

APPENDIX 2-1: NOP, NOP, & SCOPING MEETING LETTERS



City of Barstow
220 East Mountain View Street, Suite A,
Barstow California 92311-2839

NOTICE OF PREPARATION (NOP) FOR DRAFT ENVIRONMENTAL IMPACT REPORT AND NOTICE OF A PUBLIC SCOPING MEETING

Date: February 15, 2024
To: Responsible and Trustee Agencies, Interested Organizations, and Individuals
From: City of Barstow Community Development Department
Subject: **City of Barstow General Plan Update and Barstow International Gateway Specific Plan Notice of Preparation of Draft Environmental Impact Report (DEIR)**

Purpose:

The City of Barstow (City), as the lead agency, is preparing an Environmental Impact Report (EIR) for the comprehensive update to the City of Barstow General Plan (GPU) and the Barstow International Gateway (BIG) Specific Plan project proposed by the BNSF Railway Company (BNSF). Because a General Plan Amendment and pre-zoning and annexation of the unincorporated portion of the Project area located in the City's Sphere of Influence (SOI), which will be done as part of the GPU process, are required to accommodate BIG's proposed development, both the GPU and the BIG projects will be evaluated in the same EIR. The GPU and BIG Specific Plan projects are collectively referred to as the "Project." The EIR will evaluate the GPU at a programmatic level since it is a planning document and individual development projects under the GPU are currently unknown. The EIR will evaluate BIG at a project level to allow for both entitlement and development.

Pursuant to State CEQA Guidelines Section 15082, the purpose of this Notice of Preparation (NOP) is to provide responsible agencies, trustee agencies, and other interested parties with information describing the Project and its potential environmental effects.

Project Location:

The City of Barstow and its Sphere of Influence (SOI) are in western San Bernardino County and are surrounded entirely by unincorporated San Bernardino County. Interstate 15 (I-15) bisects the City of Barstow in a southwest-northeast direction, while Interstate 40 (I-40) bisects the City in an east-west direction. State Route 247 (SR-247), which runs in a north-south direction, terminates as it intersects I-15. Figure 1, *Regional Location*, and Figure 2, *General Plan Area Aerial*, show the City and SOI in its regional and local contexts. The Project is generally within the 1984 Barstow USGS quadrangle map and can be found generally with global positioning satellite coordinates of 34° 53' 44.8728" North and 117° 1' 2.2116" West.



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The BIG Specific Plan area is in the City's western portion and is generally bound by the Mojave River on the north, Main Street on the south, Lenwood Road on the east, and Hinkley Road on the west. BIG also proposes various offsite improvements, as described below. Most of BIG (approximately two-thirds) is within unincorporated County lands but within the City's SOI, while the remaining approximately one-third is within Barstow City limits. Figure 2 shows BIG in a local context.

Project Summary:

The City of Barstow last updated its General Plan in 2015, with a short planning horizon that only extended to 2020. The GPU will provide the long-term planning blueprint for the improvements needed to accommodate the City's growing population over a 25-year planning horizon (2023 to 2048). The GPU includes a proposed annexation of unincorporated County lands immediately west of the City. The Project also includes the BIG Specific Plan, and the various offsite improvements needed for its implementation. The BIG Specific Plan proposes an integrated rail facility and onsite transload warehouse center at the City's western extent (see Figures 2 and 3). BIG would allow for direct transfer of containers from ships at the Ports of Los Angeles and Long Beach to trains for transport through the Alameda Corridor onto the BNSF mainline to BIG. BIG proposes a transload warehouse center where the vast majority of the containers would be processed within an onsite "closed loop" operation between BNSF rail operations and transload warehouse users. The BIG Specific Plan would also establish site-specific zoning regulations and development standards for the Specific Plan area.

Project Description:

General Plan Update

The Project includes a comprehensive update of the City's General Plan to refine current goals and policies to reflect the City's new vision, opportunities, and obligations; refine and expand circulation and infrastructure plans to align with the City's updated vision and land use plan; and expand opportunities for economic growth, prosperity, and community health.

In 2020, the City initiated updates to the current General Plan to bring the City into compliance with state law and address the topics of safety, environmental justice, and housing. The Environmental Justice and Safety Elements were updated in 2021, and the Housing Element update is entering the final stages of state certification, with an expected completion date in 2024. As part of the GPU, the City will make updates to these elements, as needed, to ensure consistency with the GPU and other supporting plans.

During the 25-year planning horizon of the General Plan Update, the Plan Area could potentially result in a growth of 6,920 dwelling units, 21,321 residents, 14,054,400 square feet of non-residential uses, and 13,481 jobs by 2048, as shown in **Table 1, General Plan Update Buildout**.



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TABLE 1. GENERAL PLAN UPDATE BUILDOUT

Statistic	City of Barstow	BIG	Balance of SOI	Total
Dwelling Units				
Existing (2023) ¹	8,549	34	3,504	12,087
Future (2048)	15,469	34	3,504	19,007
Projected Growth	6,920	0	0	6,920
Population				
Existing (2023) ¹	24,569	91	10,548	35,208
Future (2048)	45,890	91	10,548	56,529
Projected Growth	21,321	0	0	21,321
Non-Residential Square Feet				
Existing (2023) ¹	11,382,700	0	N/A	11,382,700
Future (2048)	16,437,100	9,000,000	N/A	25,437,100
Projected Growth	5,054,400	9,000,000	N/A	14,054,400
Employment				
Existing (2023) ¹	13,564	0	937	14,501
Future (2048)	18,250	8,795	937	27,982
Projected Growth	4,686	8,795	0	13,481
Note: BIG = Barstow International Gateway; SOI = Sphere of Influence				
¹ PlaceWorks and the City of Barstow.				

Barstow International Gateway (BIG) Specific Plan

The BIG Specific Plan consists of a rail yard a transload warehouse center, and a private utility (i.e., a solar farm). The rail yard would include a block swap yard, an intermodal facility (IMF), and ancillary rail areas (container yard, chassis storage, and maintenance of way). To serve the proposed rail yard and transload warehouse center, BIG proposes approximately 600 acres of various offsite rail and non-rail improvements (e.g., lead track extensions, drainage, utilities, and roadways). Figure 3, *BIG Conceptual Site Plan*, shows the locations of the proposed BIG Specific Plan uses. Figure 4, *BIG Offsite Rail Improvements*, shows the locations of the proposed BIG offsite rail improvements. As shown in Figure 4, a small portion of BIG's offsite rail improvements would extend beyond the City's Sphere of Influence. The total BIG project site is approximately 5,000 acres. Final acreages will be determined based on site survey. Like other rail yards, BIG would operate 24 hours per day, 365 days per year.



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The block swap yard would allow for the transfer of blocks of intermodal rail cars between trains.¹ The IMF would facilitate the transfer of containers between rail cars and the onsite transload warehouse center via zero-emission electric hostlers.² This is different than the operations at a typical IMF where the primary purpose is to transfer containers from heavy trucks to rail cars, and vice versa. At the BIG IMF, only a small percentage of containers would arrive at/depart via heavy trucks. The vast majority of containers would arrive at/depart from the IMF via train.

The transload warehouse center consists of approximately nine million square feet of transload warehouses that would primarily be dedicated to processing the contents of 20-foot and 40-foot international containers into 53-foot domestic containers for placement from and back onto the rail line. Importantly, the transload warehouse center would primarily serve containers processed at or destined for the BIG IMF.

BIG also proposes a solar farm, which would function as a private utility and generate a source of clean energy to supplement the Specific Plan's onsite demand. Areas within the Mojave River would remain ungraded.

Additionally, to serve the proposed rail yard and transload warehouse center, BIG proposes various offsite improvements, which are outside the Specific Plan area. BIG proposes rail improvements (i.e., lead tracks) that extend east and west of the Specific Plan area shown on Figure 3 and Figure 4. Additionally, BIG proposes various offsite non-rail improvements that include ancillary and related stormwater drainage, utilities, and circulation/roadway improvements, which will be identified in the Draft EIR.

Additional information regarding the GPU can be found on the City's website: <https://www.barstowca.org/departments/community-development-department/planning/general-plan-update>, and information about the BIG project can be found on the BNSF website: <https://bnsfbig.com/>.

¹ A block is defined as rail cars of a similar type moving to a similar destination that are already connected and can be combined with other blocks to the same destinations to produce more efficient train movements.

² Electric hostlers are vehicles used for moving trailers and containers short distances within freight terminals, warehouses, and rail yards.



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NOP Public Comment Period:

This NOP is being circulated for a 40-day public review/comment period beginning on **Thursday, February 15, 2024, and concluding on Tuesday, March 26, 2024.** Comments on this NOP should be submitted to the City of Barstow, Community Development Department at the earliest possible date, but no later than the **March 26, 2024,** deadline. Comments must be submitted in writing, or via email, to:

Genesis Crank, Planning and Community Development Administrator
City of Barstow, Community Development Department
220 E. Mountain view Street, Suite A
Barstow, CA 92311
760-255-5152
generalplan@barstowca.org

Public Scoping Meeting:

A public scoping meeting will be conducted to provide the public with the opportunity to learn more about the Project and to provide an additional opportunity to provide written public comment on the NOP. The scoping meeting will be an open house format and include presentation of Project information and environmental issues to be analyzed in the EIR. At the scoping meeting, interested agencies, organizations, and members of the public may present written comments concerning the environmental issues that should be included in the EIR. The written comments provided during the meeting will assist the City in scoping the potential environmental effects of the Project to be addressed by the EIR. The scoping meeting will be held in-person:

Wednesday, March 13, 2024, at 6:00 PM

Cora Harper Fitness Center
841 Barstow Road,
Barstow, CA 92311



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Environmental Impacts:

The City has determined that the implementation of the Project may have a significant effect on the environment and an EIR will be required. The EIR will evaluate the potential for Project to cause direct and indirect and short- and long-term impacts, as well as cumulative impacts. Mitigation will be proposed for those impacts that are determined to be significant, and a mitigation monitoring and reporting program will be developed as required by State CEQA Guidelines. The EIR will evaluate the following topics as described in State CEQA Guidelines Appendix G:

- | | |
|---------------------------------------|---------------------------------|
| • Aesthetics | • Land Use and Planning |
| • Agricultural and Forestry Resources | • Mineral Resources |
| • Air Quality | • Noise |
| • Biological Resources | • Population and Housing |
| • Cultural Resources | • Public Services |
| • Energy | • Recreation |
| • Geology and Soils | • Transportation |
| • Greenhouse Gas Emissions | • Tribal Cultural Resources |
| • Hazards and Hazardous Materials | • Utilities and Service Systems |
| • Hydrology and Water Quality | • Wildfire |

Cortese List Notice: Pursuant to Public Resources Code 21092.6(a), there are 31 open and inactive hazardous sites within the General Plan Area that are listed on environmental databases, as determined by the regulatory agency database search compiled pursuant to Government Code §65962.5 (California Department of Toxic Substances Control list of various hazardous sites).

Type of EIR:

The EIR will analyze the GPU at a program level pursuant to State CEQA Guidelines Section 15168. Use of a program EIR allows analysis consistent with the high-level nature of the General Plan. The EIR will analyze BIG at a project level pursuant to State CEQA Guidelines Section 15161 to allow for both entitlement and development.

