

The FTA does not require construction vibration assessments for small projects (FTA, 2018). The project would meet this exemption due to its small scale. Construction would consist of civil activities that are approximately 1.9 acres and the installation of a bus shelter and a 1,200 square-foot building which are similar in scale to the surrounding developments. Since the operations of the project would utilize rubber-tire vehicles and not use steel tracks, vibration impacts related to the project's operation would be minimal, therefore, no further analysis is required in accordance to FTA guidelines (FTA, 2018).

ACQUISITIONS & RELOCATIONS REQUIRED:

The project site would be located on an undeveloped parcel that is owned by VVTA. Neither land acquisitions or displacements of residences and/or business would be anticipated during construction or operations of the project. While the construction of the project would require the improvements of the public roadway, permanent and temporary easements would not be required. The project would not

occur in an existing operational right-of-way. The project would impart no effect related to the acquisition of land and relocation of residences or businesses.

HAZARDOUS MATERIALS:

A Phase 1 Site Assessment has not been conducted for the site; however, a desktop analysis using EnviroStor was conducted on September 15, 2021 (California Department of Toxic Substance Control EnviroStor, 2021). There are no current or ongoing remediation treatments occurring on the project site. The closest site with environmental concerns is at Crosswalk Charter School that is approximately 1.2 miles from the project site; Crosswalk Charter does not require any further action for remediation treatment. No concerns exist related to existing facilities or building materials since the project would be constructed on undeveloped land.

Additionally, a Phase I Site Assessment was performed for the adjacent parcel owned and operated by VVTA. The Phase I assessment concluded that no significant environmental concerns or impairments were encountered during the environmental site assessment (ESA) process for the subject site. No evidence of previous structures underground storage tanks, or other significant environmental impairments were observed on-site during the visual inspection of the subject site. The closest superfund site from the project is located approximately 12 miles away at the George Air Force Base in the city of Victorville. The project would have no effect concerning hazardous materials. A Phase II Site Assessment would not be recommended for the project site.

COMMUNITY DISRUPTION AND ENVIRONMENTAL JUSTICE:

This analysis utilized socioeconomic data collected from the U.S. Census Bureau through the 2019 American Community Survey (ACS) 5-Year Estimates. Data was collected from census block groups within a half-mile radius of the project site (study area). While the project is located within a community that is of high environmental justice concern, the project would not adversely impact the community character, disrupt community activities, or result in disproportionately adverse effects to the existing community.

A minority population is defined as the number of individuals in a block group who list their racial status as a race other than white alone and/or list their ethnicity as Hispanic or Latino. That is, all people other than non-Hispanic white-alone individuals. A low-income population is defined as a block group's population in households where the household income is less than or equal to twice the federal "poverty level".

The demographics within the study area is comparable to San Bernardino County's but possesses higher poverty levels (Table 4 and 5) (Appendix 1-Figure 6). Households living below the poverty level in the study area totals to approximately 43.9% of the population as opposed to 13.3% of the county's residents. The study area is comprised of 68.8% minorities (Table 6) (Appendix 1-Figure 7).

Table 4: Socioeconomics Demographics

Location	Population	Average Age	Median Household Income	Percent Below Poverty
Study Area	4,033	33.7	\$32,128	43.9%
San Bernardino County	2,130,585	33.3	\$67,903	13.3%

Source: 2019 ACS 5-Year

While this project is located within a community that is of high environmental justice concern, the project would provide an overall benefit to community and region. The purpose of the project is to enhance access to transit services while improving overall air quality and reduce GHG emissions. Additionally, the project would not physically divide a community or be inconsistent with the community that is industrial in land use and character. Live Oak Park is approximately 1,950 feet from the project but would not be affected by the construction or operation of the project.

Table 5: Poverty Level Demographics

Location	Total Population	Population Below Poverty	Population Above Poverty	Percent Below Poverty	Percent Above Poverty
Census Tract 100.13, Block Group 3	1,487	261	1,226	17.6%	82.4%
Census Tract 100.20, Block Group 3	2,546	1,510	1,036	59.3%	40.7%
Study Area	4,033	1,771	2,262	43.9%	56.1%
San Bernardino County	2,130,585	283,370	1,847,217	13.3%	86.7%

Source: 2019 ACS 5-Year

Table 6: Racial Demographics

Location	Total Population	Minority Population	Non-Minority Population	Percent Minorities
Census Tract 100.13, Block Group 3	1487	874	613	58.8%
Census Tract 100.20, Block Group 3	2546	1,901	645	74.7%
Study Area	4,033	2,775	1,258	68.8%
San Bernardino County	2,130,585	613,066	1,535,965	71.0%

Source: 2019 ACS 5-Year

SECTION 4(f) USE:

Section 4(f) properties include significant publicly owned public parks, recreation areas, and wildlife or waterfowl refuges, or any publicly or privately owned historic site listed or eligible for listing on the NRHP.

The project would not require right-of-way, parks, or recreation areas, and is not in the vicinity of any historic building or Section 4(f) resources. Live Oak Park is the closest park and is located approximately 1,950 feet from the project (Appendix 1- Figure 8).

As discussed in Section I, Historic and Cultural Resources, map research indicates that no historic buildings or structures are located within the APE. As a result of the field survey, one resource that is historic in age was identified. However, the resource is not eligible for inclusion in the NRHP under any criteria.

The project does not share any roadways with Live Oak Park and therefore, would not require any temporary closures or detours that would affect access to the park during project construction. The project site would be located on an undeveloped parcel, providing adequate space for construction staging areas that would not affect Live Oak Park. Additionally, no temporary construction easements are anticipated for the project that would be located on Live Oak Park.

Consultation with jurisdictions and agencies was not required for this project since construction and operations would not affect Live Oak Park or any other Section 4(f) resource. The project would not use common concrete and steel bridges and culverts built after 1945 since infrastructure of that type does not exist on the project site. The project does not concern the improvement of railroads or transit lines that were historically used for the transportation of goods or passengers.

SECTION 6(f):

The project is not located on or adjacent to a park or recreation area funded by the Land and Water Conservation Act fund and would therefore, have no effect on Section 6(f) resources.

SEISMIC AND SOILS:

Based on the State of California Seismic Hazard Zones, the project is not mapped within the areas subject to liquefaction, earthquake-induced landslides, or a fault zone (Appendix 1- Figure 9). Ord Mountain is the closest fault zone and is located approximately 5.2 miles away southeast of the project site. Pinyon Ridge is located approximately 27 miles from the project site in the San Gabriel mountains and represents the closest mapped area subject to landslides and liquefaction due to seismic activity. Due to the distance between Pinyon Ridge and the project site, landslides and liquefaction due to seismic activity would not occur during project construction or operations.

IMPACTS ON WETLANDS:

Wetlands are a subset of special aquatic sites that support water-dependent vegetation, have wet soils, and possess wetland hydrology (frequent or prolonged flooding). In order to be considered a jurisdictional wetland under Section 404, an area must possess those three wetland characteristics. The Mojave River is the closest feature of this type and is located approximately 3 miles from the project (Appendix 1- Figure 10). A riverine system that derives from the Mojave River exists approximately 0.7

miles from the project site and would not be impacted by construction or operations due to distance. The project would not require alteration of water features, wetlands, navigable waterways, or waters of the U.S. or require permits related to the Clean Water Act Section 404.

The project is not located within a coastal zone subject to the Coastal Zone Management Act, or within the vicinity of any navigable waterway, and is not located in an area designated as a sole-source aquifer.

FLOODPLAIN IMPACTS:

The project would not change floodplain elevations or floodways. The project is located in a Zone X area (Appendix 1- Figure 11) and determined by FEMA to be outside the 100-year and 500-year flood zones.

IMPACTS ON WATER QUALITY, NAVIGABLE WATERWAYS, & COASTAL ZONES:

The project is within the Upper Mojave River Valley Groundwater Basin (Appendix 1-Figure 12) and is not located in the vicinity of any Clean Water Act 303d Listed Impaired Water Bodies. The project would not create a new direct connection to a surface water body. During construction grading activities, the project would comply to the National Pollutant Discharge Elimination System (NPDES) General Permit regulated by the California State Water Resources Control Board (SWRCB). The project would introduce impervious surfaces and shall implement measures for site design, source control, runoff reduction to comply with the Mojave River Watershed Technical Guidance Document for Water Quality Management Plans adopted by the SWRCB.

The Upper Mojave River Valley Groundwater Basin underlies an elongated north-south valley, with the Mojave River flowing (occasionally) through the valley from the San Bernardino Mountains on the south, northward into the Middle Mojave River Valley Groundwater Basin. The Mojave River is the closest surface water feature to the project and is located approximately three miles away. A riverine system that derives from the Mojave River exists approximately 0.7 miles from the project site. The project is 74 miles from the Pacific Ocean and is not located within a designated coastal zone. There are no EPA-designated sole source aquifers in the vicinity of the project site; Campo/ Cottonwood Creek Aquifer in San Diego is the closest EPA-designated sole source aquifer. The project would not discharge any water to these sources and no impacts would occur related to the Clean Water Act 303d listed impaired water bodies.