Use of the EIR:

Concerning the GPU, projects implemented after adoption of the Project will be examined considering the EIR to determine whether an additional environmental document must be prepared. In addition, the State CEQA Guidelines currently provide for streamlining through Section 15183 (Projects Consistent with a Community Plan or Zoning), Section 15183.3 (Streamlining for Infill Projects), and other streamlining provisions. The City intends to promote streamlining for future development through certification of the EIR. Later development may have to conduct site-specific environmental analysis; however, the cumulative analysis will be addressed in the EIR and GP policies and implementation strategy.



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Concerning BIG, the EIR will analyze and disclose the environmental impacts associated with BIG's implementation and all discretionary actions associated with BIG in compliance with CEQA. BIG's proposed improvements within the BIG Specific Plan area will be processed in accordance with the BIG Specific Plan and those outside the BIG Specific Plan area in accordance with the applicable zoning regulations and development standards in effect at the time an application is submitted. This EIR is intended to provide BIG with environmental clearance under CEQA. All future discretionary actions would be examined in light of the EIR to determine whether any further environmental clearance is required.

This transmittal constitutes the official NOP for the EIR and serves as a request for environmental information that you or your organization believe should be included or addressed in the EIR document. Please be sure to address the scope and content of environmental information or issues that may relate to your agency's statutory responsibilities in connection to the Project.

If you have any questions or require additional information regarding this NOP, please email generalplan@barstowca.org.

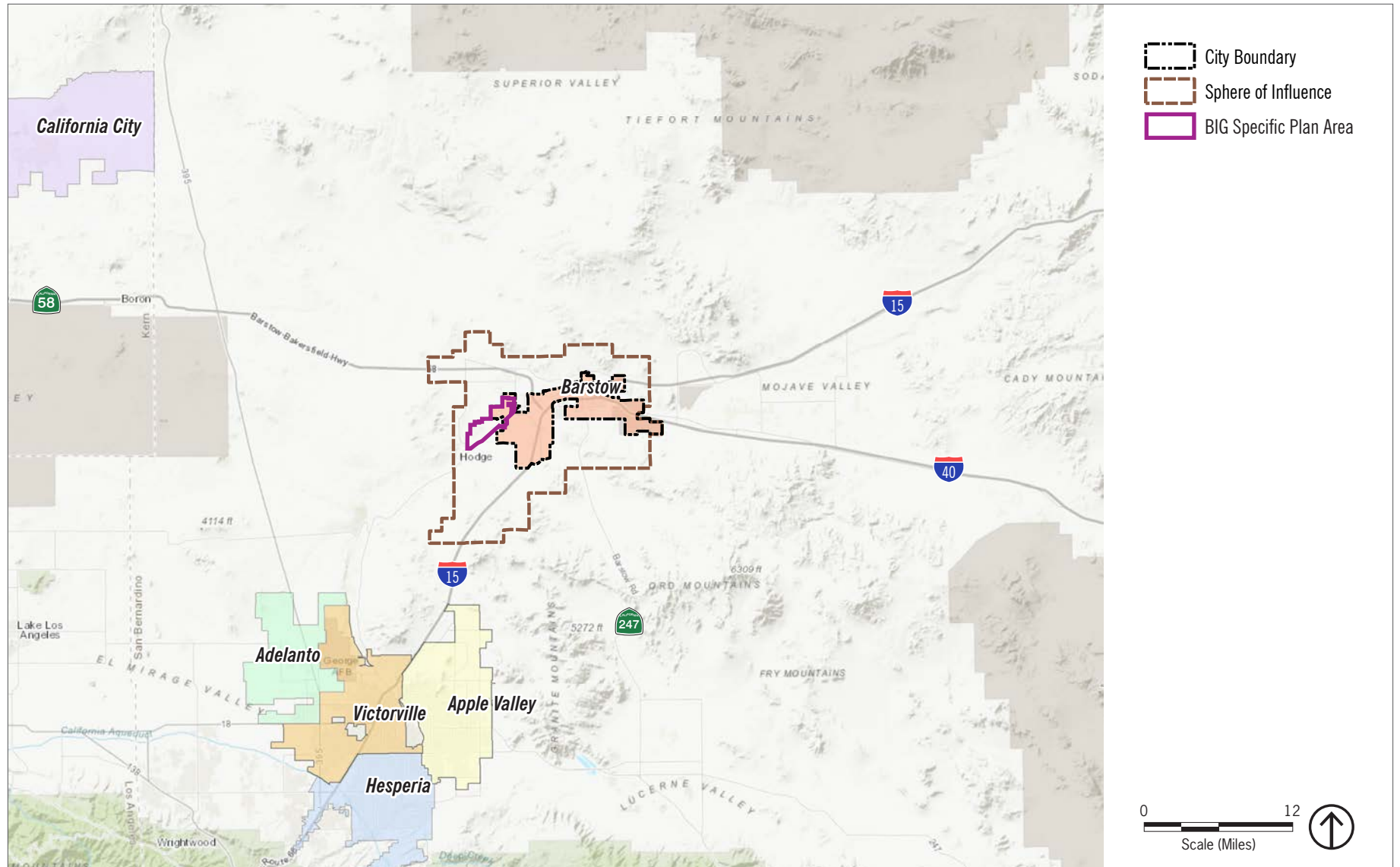
Attachments:

Figure 1 Regional Location

Figure 2 General Plan Area Aerial

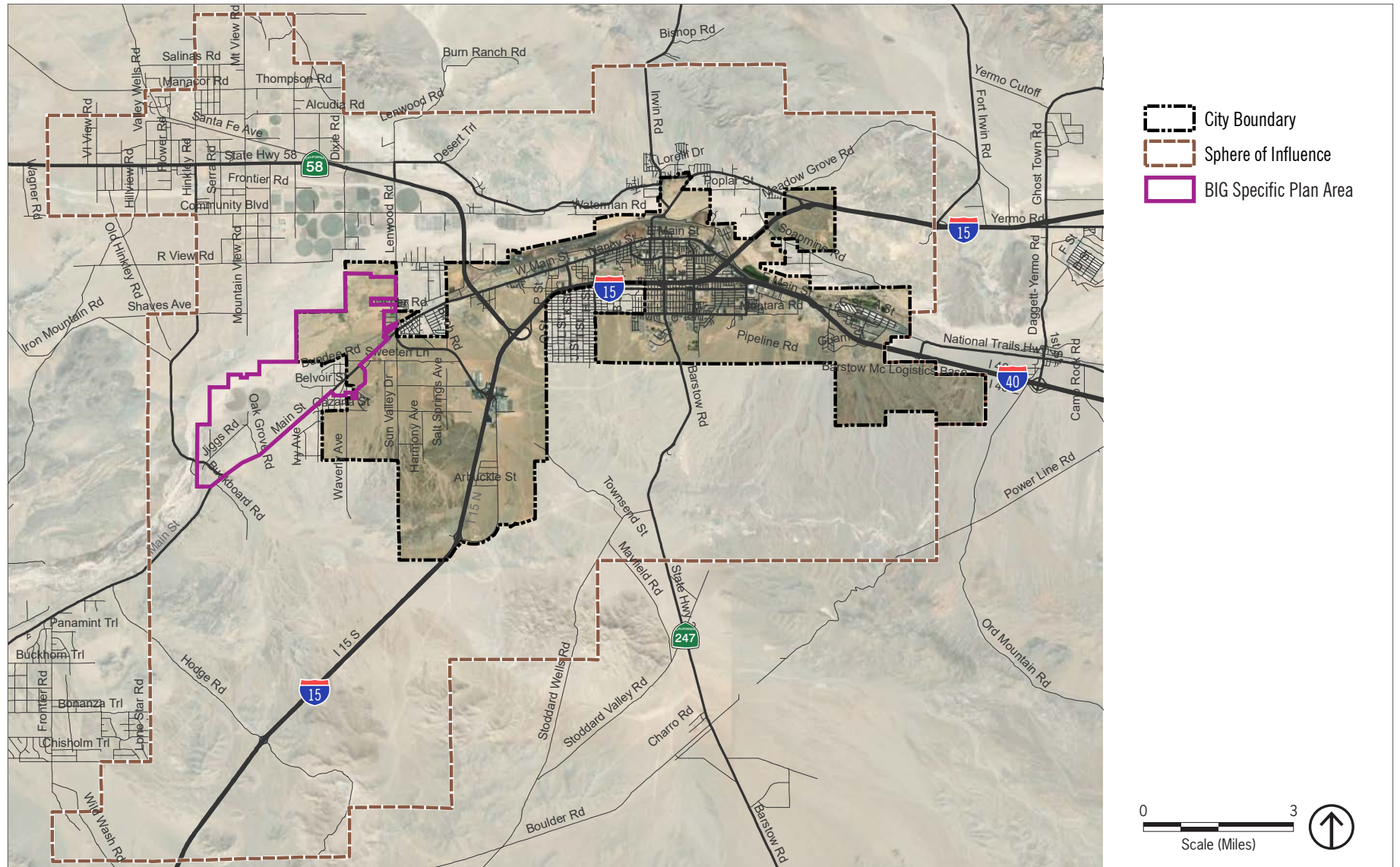
Figure 3 BIG Conceptual Site Plan

Figure 4 BIG Offsite Rail Improvements



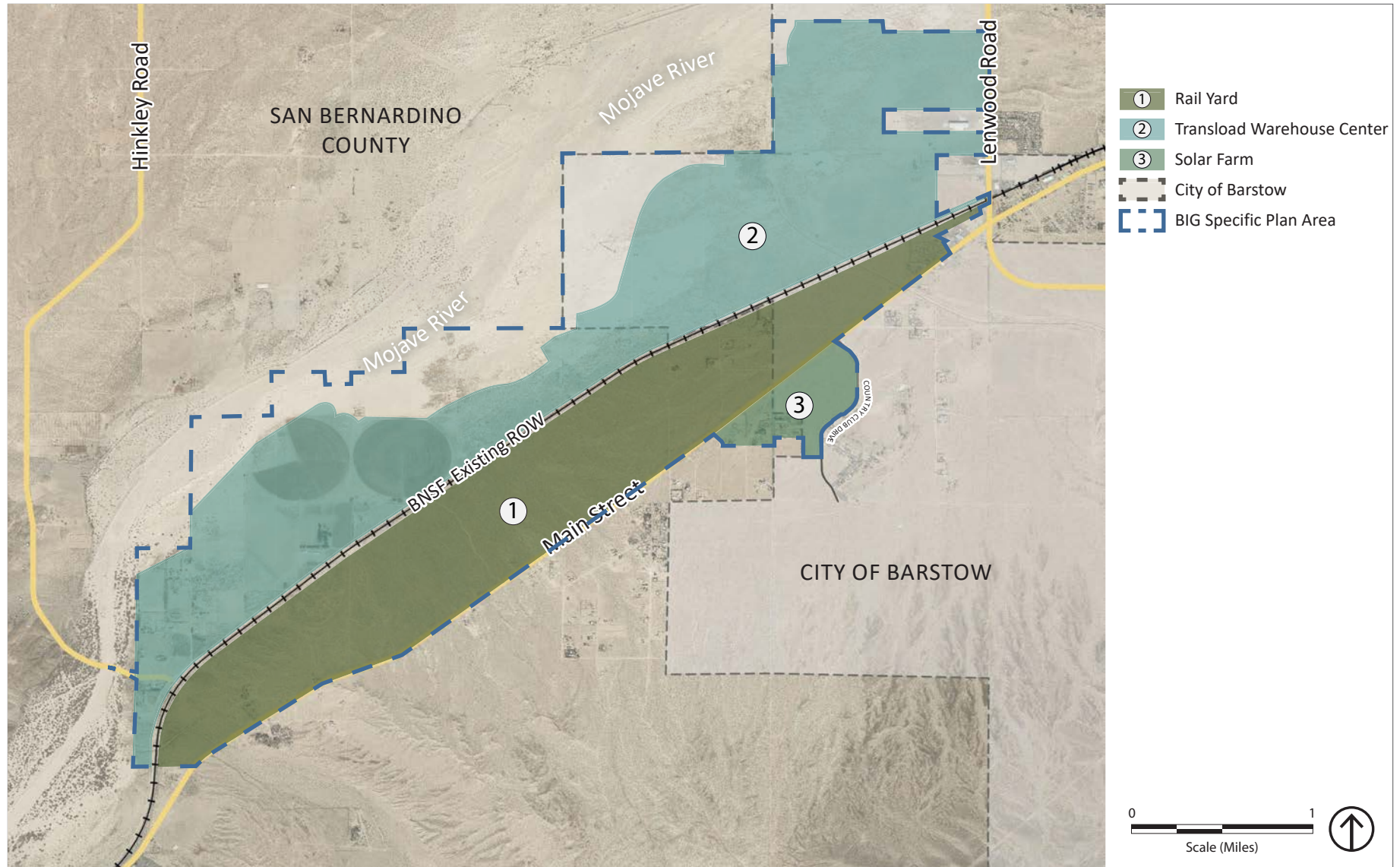
Source: City of Barstow, PlaceWorks, BNSF 2024.