In accordance with the Clean Water Act (CWA) Section 402(p), which regulates municipal and industrial stormwater discharges under the National Pollutant Discharge Elimination System (NPDES) program, the SWRCB adopted an Industrial General Permit and Construction General Permit. The Project's operations would not create a point source for wastewater discharge and would not necessitate a NPDES Industrial General Permit. The SWRCB administers the Construction General Permit, which is applicable to all stormwater discharges associated with construction activity. The NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (the Construction General Permit) was adopted on September 2, 2009. Grading activities during the project's construction would amount to approximately 1.9 acres and would exceed the NPDES threshold of one acre for a General Construction Permit. The contractor shall implement a Stormwater Pollution Prevention Plan (SWPPP) and identify BMPs for storm water runoff, such as bioswales at catch basins.

An increase of 1.9 acres (82,800 square feet) of impervious surfaces would occur as a result of the project. In 2016, the County of San Bernardino prepared the Mojave River Watershed Technical Guidance Document for Water Quality Management Plans (TGD) (Water Quality Order No. 2013-0001-DWQ) (San Bernardino County, 2016). The TGD establishes requirements for project proponents to meet the minimum Phase 2 Municipal Separate Storm Sewer System (MS4) Permit stormwater management requirements applicable to developments that create and/or replace 5,000 square feet or more of impervious surface ("Regulated Projects"). Under the 5,000 square feet threshold, the project would be categorized as a Regulated Project.

The 2013 Phase 2 Small Municipal Separate Storm Sewer System Permit (Phase 2 MS4 Permit) adopted by the SWRCB, and issued statewide, requires all new development projects covered by the Order to incorporate Low Impact Development (LID) Best Management Practices to the maximum extent practicable (MEP). In San Bernardino County, the Phase 2 MS4 Permit is applicable within the Mojave River Watershed, which the project site underlies.

The Water Quality Order requires development of a standard design and post-development best management practice (BMP) guidance for incorporation of site design/LID, source control, and treatment control BMP (where feasible and applicable) and Hydromodification mitigation measures to the MEP to reduce the discharge of pollutants to receiving waters. The purpose of the Technical Guidance Document (TGD) for Water Quality Management Plan(s) (WQMP) is to provide direction to project proponents on the regulatory requirements applicable to a private or public development activity, from project conception to completion.

The project would be required to use the TGD to obtain the necessary approvals for implementation since it would fall under the planning and permitting authority of the City of Hesperia, which is designated as a permittee for the MS4 Permit. The City of Hesperia shall regulate all Regulated Projects within the boundaries of its limits. The project shall implement measures for site design, source control, runoff reduction. The project shall incorporate infiltration LID BMP to the MEP; and use biotreatment and harvest and use BMP for the remainder of the design capture volume.

IMPACTS ON ECOLOGICALLY-SENSITIVE AREAS AND ENDANGERED SPECIES:

The evaluation of potential impacts to ecologically-sensitive areas and endangered species presented below is based on the results of database searches and a field survey summarized in a Biological Resources Technical Memo, appended to this CE as Appendix 4. A total of 13 species listed under the Federal Endangered Species Act (FESA) were identified during the database searches as occurring or having the potential to occur in the region of the project site. However, no known occurrences of federally-listed species in the vicinity of the project were identified during the database searches and no federally-listed species were observed during the field survey. Joshua tree, a candidate for listing under the California Endangered Species Act (CESA) exist onsite. It is anticipated that impacts to Joshua trees, and any other state-listed or tracked species, would be evaluated separately during the CEQA review process and that removal of Joshua trees under the project would require an ITP from California Department of Fish and Wildlife (CDFW).

Under Section 404 of the Clean Water Act (CWA), the U.S. Army Corps of Engineers (USACE) regulates the discharge of dredged or fill material into jurisdictional "Waters of the U.S.," the definition of which

was recently revised and published in April 2020 under the Navigable Waters Protection Rule (NWPR). No Waters of the United States (WoUS) as defined in the NWPR coincide with the project site. As a result, a permit from USACE pursuant to the CWA is not anticipated.