Figure 1
Regional Location



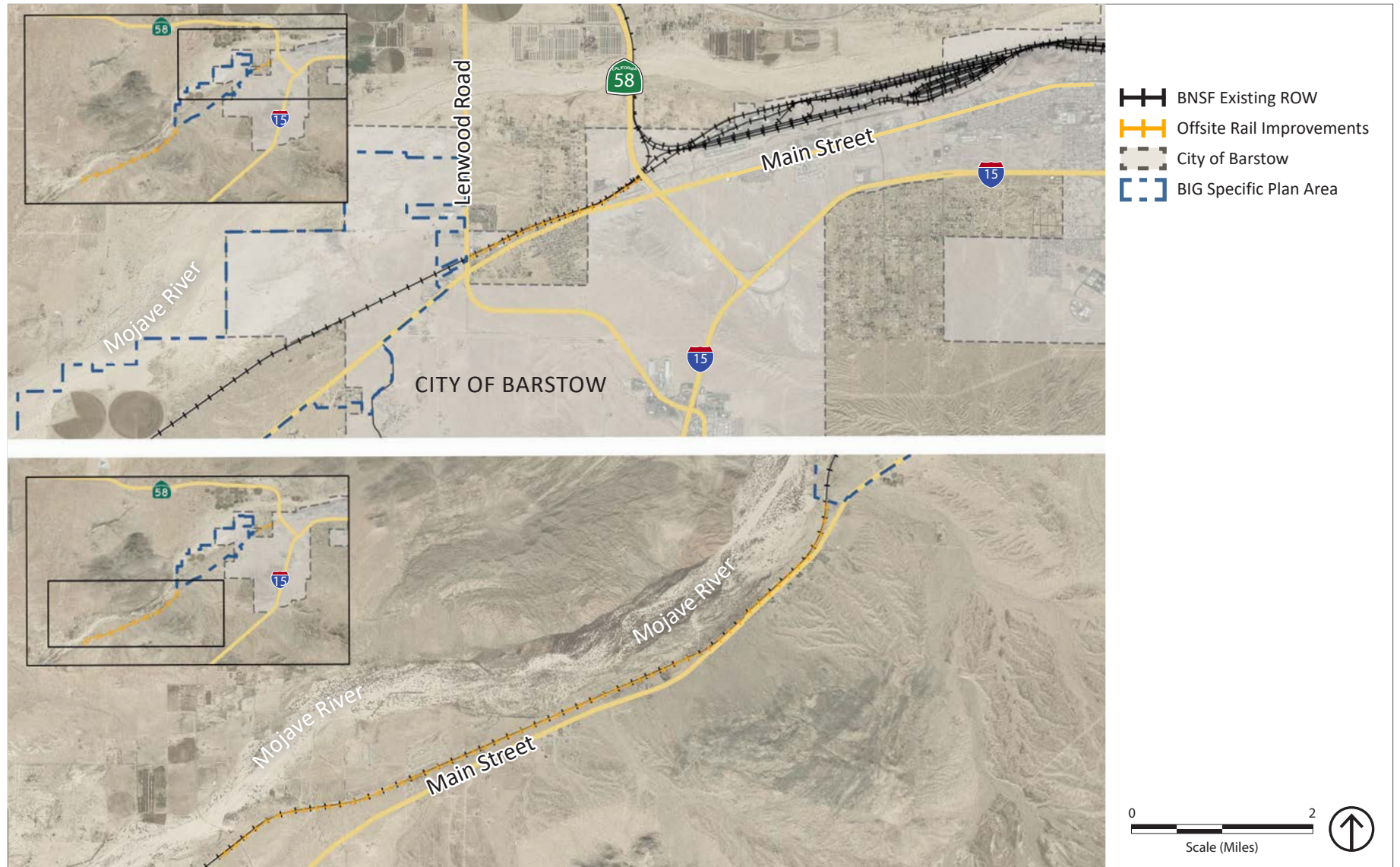
Source: City of Barstow, PlaceWorks, BNSF 2024.

Figure 2
General Plan Area Aerial



Source: Kimley-Horn and Associates, 2024.

Figure 3
BIG Conceptual Site Plan



Source: Kimley-Horn and Associates, 2024.

Figure 4
BIG Offsite Rail Improvements



NATIVE AMERICAN HERITAGE COMMISSION

February 15, 2024

Governor's Office of Planning & Research

Feb 16 2024**STATE CLEARINGHOUSE**

CHAIRPERSON
Reginald Pagaling
Chumash

Genesis Crank
City of Barstow
220 E. Mountain View Street
Suite A
Barstow, CA 92311

Re: 2024020501, City of Barstow General Plan Update and Barstow International Gateway Specific Plan DEIR Project

Dear Ms. Crank:

VICE-CHAIRPERSON
Buffy McQuillen
Yokayo Pomo, Yuki,
Nomlaki

SECRETARY
Sara Dutschke
Miwok

PARLIAMENTARIAN
Wayne Nelson
Luiseño

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER
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Laurena Bolden
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NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
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NAHC.ca.gov

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, § 15064.5 (b) (CEQA Guidelines § 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project:

Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- a. A brief description of the project.
- b. The lead agency contact information.
- c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subs. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- a. Alternatives to the project.
- b. Recommended mitigation measures.
- c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- a. Type of environmental review necessary.
- b. Significance of the tribal cultural resources.
- c. Significance of the project's impacts on tribal cultural resources.
- d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
- b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

- 7. Conclusion of Consultation:** Consultation with a tribe shall be considered concluded when either of the following occurs:
- a.** The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - b.** A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).
- 8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document:** Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).
- 9. Required Consideration of Feasible Mitigation:** If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).
- 10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:**
- a.** Avoidance and preservation of the resources in place, including, but not limited to:
 - i.** Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii.** Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - b.** Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i.** Protecting the cultural character and integrity of the resource.
 - ii.** Protecting the traditional use of the resource.
 - iii.** Protecting the confidentiality of the resource.
 - c.** Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - d.** Protecting the resource. (Pub. Resource Code §21084.3 (b)).
 - e.** Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
 - f.** Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).
- 11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource:** An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
- a.** The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
 - b.** The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - c.** The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

- 1. Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe. (Gov. Code §65352.3 (a)(2)).
- 2. No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
- 3. Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
- 4. Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
 - a.** The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b.** Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

- 1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center** (https://ohp.parks.ca.gov/?page_id=30331) for an archaeological records search. The records search will determine:
 - a.** If part or all of the APE has been previously surveyed for cultural resources.
 - b.** If any known cultural resources have already been recorded on or adjacent to the APE.
 - c.** If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d.** If a survey is required to determine whether previously unrecorded cultural resources are present.
- 2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.**
 - a.** The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

- b.** The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.
- 3.** Contact the NAHC for:
- a.** A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b.** A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
- 4.** Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
- a.** Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, § 15064.5(f) (CEQA Guidelines § 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b.** Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c.** Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code § 7050.5, Public Resources Code § 5097.98, and Cal. Code Regs., tit. 14, § 15064.5, subdivisions (d) and (e) (CEQA Guidelines § 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address:
Murphy.Donahue@nahc.ca.gov.

Sincerely,

Murphy Donahue

Murphy Donahue
Cultural Resources Analyst

cc: State Clearinghouse

From: [Nick Ni](#)
To: GeneralPlan@barstowca.org
Cc: [Charles Lin](#)
Subject: General Plan update of APN:1422-177-290000, 0422-176-270000, 0422-175-260000, 0422-162-150000,0422-162-160000
Date: Wednesday, February 28, 2024 3:07:17 PM
Attachments: [HighLite area.pdf](#)

[NOTICE: THIS IS AN EXTERNAL EMAIL]

Do not open any suspicious attachments or links. Do not reply to any requests for sensitive information. If in doubt, call the sender to confirm!

February 28, 2024

Genesis Crank
Planning and Community Development Administrator
City of Barstow

RE: General Plan update of APN:1422-177-290000, 0422-176-270000, 0422-175-260000, 0422-162-150000,0422-162-160000 (See attached highlighted plan)

Dear Ms. Crank,

Regarding the City of Barstow proposed General Plan update, City's proposal is to change all five parcels of land use zone totaling approximately 50.7 acres at east of Freeway 58 and south of Main Street from Diverse use to Low density Residential is completely unacceptable to us.

Our reasons of the objection are as follows:

(1) This move will cause us a heavy loss of our land value. As this land is close to the intersection of Freeway and Main Street and faces the current existing BNSF Bastow Intermodal Facility, it doesn't make any economic sense to use it as a low-density residential area. The proposed zoning update will dramatically lower the market value of this land.

(2) Beyond our personal financial losses, if this was to happen from a city strategic perspective having an offramp of a major state highway zoned residential just doesn't make sense. The future tax dollars the city would miss out on as the area develops with the BIG project could be considerable. I would show an example of what is happening at Kramer Junction offramp and all the development that is happening there. Once BIG is developed I would imagine the same interest would be shared of this offramp as well.

(3) Since this land was annexed to the City of Barstow in 1991, this land had been zones as mixed use for the past 33 years. Without any legitimate reasons from the City, it's hard for us to accept such a zoning update and suffer a tremendous financial loss.

(4) The reason for us to acquire this land was due to its growth potential as its mixed use zone and excellent location in the intersection of Highway,

Main

Street and Railroad Station. Therefore, we are able to develop the diverse uses and creates the maximum value of this land.