The FESA provides for the conservation of threatened and endangered species and their ecosystems (United States Code [U.S.C.] Title 16, Chapter 35, Sections 1531–1544). The FESA prohibits the “take” of threatened and endangered species except under certain circumstances and only with authorization from USFWS through a permit under Section 4(d), 7 or 10(a) of the FESA. “Take” under the FESA is defined as “to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.” Formal consultation with U.S. Fish and Wildlife Service (USFWS) pursuant to the FESA would be required if the project had the potential to affect a species listed under FESA that has been detected within or adjacent to the project site. Under FESA regulations, USFWS may authorize “take” when it is incidental to, but not the purpose of, an otherwise lawful act. No federally-listed plant and wildlife species were detected during the field survey and suitable habitats for such species do not occur in the project site, or the species’ known distribution does not coincide with the project site. As a result, formal consultation with USFWS regarding “take” of a species listed under the FESA is not anticipated.

Similar to USFWS, the National Marine Fisheries Service (NMFS) is responsible for the protection, conservation, and recovery of endangered and threatened species listed under FESA, with NMFS’ jurisdiction extending over marine and anadromous species. The project site occurs within the high desert in Southern California in the northern portion of San Bernardino County and would not impact any marine or anadromous species. As a result, a permit from NMFS is not anticipated.

Federally-designated biological or environmentally sensitive areas (BSA, ESA) are places that have special environmental attributes worthy of preservation or special care and include, but are not limited to national parks, national forests, wildlife refuges, and wilderness areas. No BSA/ESA coincides with the project site and impacts to such areas are not anticipated.

Designated critical habitat is a term defined and used in the FESA and refers to specific geographic areas designated by USFWS that contain vegetative habitats and features essential to the conservation of a federally-listed endangered or threatened species. These areas may require special management and protection to support the survival and recovery of species listed under the FESA. Critical habitat may also include areas that are not currently occupied by the species but may be needed for its recovery. No USFWS-designated critical habitat coincides with the project site and impacts to such areas are not anticipated.

Wildlife corridors are linear landscape feature of sufficient width and buffer to allow animal movement between two comparatively undisturbed habitat fragments, or between a habitat fragment and some vital resource that encourages population growth and diversity. Habitat fragments are isolated patches of habitat separated by otherwise foreign or inhospitable areas, such as urban tracts or highways. Two types of wildlife migration corridors are regional corridors, defined as those linking two or more large areas of natural open space, and local corridors, defined as those allowing resident wildlife to access critical resources (food, cover, and water) in a smaller area that might otherwise be isolated by urban development. The project site occurs within an area that has primarily been developed and is further surrounded by completely urbanized areas of the City of Hesperia. The project site does not occur within

or intersect a recognized/established regional wildlife corridor. Vegetation within and adjacent to the project site may provide some cover, resting, foraging, or nesting opportunities for local wildlife; however, they do not provide functions as a significant wildlife corridor.

Essential Fish Habitat (EFH) includes coral reefs, kelp forests, bays, estuaries, wetlands, rivers, and areas of the deep ocean managed by NMFS that are necessary to marine or anadromous fish for spawning, breeding, feeding, shelter, or growth. EFH substrates include sediment, hard bottom, structures underlying the waters, and associated biological communities required to support a sustainable fishery. The site would occur within the high desert in Southern California in the northern portion of San Bernardino County and does not coincide with any EFH.

The project would require removal of four Joshua trees (*Yucca brevifolia*). In September 2020, the California Fish and Game Commission provided notice and accepted a petition to list Joshua tree as a Candidate threatened species under the CESA. Unlike the FESA, which only covers species once they are listed, CESA protects Candidate species being considered for listing as threatened or endangered. As a result, CESA prohibits "take" of the species without authorization from California Department of Fish and Wildlife via an Incidental Take Permit (ITP) pursuant to Section 2081 of California Fish and Game Code. Joshua trees are not protected under the FESA; however, it is anticipated that impacts to Joshua trees would be evaluated separately during the California Environmental Quality Act (CEQA) review process and an ITP would be required from CDFW to compensate for the removal of Joshua trees for the project site. No other mature trees exist within the project site.

A total of 13 species listed under the FESA were identified during the database searches as occurring or having the potential to occur in the region of the project site, including: Parish's daisy (*Erigeron parishii*; threatened), Crotch bumble bee (*Bombus crotchii*, candidate for listing as endangered), Monarch butterfly (*Danaus plexippus*; candidate for listing), quino checkerspot butterfly (*Euphydryas editha quino*; endangered), Mohave tui chub (*Siphateles biocolor mohavensis*; endangered), arroyo toad (*Anaxyrus californicus*; endangered), California red-legged frog (*Rana draytonii*; threatened), southern mountain yellow-legged frog (*R. muscosa*; endangered), desert tortoise (*Gopherus agassizii*; threatened), western yellow-billed cuckoo (*Coccyzus americanus occidentalis*; threatened), southwestern willow flycatcher (*Empidonax traillii extimus*; endangered), California condor (*Gymnogyps californianus*; endangered), and least Bell's vireo (*Vireo bellii pusillus*; endangered). No known occurrences of federally-listed species in the vicinity of the project were identified during the database searches and no federally-listed species were observed during the field survey. The project site is composed of bare ground and a cover of non-native grasses, with occasional individual native desert shrub species. Federally-listed species are not expected to occur on the Project site due to a lack of suitable habitats for these species, or their current distribution does not coincide within the project site. As described above, Joshua tree, a candidate for listing under CESA exist onsite. It is anticipated that impacts to Joshua trees, and any other state-listed or tracked species, would be evaluated separately during the CEQA review process and that removal of Joshua trees under the project would require an ITP from CDFW.