Based on the unique and excellent location of this land, we believe the existing mixed-use zone is still the best use to the City and us. If the City is still going to update the zoning of this land, we also believe the General Industrial zone is more suitable than the low density residential considering the future BNSF expansion project.

Please consider the above opinions from us as a longtime owner. Should you have any questions, please feel free to contact me.

Best regards,

Nick Ni
Senior Manager, Asset Management

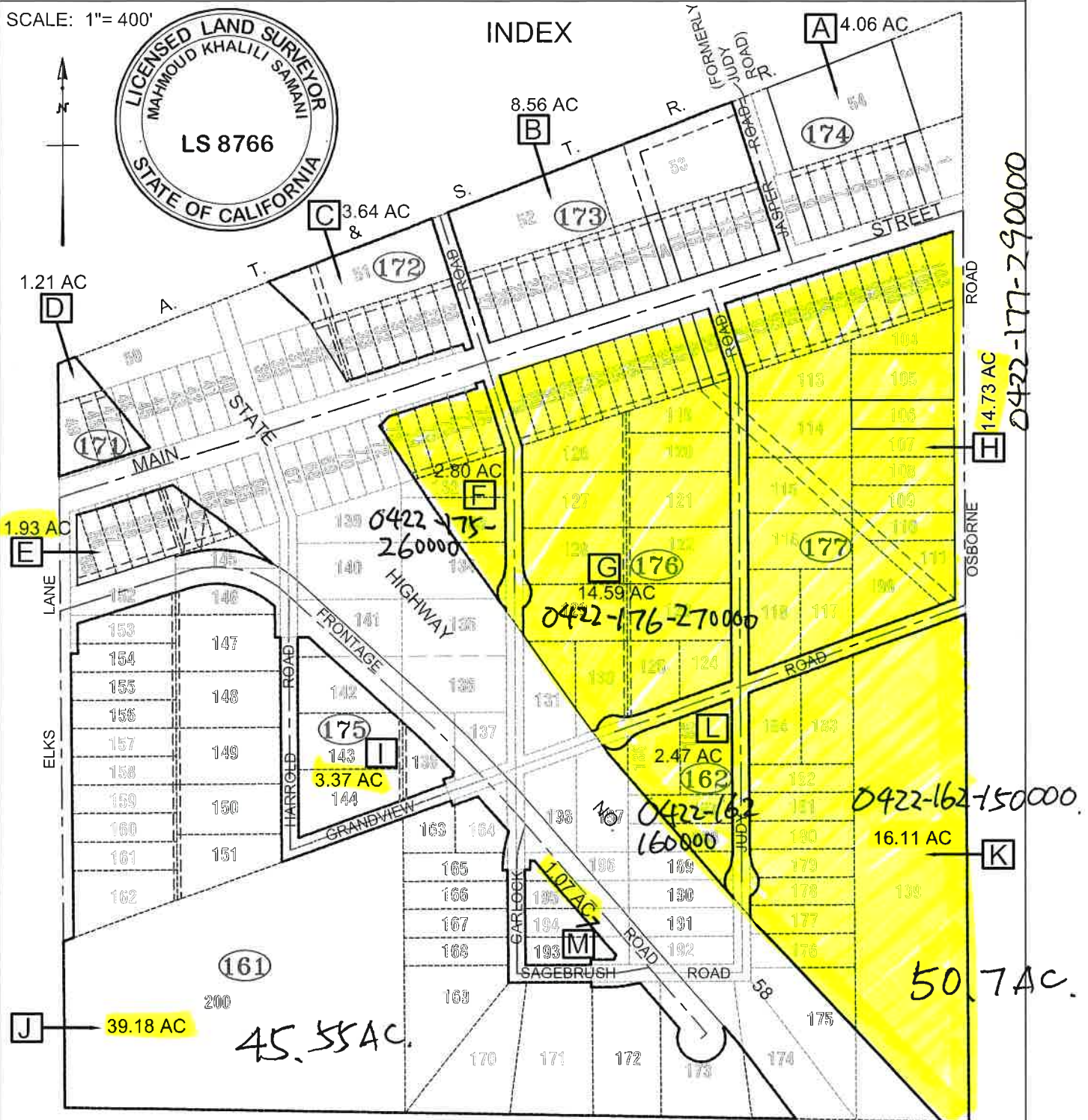
CITY OF BARSTOW

EXHIBIT "B-1" NEW PLAT MAP

SCALE: 1"= 400'



INDEX



PREPARED BY:

Signature:

M. Khalili

3/2/21

DATE

Name (print):

MAHMOUD KHALILI SAMANI
L.S. NO. 8766 EXP. 12-31-2022

Company Name: Tritech Engineering Associates Inc.

Address: 135 N. San Gabriel Blvd.,
San Gabriel, CA 91775

Telephone No.: 626-570-1918

Email: info@tritechengineer.com



March 20

Genesis Crank, Planning & Community Development Administrator
City of Barstow
220 E. Mountain View Street, Suite A
Barstow, CA 92301

RE: Barstow International Gateway (BIG) Specific Plan, SCH #001

Dear Ms. Crank:

Thank you for the opportunity to provide comments on the Notice of Preparation for the Barstow International Gateway (BIG) Specific Plan project. While the logistics industry is an important component of our modern economy, warehouses can bring various environmental impacts to the communities where they are located. For example, diesel trucks visiting warehouses emit nitrogen oxide (NO_x)—a primary precursor to smog formation and a significant factor in the development of respiratory problems like asthma, bronchitis, and lung irritation—and diesel particulate matter (a subset of fine particulate matter that is smaller than 2.5 micrometers)—a contributor to cancer, heart disease, respiratory illnesses, and premature death.¹ Trucks and on-site loading activities can also be loud, bringing disruptive noise levels during 24/7 operation that can cause hearing damage after prolonged exposure.² The hundreds, and sometimes thousands, of daily truck and passenger car trips that warehouses generate can contribute to traffic jams, deterioration of road surfaces, traffic accidents, and unsafe conditions for pedestrians and cyclists. Depending on the circumstances of an individual project, warehouses may also have other environmental impacts.

To help lead agencies avoid, analyze, and mitigate warehouses' environmental impacts, the Attorney General Office's Bureau of Environmental Justice has published a document containing best practices and mitigation measures for warehouse projects. We have attached a

¹ California Air Resources Board Nitrogen Dioxide & Health <https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health> (NO_x); California Air Resources Board, Summary: Diesel Particulate Matter Health Impacts, <https://ww2.arb.ca.gov/resources/summary-diesel-particulate-matter-health-impacts>; Office of Environmental Health Hazard Assessment and American Lung Association, California, Health Effects of Diesel Exhaust, <https://oehha.ca.gov/media/downloads/calenviroscreen/indicators/diesel4-02.pdf> (DPM).

² Noise Sources and Their Effects, <https://www.chem.purdue.edu/chemsafety/Training/PPETrain/dblevels.htm> (a diesel truck moving 40 miles per hour, feet away, produces 81 decibels of sound).

copy of this document to this letter, and it is also available online.³ We encourage you to consider the information in this document as you prepare the draft environmental impact report for this project.

Priority should be placed on avoiding land use conflicts between warehouses and sensitive receptors and on mitigating the impacts of any unavoidable land use conflicts. However, even projects located far from sensitive receptors may contribute to harmful regional air pollution, so you should consider measures to reduce emissions associated with the project to help the State meet its air quality goals. A distant warehouse may also impact sensitive receptors if trucks must pass near sensitive receptors to visit the warehouse.

The Bureau will continue to monitor proposed warehouse projects for compliance with the California Environmental Quality Act and other laws. We are available to discuss as you prepare the draft environmental impact report and consider how to guide warehouse development in your jurisdiction. Please do not hesitate to contact the Environmental Justice Bureau at ej@doj.ca.gov if you have any questions.

Sincerely,



CHRISTIE VOSBURG
Supervising Deputy Attorney General

For ROB BONTA
Attorney General

³ <https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf>.



Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act

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In carrying out its duty to enforce laws across California, the California Attorney General's Bureau of Environmental Justice (Bureau)¹ regularly reviews proposed warehouse projects for compliance with the California Environmental Quality Act (CEQA) and other laws. When necessary, the Bureau submits comment letters to lead agencies regarding warehouse projects, and in rare cases the Bureau has filed litigation to enforce CEQA.² This document builds upon the Bureau's work on warehouse projects, collecting information gained from the Bureau's review of hundreds of warehouse projects across the state.³ It is meant to help lead agencies pursue CEQA compliance and promote environmentally-just development as they confront warehouse project proposals.⁴ While CEQA analysis is necessarily project-specific, this document provides information on feasible best practices and mitigation measures, nearly all of which have been adapted from actual warehouse projects in California.

I. Background

In recent years, the proliferation of e-commerce and rising consumer expectations of rapid shipping have contributed to a boom in warehouse development.⁵ California, with its ports, population centers, and transportation network, has found itself at the center of this trend. In 2020, the Ports of Los Angeles, Long Beach, and Oakland collectively accounted for over 34% of all United States international container trade.⁶ The Ports of Los Angeles and Long Beach alone generate about 35,000 container truck trips every day.⁷ Accordingly, the South Coast Air Basin now contains approximately 3,000 warehouses of over 100,000 square feet each, with a total warehouse capacity of approximately 700 million square feet, an increase of 20 percent over the last five years.⁸ This trend has only accelerated, with e-commerce growing to

¹ <https://oag.ca.gov/environment/justice>.

² <https://oag.ca.gov/environment/ceqa>; *People of the State of California v. City of Fontana* (Super. Ct. San Bernardino County, No. CIVSB2121829); *South Central Neighbors United et al. v. City of Fresno et al.* (Super. Ct. Fresno County, No. 18CECG00690).

³ This September 2022 version revises and replaces the prior March 2021 version of this document.

⁴ Anyone reviewing this document to determine CEQA compliance responsibilities should consult their own attorney for legal advice.

⁵ As used in this document, "warehouse" or "logistics facility" is defined as a facility consisting of one or more buildings that stores cargo, goods, or products on a short- or long-term basis for later distribution to businesses and/or retail customers.

⁶ Data from the Bureau of Transportation Statistics, Container TEUs (Twenty-foot Equivalent Units) (2020), <https://data.bts.gov/stories/s/Container-TEU/x3fb-aeda/> (Ports of Los Angeles, Long Beach, and Oakland combined for 14.157 million TEUs, 34% of 41.24 million TEUs total nationwide) (last accessed September 18, 2022).

⁷ U.S. Dept. of Transportation, Federal Highway Administration, *FHWA Operations Support – Port Peak Pricing Program Evaluation* (2020), available at <https://ops.fhwa.dot.gov/publications/fhwahop09014/sect2.htm> (last accessed September 18, 2022).

⁸ South Coast Air Qual. Mgmt. Dist., *Final Socioeconomic Assessment for Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program and Proposed Rule 316 – Fees for Rule 2305*, at 7-8, 41 (May 2021).

13% of all retail sales and 2021 being a second consecutive record year for new warehouse space leased.⁹ The latest data and forecasts predict that the next wave of warehouse development will be in the Central Valley.¹⁰

When done properly, these activities can contribute to the economy and consumer welfare. However, imprudent warehouse development can harm local communities and the environment. Among other pollutants, diesel trucks visiting warehouses emit nitrogen oxide (NO_x)—a primary precursor to smog formation and a significant factor in the development of respiratory problems like asthma, bronchitis, and lung irritation—and diesel particulate matter (a subset of fine particular matter that is smaller than 2.5 micrometers)—a contributor to cancer, heart disease, respiratory illnesses, and premature death.¹¹ Trucks and on-site loading activities can also be loud, bringing disruptive noise levels during 24/7 operation that can cause hearing damage after prolonged exposure.¹² The hundreds, and sometimes thousands, of daily truck and passenger car trips that warehouses generate contribute to traffic jams, deterioration of road surfaces, and traffic accidents.

These environmental impacts also tend to be concentrated in neighborhoods already suffering from disproportionate health impacts and systemic vulnerability. For example, a comprehensive study by the South Coast Air Quality Management District found that communities located near large warehouses scored far higher on California’s environmental justice screening tool, which measures overall pollution and demographic vulnerability.¹³ That

⁹ U.S. Census Bureau News, Quarterly Retail E-Commerce Sales 4th Quarter 2021 (February 22, 2022), https://www.census.gov/retail/mrts/www/data/pdf/ec_current.pdf (last accessed September 18, 2022); CBRE Research, *2022 North America Industrial Big Box Report: Review and Outlook*, at 2-3 (March 2022), available at <https://www.cbre.com/insights/reports/2022-north-america-industrial-big-box#download-report> (last accessed September 18, 2022).

¹⁰ CBRE Research, *supra* note 9, at 4, 36; New York Times, *Warehouses Are Headed to the Central Valley, Too* (Jul. 22, 2020), available at <https://www.nytimes.com/2020/07/22/us/coronavirus-ca-warehouse-workers.html>.

¹¹ California Air Resources Board, Nitrogen Dioxide & Health, <https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health> (last accessed September 18, 2022) (NO_x); California Air Resources Board, Summary: Diesel Particulate Matter Health Impacts, <https://ww2.arb.ca.gov/resources/summary-diesel-particulate-matter-health-impacts> (last accessed September 18, 2022); Office of Environmental Health Hazard Assessment and American Lung Association of California, Health Effects of Diesel Exhaust, <https://oehha.ca.gov/media/downloads/calenviroscreen/indicators/diesel4-02.pdf> (last accessed September 18, 2022) (DPM).

¹² Noise Sources and Their Effects, <https://www.chem.purdue.edu/chemsafety/Training/PPETrain/dblevels.htm> (last accessed September 18, 2022) (a diesel truck moving 40 miles per hour, 50 feet away, produces 84 decibels of sound).

¹³ South Coast Air Quality Management District, “Final Socioeconomic Assessment for Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program and Proposed Rule 316 – Fees for Rule 2305” (May 2021), at 4-5.

study concluded that, compared to the South Coast Air Basin averages, communities in the South Coast Air Basin near large warehouses had a substantially higher proportion of people of color; were exposed to more diesel particulate matter; had higher rates of asthma, cardiovascular disease, and low birth weights; and had higher poverty and unemployment rates.¹⁴ Each area has its own unique history, but many of these impacts and vulnerabilities reflect historic redlining practices in these communities, which devalued land and concentrated poverty, racial outgroups, and pollution into designated areas.¹⁵

II. Proactive Planning: General Plans, Local Ordinances, and Good Neighbor Policies

To systematically guide warehouse development, we encourage local governing bodies to proactively plan for logistics projects in their jurisdictions. Proactive planning allows jurisdictions to prevent land use conflicts before they materialize and direct sustainable development. Benefits also include providing a predictable business environment, protecting residents from environmental harm, and setting consistent expectations jurisdiction-wide.

Proactive planning can take many forms. Land use designation and zoning decisions should channel development into appropriate areas. For example, establishing industrial districts near major highway and rail corridors but away from sensitive receptors¹⁶ can help attract investment while avoiding conflicts between warehouse facilities and residential communities. Transition zones with lighter industrial and commercial land uses may also help minimize conflicts between residential and industrial uses.

In addition, general plan policies, local ordinances, and good neighbor policies should set minimum standards for logistics projects. General plan policies can be incorporated into existing economic development, land use, circulation, or other related general plan elements. Many jurisdictions alternatively choose to consolidate policies in a separate environmental justice element. Adopting general plan policies to guide warehouse development may also help

¹⁴ *Id.* at 5-7.

¹⁵ Beginning in the 1930s, federal housing policy directed investment away from Black, immigrant, and working-class communities by color-coding neighborhoods according to the purported “riskiness” of loaning to their residents. In California cities where such “redlining” maps were drawn, nearly all of the communities where warehouses are now concentrated were formerly coded “red,” signifying the least desirable areas where investment was to be avoided. See University of Richmond Digital Scholarship Lab, Mapping Inequality, <https://dsl.richmond.edu/panorama/redlining/#loc=12/33.748/-118.272&city=los-angeles-ca> (Los Angeles), <https://dsl.richmond.edu/panorama/redlining/#loc=13/32.685/-117.132&city=san-diego-ca> (San Diego), <https://dsl.richmond.edu/panorama/redlining/#loc=11/37.81/-122.38&city=oakland-ca> (Oakland), <https://dsl.richmond.edu/panorama/redlining/#loc=13/37.956/-121.326&city=stockton-ca> (Stockton), <https://dsl.richmond.edu/panorama/redlining/#loc=12/36.751/-119.86&city=fresno-ca> (Fresno) (all last accessed September 18, 2022).

¹⁶ In this document, “sensitive receptors” refers to residences, schools, public recreation facilities, health care facilities, places of worship, daycare facilities, community centers, or incarceration facilities.

jurisdictions comply with their obligations under SB 1000, which requires local government general plans to identify objectives and policies to reduce health risks in disadvantaged communities, promote civil engagement in the public decision making process, and prioritize improvements and programs that address the needs of disadvantaged communities.¹⁷

Local ordinances and good neighbor policies that set development standards for all warehouses in the jurisdiction are a critical and increasingly common tool that serve several goals. When well-designed, these ordinances direct investment to local improvements, provide predictability for developers, conserve government resources by streamlining project review processes, and reduce the environmental impacts of industrial development. While many jurisdictions have adopted warehouse-specific development standards, an ordinance in the City of Fontana provides an example to review and build upon.¹⁸ Good neighbor policies in Riverside County and by the Western Riverside Council of Government include additional measures worth consideration.¹⁹

The Bureau encourages jurisdictions to adopt their own local ordinances that combine the strongest policies from those models with measures discussed in the remainder of this document.

III. Community Engagement

Early and consistent community engagement is central to establishing good relationships between communities, lead agencies, and warehouse developers and tenants. Robust community engagement can give lead agencies access to community residents' on-the-ground knowledge and information about their concerns, build community support for projects, and develop creative solutions to ensure new logistics facilities are mutually beneficial. Examples of best practices for community engagement include:

- Holding a series of community meetings at times and locations convenient to members of the affected community and incorporating suggestions into the project design.
- Posting information in hard copy in public gathering spaces and on a website about the project. The information should include a complete, accurate project description, maps and drawings of the project design, and information about how the public can provide input and be involved in the project approval process. The

¹⁷ For more information about SB 1000, see <https://oag.ca.gov/environment/sb1000>.

¹⁸ <https://oag.ca.gov/system/files/attachments/press-docs/Final%20Signed%20Fontana%20Ordinance.pdf> (last accessed September 18, 2022).

¹⁹ For example, the Riverside County policy requires community benefits agreements and supplemental funding contributions toward additional pollution offsets, and the Western Riverside Council of Governments policy sets a minimum buffer zone of 300 meters between warehouses and sensitive receptors. <https://www.rivcocob.org/wp-content/uploads/2020/01/Good-Neighbor-Policy-F-3-Final-Adopted.pdf> (last accessed September 18, 2022) (Riverside County); <http://www.wrcog.cog.ca.us/DocumentCenter/View/318/Good-Neighbor-Guidelines-for-Siting-Warehouse-Distribution-Facilities-PDF?bidId=> (last accessed September 18, 2022) (Western Riverside Council of Governments).

information should be in a format that is easy to navigate and understand for members of the affected community.

- Providing notice by mail to residents and schools within a certain radius of the project and along transportation corridors to be used by vehicles visiting the project, and by posting a prominent sign on the project site. The notice should include a brief project description and directions for accessing complete information about the project and for providing input on the project.
- Providing translation or interpretation in residents' native language, where appropriate.
- For public meetings broadcast online or otherwise held remotely, providing for access and public comment by telephone and supplying instructions for access and public comment with ample lead time prior to the meeting.
- Partnering with local community-based organizations to solicit feedback, leverage local networks, co-host meetings, and build support.
- Considering adoption of a community benefits agreement, negotiated with input from affected residents and businesses, by which the developer provides benefits to the affected community.
- Creating a community advisory board made up of local residents to review and provide feedback on project proposals in early planning stages.
- Identifying a person to act as a community liaison concerning on-site construction activity and operations, and providing contact information for the community liaison to the surrounding community.
- Requiring signage in public view at warehouse facilities with contact information for a local designated representative for the facility operator who can receive community complaints, and requiring any complaints to be answered by the facility operator within 48 hours of receipt.

IV. Warehouse Siting and Design Considerations

The most important consideration when planning a logistics facility is its location. Warehouses located in residential neighborhoods or near sensitive receptors expose community residents and those using or visiting sensitive receptor sites to the air pollution, noise, traffic, and other environmental impacts they generate. Therefore, placing facilities away from sensitive receptors significantly reduces their environmental and quality of life harms on local communities. The suggested best practices for siting and design of warehouse facilities does not relieve lead agencies' responsibility under CEQA to conduct a project-specific analysis of the project's impacts and evaluation of feasible mitigation measures and alternatives; lead agencies' incorporation of the best practices must be part of the impact, mitigation and alternatives analyses to meet the requirements of CEQA. Examples of best practices when siting and designing warehouse facilities include:

- Per California Air Resources Board (CARB) guidance, siting warehouse facilities so that their property lines are at least 1,000 feet from the property lines of the nearest sensitive receptors.²⁰
- Providing adequate amounts of on-site parking to prevent trucks and other vehicles from parking or idling on public streets and to reduce demand for off-site truck yards.
- Establishing setbacks from the property line of the nearest sensitive receptor to warehouse dock doors, loading areas, and truck drive aisles, and locating warehouse dock doors, loading areas, and truck drive aisles on the opposite side of the building from the nearest sensitive receptors—e.g., placing dock doors on the north side of the facility if sensitive receptors are near the south side of the facility.
- Placing facility entry and exit points from the public street away from sensitive receptors—e.g., placing these points on the north side of the facility if sensitive receptors are adjacent to the south side of the facility.
- Ensuring heavy duty trucks abide by the on-site circulation plans by constructing physical barriers to block those trucks from using areas of the project site restricted to light duty vehicles or emergency vehicles only.
- Preventing truck queuing spillover onto surrounding streets by positioning entry gates after a minimum of 140 feet of space for queuing, and increasing the distance by 70 feet for every 20 loading docks beyond 50 docks.
- Locating facility entry and exit points on streets of higher commercial classification that are designed to accommodate heavy duty truck usage.
- Screening the warehouse site perimeter and onsite areas with significant truck traffic (e.g., dock doors and drive aisles) by creating physical, structural, and/or vegetative buffers that prevent or substantially reduce pollutant and noise dispersion from the facility to sensitive receptors.
- Planting exclusively 36-inch box evergreen trees to ensure faster maturity and four-season foliage.
- Requiring all property owners and successors in interest to maintain onsite trees and vegetation for the duration of ownership, including replacing any dead or unhealthy trees and vegetation.
- Posting signs clearly showing the designated entry and exit points from the public street for trucks and service vehicles.
- Including signs and drive aisle pavement markings that clearly identify onsite circulation patterns to minimize unnecessary onsite vehicle travel.
- Posting signs indicating that all parking and maintenance of trucks must be conducted within designated on-site areas and not within the surrounding community or public streets.