Sensitive habitats include natural vegetation communities that are recognized, designated and/or managed as rare in the region; support or are occupied by federally-listed plant or wildlife species; or

receive regulatory protection (i.e., Section 404 of the CWA). As described in sections above, no such habitats occur in the project site.

Nesting and foraging areas include the ground surface and existing vegetation and structures that could support wildlife feeding, breeding, and/or nesting. Although vegetation suitable for nesting is sparse, the site provides marginally suitable nesting habitat for bird species protected under the federal Migratory Bird Species Act (MBTA). The site also provides marginal foraging opportunities for wildlife, which is limited by a lack of native habitats in the project site. Vegetation removal and ground disturbance would occur during project implementation, potentially impacting any birds that may be nesting on-site. By implementing standard construction measures related to fugitive dust and noise control, and by conducting pre-construction nesting bird surveys and providing qualified biological monitors during construction as necessary, impacts to nesting birds under the MBTA would be reduced.

IMPACTS ON SAFETY AND SECURITY:

State provisions would enforce buildings to be designed and constructed in a manner that promotes fire and life safety. The project's office building would be built to California Code of Regulations (CCR), Title 24, and Part 2, known as the 2019 California Building Code (CBC). Roadway improvements would include pedestrian enhancements including the construction of sidewalks and ADA-compliant access ramps and driveways. Design and details for roadway and sidewalk improvements would follow the standards and permitting requirements set forth by the City of Hesperia (City of Hesperia, 2013).

The project would be equipped with safety lighting and cameras to enhance security. Additionally, a security control room would be onsite for security guards to monitor activities on site during the project's operations. Codified regulations set forth by the State and regional authorities and the project's security protocol would reduce impacts related to safety and security.

IMPACTS CAUSED BY CONSTRUCTION:

Project construction would require standard construction equipment for civil activities and buildings. The project site would be located in a low-density, semi-rural setting on an undeveloped parcel, providing adequate access to the property and parking locations on site. Some traffic management plans would be implemented during civil roadway improvement activities on Live Oak Street and E Avenue. Flaggers or redirection of traffic through detour routes would occur but only be temporary in nature. Utility disruption would occur for the tie-ins related to water, electrical, and communications lines. Service disruptions related to the tie-ins would be temporary with a typical industry duration lasting a day. Debris and spoils would result from the project during civil grading and utility excavation. The project would require an NPDES General Construction permit since its grading needs exceed the one-acre threshold. Additionally, the City of Hesperia would require the project to abide by the codified provisions established in the city's grading permit. Stockpiles and excavation spoils shall comply to regulatory and local compliances that would lessen any impacts related to debris and spoil disposal.

SUPPORTING TECHNICAL STUDIES OR MEMORANDA:

Technical memorandums have been prepared for the project include Cultural Resources Technical Memorandum (Appendix 3) and Biological Resources Technical Memorandum (Appendix 4).

PUBLIC OUTREACH AND AGENCY COORDINATION:

No public outreach efforts or agency coordination has been made for this project.

MODAL CATEGORICAL EXCLUSIONS AND RELATED NEPA DOCUMENTS

No other CE or NEPA document has been prepared for the project by another federal lead agency.

The action described above meets the criteria for an FTA NEPA categorical exclusion (CE) in accordance with 23 CFR Part 771.118 (c(9)).

c (9) Assembly or construction of facilities that is consistent with existing land use and zoning requirements (including floodplain regulations) and uses primarily land disturbed for transportation use, such as: Buildings and associated structures; bus transfer stations or intermodal centers; busways and streetcar lines or other transit investments within areas of the right-of-way occupied by the physical footprint of the existing facility or otherwise maintained or used for transportation operations; and parking facilities.

REFERENCES

A. DETAILED PROJECT DESCRIPTION

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C. METROPOLITAN PLANNING AND AIR QUALITY CONFORMITY

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