²⁰ CARB, Air Quality and Land Use Handbook: A Community Health Perspective (April 2005), at ES-1. CARB staff has released draft updates to this siting and design guidance which suggests a greater distance may be warranted in some scenarios. CARB, Concept Paper for the Freight Handbook (December 2019), available at https://ww2.arb.ca.gov/sites/default/files/2020-03/2019.12.12%20-%20Concept%20Paper%20for%20the%20Freight%20Handbook_1.pdf (last accessed September 18, 2022).

V. Air Quality and Greenhouse Gas Emissions Analysis and Mitigation

Emissions of air pollutants and greenhouse gases are often among the most substantial environmental impacts from new warehouse facilities. CEQA compliance demands a proper accounting of the full air quality and greenhouse gas impacts of logistics facilities and adoption of all feasible mitigation of significant impacts. Although efforts by CARB and other authorities to regulate the heavy-duty truck and off-road diesel fleets have made excellent progress in reducing the air quality impacts of logistics facilities, the opportunity remains for local jurisdictions to further mitigate these impacts at the project level. Lead agencies and developers should also consider designing projects with their long-term viability in mind. Constructing the necessary infrastructure to prepare for the zero-emission future of goods movement not only reduces a facility's emissions and local impact now, but it can also save money as demand for zero-emission infrastructure grows. In planning new logistics facilities, the Bureau strongly encourages developers to consider the local, statewide, and global impacts of their projects' emissions.

Examples of best practices when studying air quality and greenhouse gas impacts include:

- Fully analyzing all reasonably foreseeable project impacts, including cumulative impacts. In general, new warehouse developments are not ministerial under CEQA because they involve public officials' personal judgment as to the wisdom or manner of carrying out the project, even when warehouses are permitted by a site's applicable zoning and/or general plan land use designation.²¹
- When analyzing cumulative impacts, thoroughly considering the project's incremental impact in combination with past, present, and reasonably foreseeable future projects, even if the project's individual impacts alone do not exceed the applicable significance thresholds.
- Preparing a quantitative air quality study in accordance with local air district guidelines.
- Preparing a quantitative health risk assessment in accordance with California Office of Environmental Health Hazard Assessment and local air district guidelines.
- Refraining from labeling compliance with CARB or air district regulations as a mitigation measure—compliance with applicable regulations is required regardless of CEQA.
- Disclosing air pollution from the entire expected length of truck trips. CEQA requires full public disclosure of a project's anticipated truck trips, which entails calculating truck trip length based on likely truck trip destinations, rather than the distance from the facility to the edge of the air basin, local jurisdiction, or other truncated endpoint. All air pollution associated with the project must be considered, regardless of where those impacts occur.

²¹ CEQA Guidelines § 15369.

- Accounting for all reasonably foreseeable greenhouse gas emissions from the project, without discounting projected emissions based on participation in California’s Cap-and-Trade Program.

Examples of measures to mitigate air quality and greenhouse gas impacts from construction are below. To ensure mitigation measures are enforceable and effective, they should be imposed as permit conditions on the project where applicable.

- Requiring off-road construction equipment to be hybrid electric-diesel or zero-emission, where available, and all diesel-fueled off-road construction equipment to be equipped with CARB Tier IV-compliant engines or better, and including this requirement in applicable bid documents, purchase orders, and contracts, with successful contractors demonstrating the ability to supply the compliant construction equipment for use prior to any ground-disturbing and construction activities.
- Prohibiting off-road diesel-powered equipment from being in the “on” position for more than 10 hours per day.
- Using electric-powered hand tools, forklifts, and pressure washers, and providing electrical hook ups to the power grid rather than use of diesel-fueled generators to supply their power.
- Designating an area in the construction site where electric-powered construction vehicles and equipment can charge.
- Limiting the amount of daily grading disturbance area.
- Prohibiting grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone for the project area.
- Forbidding idling of heavy equipment for more than three minutes.
- Keeping onsite and furnishing to the lead agency or other regulators upon request, all equipment maintenance records and data sheets, including design specifications and emission control tier classifications.
- Conducting an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts.
- Using paints, architectural coatings, and industrial maintenance coatings that have volatile organic compound levels of less than 10 g/L.
- Providing information on transit and ridesharing programs and services to construction employees.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations for construction employees.

Examples of measures to mitigate air quality and greenhouse gas impacts from operation include:

- Requiring all heavy-duty vehicles engaged in drayage²² to or from the project site to be zero-emission beginning in 2030.

²² “Drayage” refers generally to transport of cargo to or from a seaport or intermodal railyard.

- Requiring all on-site motorized operational equipment, such as forklifts and yard trucks, to be zero-emission with the necessary charging or fueling stations provided.
- Requiring tenants to use zero-emission light- and medium-duty vehicles as part of business operations.
- Forbidding trucks from idling for more than three minutes and requiring operators to turn off engines when not in use.
- Posting both interior- and exterior-facing signs, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, the local air district, and the building manager.
- Installing solar photovoltaic systems on the project site of a specified electrical generation capacity that is equal to or greater than the building's projected energy needs, including all electrical chargers.
- Designing all project building roofs to accommodate the maximum future coverage of solar panels and installing the maximum solar power generation capacity feasible.
- Constructing zero-emission truck charging/fueling stations proportional to the number of dock doors at the project.
- Running conduit to designated locations for future electric truck charging stations.
- Unless the owner of the facility records a covenant on the title of the underlying property ensuring that the property cannot be used to provide refrigerated warehouse space, constructing electric plugs for electric transport refrigeration units at every dock door and requiring truck operators with transport refrigeration units to use the electric plugs when at loading docks.
- Oversizing electrical rooms by 25 percent or providing a secondary electrical room to accommodate future expansion of electric vehicle charging capability.
- Constructing and maintaining electric light-duty vehicle charging stations proportional to the number of employee parking spaces (for example, requiring at least 10% of all employee parking spaces to be equipped with electric vehicle charging stations of at least Level 2 charging performance)
- Running conduit to an additional proportion of employee parking spaces for a future increase in the number of electric light-duty charging stations.
- Installing and maintaining, at the manufacturer's recommended maintenance intervals, air filtration systems at sensitive receptors within a certain radius of facility for the life of the project.
- Installing and maintaining, at the manufacturer's recommended maintenance intervals, an air monitoring station proximate to sensitive receptors and the facility for the life of the project, and making the resulting data publicly available in real time. While air monitoring does not mitigate the air quality or greenhouse gas impacts of a facility, it nonetheless benefits the affected community by providing information that can be used to improve air quality or avoid exposure to unhealthy air.
- Requiring all stand-by emergency generators to be powered by a non-diesel fuel.
- Requiring facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of

- trucks.
- Requiring operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.
- Meeting CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.
- Designing to LEED green building certification standards.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations.
- Posting signs at every truck exit driveway providing directional information to the truck route.
- Improving and maintaining vegetation and tree canopy for residents in and around the project area.
- Requiring that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Also require facility operators to maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request.
- Requiring tenants to enroll in the United States Environmental Protection Agency's SmartWay program, and requiring tenants who own, operate, or hire trucking carriers with more than 100 trucks to use carriers that are SmartWay carriers.
- Providing tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.

VI. Noise Impacts Analysis and Mitigation

The noise associated with logistics facilities can be among their most intrusive impacts to nearby sensitive receptors. Various sources, such as unloading activity, diesel truck movement, and rooftop air conditioning units, can contribute substantial noise pollution. These impacts are exacerbated by logistics facilities' typical 24-hour, seven-days-per-week operation. Construction noise is often even greater than operational noise, so if a project site is near sensitive receptors, developers and lead agencies should adopt measures to reduce the noise generated by both construction and operation activities.

Examples of best practices when studying noise impacts include:

- Preparing a noise impact analysis that considers all reasonably foreseeable project noise impacts, including to nearby sensitive receptors. All reasonably foreseeable project noise impacts encompasses noise from both construction and operations, including stationary, on-site, and off-site noise sources.
- Adopting a lower significance threshold for incremental noise increases when baseline noise already exceeds total noise significance thresholds, to account for the cumulative impact of additional noise and the fact that, as noise moves up the decibel scale, each decibel increase is a progressively greater increase in sound

pressure than the last. For example, 70 dBA is ten times more sound pressure than 60 dBA.

- Disclosing and considering the significance of short-term noise levels associated with all aspects of project operation (i.e. both on-site noise generation and off-site truck noise). Considering only average noise levels may mask noise impacts sensitive receptors would consider significant—for example, the repeated but short-lived passing of individual trucks or loading activities at night.

Examples of measures to mitigate noise impacts include:

- Constructing physical, structural, or vegetative noise barriers on and/or off the project site.
- Planning and enforcing truck routes that avoid passing sensitive receptors.
- Locating or parking all stationary construction equipment as far from sensitive receptors as possible, and directing emitted noise away from sensitive receptors.
- Verifying that construction equipment has properly operating and maintained mufflers.
- Requiring all combustion-powered construction equipment to be surrounded by a noise protection barrier
- Limiting operation hours to daytime hours on weekdays.
- Paving roads where truck traffic is anticipated with low noise asphalt.
- Orienting any public address systems onsite away from sensitive receptors and setting system volume at a level not readily audible past the property line.

VII. Traffic Impacts Analysis and Mitigation

Warehouse facilities inevitably bring truck and passenger car traffic. Truck traffic can present substantial safety issues. Collisions with heavy-duty trucks are especially dangerous for passenger cars, motorcycles, bicycles, and pedestrians. These concerns can be even greater if truck traffic passes through residential areas, school zones, or other places where pedestrians are common and extra caution is warranted.

Examples of measures to mitigate traffic impacts include:

- Designing, clearly marking, and enforcing truck routes that keep trucks out of residential neighborhoods and away from other sensitive receptors.
- Installing signs in residential areas noting that truck and employee parking is prohibited.
- Requiring preparation and approval of a truck routing plan describing the facility's hours of operation, types of items to be stored, and truck routing to and from the facility to designated truck routes that avoids passing sensitive receptors. The plan should include measures for preventing truck queuing, circling, stopping, and parking on public streets, such as signage, pavement markings, and queuing analysis and enforcement. The plan should hold facility operators responsible for violations of the truck routing plan, and a revised plan should be required from any new tenant that occupies the property before a business license

is issued. The approving agency should retain discretion to determine if changes to the plan are necessary, including any additional measures to alleviate truck routing and parking issues that may arise during the life of the facility.

- Constructing new or improved transit stops, sidewalks, bicycle lanes, and crosswalks, with special attention to ensuring safe routes to schools.
- Consulting with the local public transit agency and securing increased public transit service to the project area.
- Designating areas for employee pickup and drop-off.
- Implementing traffic control and safety measures, such as speed bumps, speed limits, or new traffic signs or signals.
- Placing facility entry and exit points on major streets that do not have adjacent sensitive receptors.
- Restricting the turns trucks can make entering and exiting the facility to route trucks away from sensitive receptors.
- Constructing roadway improvements to improve traffic flow.
- Preparing a construction traffic control plan prior to grading, detailing the locations of equipment staging areas, material stockpiles, proposed road closures, and hours of construction operations, and designing the plan to minimize impacts to roads frequented by passenger cars, pedestrians, bicyclists, and other non-truck traffic.

VIII. Other Significant Environmental Impacts Analysis and Mitigation

Warehouse projects may result in significant environmental impacts to other resources, such as to aesthetics, cultural resources, energy, geology, or hazardous materials. All significant adverse environmental impacts must be evaluated, disclosed and mitigated to the extent feasible under CEQA. Examples of best practices and mitigation measures to reduce environmental impacts that do not fall under any of the above categories include:

- Appointing a compliance officer who is responsible for implementing all mitigation measures, and providing contact information for the compliance officer to the lead agency, to be updated annually.
- Creating a fund to mitigate impacts on affected residents, schools, places of worship, and other community institutions by retrofitting their property. For example, retaining a contractor to retrofit/install HVAC and/or air filtration systems, doors, dual-paned windows, and sound- and vibration-deadening insulation and curtains.
- Sweeping surrounding streets on a daily basis during construction to remove any construction-related debris and dirt.
- Directing all lighting at the facility into the interior of the site.
- Using full cut-off light shields and/or anti-glare lighting.
- Requiring submission of a property maintenance program for agency review and approval providing for the regular maintenance of all building structures, landscaping, and paved surfaces.
- Using cool pavement to reduce heat island effects.

- Planting trees in parking areas to provide at least 35% shade cover of parking areas within fifteen years to reduce heat island impacts.
- Using light colored roofing materials with a solar reflective index of 78 or greater.
- Including on-site amenities, such as a truck operator lounge with restrooms, vending machines, and air conditioning, to reduce the need for truck operators to idle or travel offsite.
- Designing skylights to provide natural light to interior worker areas.
- Installing climate control and air filtration in the warehouse facility to promote worker well-being.

IX. Conclusion

California's world-class economy, ports, and transportation network position it at the center of the e-commerce and logistics industry boom. At the same time, California is a global leader in environmental protection and environmentally just development. The guidance in this document furthers these dual strengths, ensuring that all can access the benefits of economic development. The Bureau will continue to monitor proposed projects for compliance with CEQA and other laws. Lead agencies, developers, community advocates, and other interested parties should feel free to reach out to us as they consider how to guide warehouse development in their area.

Please do not hesitate to contact the Environmental Justice Bureau at ej@doj.ca.gov if you have any questions.

TRIBAL HISTORIC PRESERVATION OFFICE

VIA ELECTRONIC MAIL

generalplan@barstowca.org

Genesis Crank, Planning and Community
Development Administrator
City of Barstow, Community Development
Department
220 E. Mountain view Street, Suite A
Barstow, CA 92311

MORONGO
BAND OF
MISSION
INDIANS



A SOVEREIGN NATION

March 11, 2024

RE: Notice of Preparation for City of Barstow General Plan Update BIG Specific Plan

The Morongo Band of Mission Indians (Tribe/MBMI) Tribal Historic Preservation Office received the of City of Barstow (City) letter regarding the above referenced project on February 21, 2024. The proposed BIG Specific Plan Project (Project) is located within the ancestral territory and traditional use area of the Cahuilla and Serrano people of the Morongo Band of Mission Indians.

Tribal cultural resources are non-renewable resources and therefore of high importance to the Morongo Tribe, therefore, tribal participation (a.k.a. tribal monitors) is recommended during all ground disturbing activities. We look forward to working with the Agency to protect these irreplaceable resources out of respect for ancestors of the Morongo people who left them there, and for the people of today and for generations to come.

Projects within this area are potentially sensitive for cultural resources regardless of the presence or absence of remaining surface artifacts and features. Our office requests to initiate government-to-government consultation under Assembly Bill (AB) 52 (California Public Resources Code § 21080.3.1) and requests the following from the City to ensure meaningful consultation:

- Currently proposed Project design and Mass Grading Maps
- A records search conducted at the appropriate California Historical Resources Information System (CHRIS) center with at least a 1.0-mile search radius from the project boundary. If this work has already been done, please furnish copies of the cultural resource documentation (ArcMap Shapefiles, reports and site records) generated through this search so that we can compare and review with our records to begin productive consultation.
- Tribal participation (a.k.a. tribal monitors) during the pedestrian survey and testing, if this fieldwork has not already taken place. In the event that archaeological crews have completed this work, our office requests a copy of the current Phase I study or other cultural assessments (including the cultural resources inventory).
- Shapefiles of the Projects area of effect (APE)
- Geotechnical Report

This letter does not conclude consultation. Upon receipt of the requested documents the MBMI THPO may further provide recommendations and/or mitigation measures.

TRIBAL HISTORIC PRESERVATION OFFICE

The lead contact for this Project is Bernadette Ann Brierty, Tribal Historic Preservation Officer (THPO). MBMI Cultural Resource Specialist Laura Chatterton, will be assisting the Tribe in the review of this project. Please do not hesitate to contact us at ABrierty@morongo-nsn.gov, THPO@morongo-nsn.gov, lchatterton@morongo-nsn.gov or (951) 663-2842, should you have any questions. The Tribe looks forward to meaningful government-to-government consultation with the City.

Respectfully,



Bernadette Ann Brierty
Tribal Historic Preservation Officer
Morongo Band of Mission Indians

CC: Morongo THPO



COMMENT CARD
Barstow General Plan Update & BIG Specific Plan EIR
Public Scoping Meeting

March 13, 2024, 6:00 PM

Please let us know your comments/concerns regarding the Barstow General Plan Update and BIG Specific Plan EIR (please print):

Is Vegas traffic being taken into consideration? More specifically, when traffic is backed up or stopped all together on the freeway, that traffic redirects into town causing extreme traffic on Main St as well as the First St Bridge.

Name: _____

Email: _____

Add me to Barstow's eNotification list: ☐ Yes ☐ No

Please return this card to the comment box at the EIR/Scoping Meeting station. You can also email your comments to generalplan@barstowca.org through March 26, 2024.



COMMENT CARD
Barstow General Plan Update & BIG Specific Plan EIR
Public Scoping Meeting

March 13, 2024, 6:00 PM

Please let us know your comments/concerns regarding the Barstow General Plan Update and BIG Specific Plan EIR (please print):

The Big specific plan will have an impact on my area. I live on [REDACTED] which is an area located South of the proposed project. I purchased my lot and built my house with my own 2 hands with help from family & friends. I chose this area because it was remote & quiet. I believe this project is going to change all of that. There needs to be consideration for our little community. Most of the people in our community built or moved there for the same reasons I did & they have the same concerns that I do. There is no doubt that this project is going to bring noise, traffic, light pollution & make living the life we have grown to love impossible to live. Not to mention that the view we have had for the past 25 years is going to be erased by all of the infrastructure that will be built. I have not had very much information sent my way. I believe that there should be more outreach to the people that live close to this project, and that there should be more discussion & consideration for the impact this project will have on those in our community that have been living our quiet lives in the homes we built & love.

Name: Michael Brown

Email: [REDACTED]

Add me to Barstow's eNotification list: ☒ Yes ☐ No

Please return this card to the comment box at the EIR/Scoping Meeting station. You can also email your comments to generalplan@barstowca.org through March 26, 2024.



COMMENT CARD
Barstow General Plan Update & BIG Specific Plan EIR
Public Scoping Meeting

March 13, 2024, 6:00 PM

Please let us know your comments/concerns regarding the Barstow General Plan Update and BIG Specific Plan EIR (please print):

As a resident of the community on Sylvan Ave I am concerned about the project. We built our home back in 1998 in this community because it is quiet. We can go out at night to see the stars and enjoy a ~~neighbor~~ neighborhood that is quiet. As of now at night we can hear the trains when they come through the Hinkley Rd crossing. That's only 1 train. This project will now have additional train traffic which according to the map is closer to main st which we will have an increase in noise, ~~the~~ traffic and light. I love where we built our home but I don't want to live in our community with this increase in traffic, noise & light. This will change how we live day or night. The property at the top of Sylvan is for sale and is for industrial which will also affect us. Nothing has been told to our community except to just wait you will be fine. The project is great for Barstow but not for me and my community. We would like to know the answers they have for our community and if they are willing to buy out those who will no longer have what they built out in the community of Sylvan Ave.

Name: Kelly Brown

Email: [REDACTED]

Add me to Barstow's eNotification list: ☒ Yes ☐ No

Please return this card to the comment box at the EIR/Scoping Meeting station. You can also email your comments to generalplan@barstowca.org through March 26, 2024.



COMMENT CARD
Barstow General Plan Update & BIG Specific Plan EIR
Public Scoping Meeting

March 13, 2024, 6:00 PM

Please let us know your comments/concerns regarding the Barstow General Plan Update and BIG Specific Plan EIR (please print):

South Side - Noise Pollution/ Fuel Pollution
Pettit Down Jaffer - Should Be a Park
DACP already owns - Vacant land as Jaffer Pettit

South Side of Tract - Jaffer should be a Park

James Gray

[Redacted]

City of Barstow

[Redacted]

Name:

Email:

Add me to Barstow's eNotification list: ☐ Yes ☐ No

Please return this card to the comment box at the EIR/Scoping Meeting station. You can also email your comments to generalplan@barstowca.org through March 26, 2024.



COMMENT CARD
Barstow General Plan Update & BIG Specific Plan EIR
Public Scoping Meeting

March 13, 2024, 6:00 PM

Please let us know your comments/concerns regarding the Barstow General Plan Update and BIG Specific Plan EIR (please print):

I look forward to these developments taking off and ~~will~~ ready to support connecting educational pipelines to this work. There is a lot of talent in the community and they will be an asset to this work. Please reach out to discuss connecting our 14,000 Career Technical Education K12 students to these projects where we're here to help.

Name: Matt Wells

Email: [REDACTED]

Add me to Barstow's eNotification list: ☒ Yes ☐ No

Please return this card to the comment box at the EIR/Scoping Meeting station. You can also email your comments to generalplan@barstowca.org through March 26, 2024.



COMMENT CARD
Barstow General Plan Update & BIG Specific Plan EIR
Public Scoping Meeting

March 13, 2024, 6:00 PM

Please let us know your comments/concerns regarding the Barstow General Plan Update and BIG Specific Plan EIR (please print):

re: Barstow Int / Gateway

Western Portion of BIG is close to Mojave River, typically with Hazard Reports checking off the area with "potential flooding area" -- Is there engineering projects to mitigate such a flood in the future (like what happened in 1969)?

Will BIG be somewhat affected by PG&E's Hinkley water table? (Hexavalent chromium "Zin Broderick")

Annexation: will Barstow annex up to Hinkley Rd. to the West or further down Main St. / Rte. 66?

Name: ANTONIO ABUSHA

Email: [REDACTED]

Add me to Barstow's eNotification list: ☒ Yes ☐ No

Please return this card to the comment box at the EIR/Scoping Meeting station. You can also email your comments to generalplan@barstowca.org through March 26, 2024.



COMMENT CARD
Barstow General Plan Update & BIG Specific Plan EIR
Public Scoping Meeting

March 13, 2024, 6:00 PM

Please let us know your comments/concerns regarding the Barstow General Plan Update and BIG Specific Plan EIR (please print):

Great meeting Phil Bersinger

Name: _____

Email: _____

Add me to Barstow's eNotification list: ☐ Yes ☐ No

Please return this card to the comment box at the EIR/Scoping Meeting station. You can also email your comments to generalplan@barstowca.org through March 26, 2024.



COMMENT CARD
Barstow General Plan Update & BIG Specific Plan EIR
Public Scoping Meeting

March 13, 2024, 6:00 PM

Please let us know your comments/concerns regarding the Barstow General Plan Update and BIG Specific Plan EIR (please print):

My Concern is traffic on old 66 main st
From Country Club Dr. to Hinkley Rd to
Main st (aka) ~~Due to Farm Hinkley Road to~~
Hinkley Road intersection and main st (old Hwy 10)
I believe going EAST for over a mile where
will be a big concern to to curves and elevated
these 2 intersected needs to be addressed.

NOTE: this Topic is Air Quality it's
going to enhance the pollution in Barstow
Due to the Hinkley Human Waste Facility west
approx 8 miles has very Bad polluted daily going
the direction of Barstow and Harper Lake.
About a half hour before sunrise that parallel
from the Hinkley Human waste Facility which is just
south of Hwy 58 and Harper Lake Rd East (that near
the location of plant nobody or some state
Agency really needs to look at the pollution it
puts out daily which travels straight Barstow. Both
sites will definitely have a impact on the people of
Barstow Health.

Topic: Noise River has a lot of noise more

Name: Chris Dea Normal due to the Mechanical shop putting

Email: Vivika in Run 8 for some type of lead test for

Add me to Barstow's eNotification list: ☐ Yes ☐ No their locomotives.

Please return this card to the comment box at the EIR/Scoping Meeting station. You can also email your comments to generalplan@barstowca.org through March 26, 2024.

NOTE I have a vacant land east of Hinkley Rd and
I live in the city limits on [redacted] near L st
in Barstow



COMMENT CARD
Barstow General Plan Update & BIG Specific Plan EIR
Public Scoping Meeting

March 13, 2024, 6:00 PM

Please let us know your comments/concerns regarding the Barstow General Plan Update and BIG Specific Plan EIR (please print):

Let's do it!!!

Name:

Email:

Add me to Barstow's eNotification list: ☐ Yes ☐ No

Please return this card to the comment box at the EIR/Scoping Meeting station. You can also email your comments to generalplan@barstowca.org through March 26, 2024.



COMMENT CARD
Barstow General Plan Update & BIG Specific Plan EIR
Public Scoping Meeting

March 13, 2024, 6:00 PM

Please let us know your comments/concerns regarding the Barstow General Plan Update and BIG Specific Plan EIR (please print):

North Side of Tracks on
Jasper Road

Citinee/Peffit - Should Need to Purchased
Noise - Pollution - Beratement etc

James Gray - Beneficial Security Inc.
Demi's Gray

Name:

Email:

Add me to Barstow's eNotification list: ☐ Yes ☐ No

Please return this card to the comment box at the EIR/Scoping Meeting station. You can also email your comments to generalplan@barstowca.org through March 26, 2024.



COMMENT CARD
Barstow General Plan Update & BIG Specific Plan EIR
Public Scoping Meeting

March 13, 2024, 6:00 PM

Please let us know your comments/concerns regarding the Barstow General Plan Update and BIG Specific Plan EIR (please print):

New Life Fellowship has property both at [REDACTED]
[REDACTED] We are
looking at a few housing development
projects on our properties utilizing
the new AB4 Yes in God's Backyard
Bill. Currently our properties are located
in Commercial Business Zones. Is it
possible to update the zoning for our
properties in the General Plan update or
do we need to invoke the AB4 bill?

Name:

Rose Beardshear

Email:

[REDACTED]

Add me to Barstow's eNotification list: ☒ Yes ☐ No

Please return this card to the comment box at the EIR/Scoping Meeting station. You can also email your comments to generalplan@barstowca.org through March 26, 2024.



COMMENT CARD
Barstow General Plan Update & BIG Specific Plan EIR
Public Scoping Meeting

March 13, 2024, 6:00 PM

Please let us know your comments/concerns regarding the Barstow General Plan Update and BIG Specific Plan EIR (please print):

The corner of W Main St & Hwy 58 has been zoned low density residential in the new update. This makes very little sense as it is a hard corner and is deemed low density. The city could be missing out on significant tax dollars in the future. The retail potential and future use should be taken into consideration.

* The current Diverse zoning of the current plan should be kept. It provides the highest and best use.

Name:

Charles Lin

Email:

[REDACTED]

Add me to Barstow's eNotification list: ☒ Yes ☐ No

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COMMENT CARD
Barstow General Plan Update & BIG Specific Plan EIR
Public Scoping Meeting

March 13, 2024, 6:00 PM

Please let us know your comments/concerns regarding the Barstow General Plan Update and BIG Specific Plan EIR (please print):

I live on [REDACTED] from the Big Project.
I am concerned about sun glare, traffic, noise, and the view. I moved to this neighborhood because it was calm and quiet. Now this station will significantly impact my family in many ways.

First, I am concerned with sun glare coming from the solar plant. Second, I am concerned with the influx of traffic my family and I must drive to work, school, and any other resource directly through where there will be a proposed 8,000 to 10,000 employees coming into work. Third, I am concerned with the noise level this facility will generate. I know they will be using electric vehicles, cranes, etc, but what about the lift and placing of containers, what about the sound of trains braking. I live approx 500 yards from main street. This station will create noise levels that will keep myself and my family awake at night. Lastly, I am concerned with the view as well as the overall way of life. I currently look at sunsets into a beautiful open valley that will now be covered in trains, tracks, and warehouses, with the way of life, my family will be dramatically impacted. One of our open, quiet community will be full of loud train operations and thousands of people. I am also concerned with my family's safety. I know trains are being robbed, as well as many transient people ride on trains and congregate at train yards. These people will now be a few hundred yards from my house and my children.

Name: Aaron Heldreth

Email: [REDACTED]

Add me to Barstow's eNotification list: ☒ Yes ☐ No

Please return this card to the comment box at the EIR/Scoping Meeting station. You can also email your comments to generalplan@barstowca.org through March 26, 2024.



COMMENT CARD
Barstow General Plan Update & BIG Specific Plan EIR
Public Scoping Meeting

March 13, 2024, 6:00 PM

Please let us know your comments/concerns regarding the Barstow General Plan Update and BIG Specific Plan EIR (please print):

Agrent input would be to see the vantage point from Sylvan and Main Street looking North into the big project to see the visual impact from the residence of the community off Sylvan.

Name: Aaron Heldreth

Email: [REDACTED]

Add me to Barstow's eNotification list: ☒ Yes ☐ No

Please return this card to the comment box at the EIR/Scoping Meeting station. You can also email your comments to generalplan@barstowca.org through March 26, 2024.



COMMENT CARD
Barstow General Plan Update & BIG Specific Plan EIR
Public Scoping Meeting

March 13, 2024, 6:00 PM

Please let us know your comments/concerns regarding the Barstow General Plan Update and BIG Specific Plan EIR (please print):

you should move the whole project
into Hinkley.

Noise & solar will be a huge problem.

Name:

Email:

Add me to Barstow's eNotification list: ☐ Yes ☐ No

Please return this card to the comment box at the EIR/Scoping Meeting station. You can also email your comments to generalplan@barstowca.org through March 26, 2024.



COMMENT CARD
Barstow General Plan Update & BIG Specific Plan EIR
Public Scoping Meeting

March 13, 2024, 6:00 PM

Please let us know your comments/concerns regarding the Barstow General Plan Update and BIG Specific Plan EIR (please print):

I want to start by thanking all parties involved in putting the General Plan together.

I am very supportive of BNSF BIG in Barstow. I am a life long resident and would love to see our community grow.

I also believe this project will be very beneficial to removing tractor trailer traffic off our highways by placing the cargo on Rail. Locomotive powered rail cargo is the least expensive mode and proves to be the cleanest mode of transportation for freight. Rail freight operates at 500 miles per gallon of diesel per TON of freight.

Lets get this Done.

Name: Paul Wilkey

Email: [REDACTED]

Add me to Barstow's eNotification list: ☒ Yes ☐ No

Please return this card to the comment box at the EIR/Scoping Meeting station. You can also email your comments to generalplan@barstowca.org through March 26, 2024.



Department of Public Works

- Flood Control
- Operations
- Solid Waste Management
- Special Districts
- Surveyor
- Transportation

www.SBCounty.gov

Noel Castillo, P.E.
Director

David Doublet, M.S., P.E.
Assistant Director

March 14, 2024

Transmitted Via Email

File: 10(ENV)-4.01

City of Barstow
Attn: Genesis Crank
Planning and Community Development Administrator
220 E. Mountain View Street, Suite A
Barstow, CA 92311
generalplan@barstowca.org

RE: PROJECT COMMENT – CITY OF BARSTOW GENERAL PLAN UPDATE AND BARSTOW INTERNATIONAL GATEWAY SPECIFIC PLAN NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR).

Dear Genesis Crank:

Thank you for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. **We received this request on February 15, 2024,** and pursuant to our review, the following comments are provided:

Flood Control Planning/Water Resources Division (Michael Fam, Engineering Manager, (909) 387-8120):

The San Bernardino County Flood Control District (District) possesses easement and fee-owned Right-of-Way within the parameters of the Project area.

The District's recommendations are most often made for site specific conditions. Therefore, the recommendations made here are general in nature until such time as more detailed plans become available.

1. According to the most recent Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM), Panel 06071C3916H, dated August 28, 2008; and 06071C3915J and 3918J, dated September 2, 2016, the Project lies in Zones A and D.
2. Prior to any encroachment onto the District's Right-of-Way, a permit shall be obtained from the District. Other on-site and off-site improvements may be required which cannot be determined at this time.
3. We recommend that the City of Barstow enforce, at a minimum, the most current FEMA regulations for construction within a Special Flood Hazard Area (SFHA).

BOARD OF SUPERVISORS

COL. PAUL COOK (RET.)
Vice Chairman, First District

JESSE ARMENDAREZ
Second District

DAWN ROWE
Chair, Third District

CURT HAGMAN
Fourth District

JOE BACA, JR.
Fifth District

Luther Snoke
Chief Executive Officer

4. Other Federal or State approvals may also be required. Information regarding this item can be obtained from the District.

Flood Control Planning/Operations Support Division (Michael Fam, Engineering Manager, 909-387-8120):

1. There are District rights-of-way and facilities within the General/Specific Plan areas. Please be advised that any encroachments on the District's right-of-way will require a permit prior to the start of construction. Please contact the Permit Section at (909) 387-7995 for further information regarding this process.

Permits/Operations Support Division (Johnny Gayman, Engineering Manager, 909-387-7995):

1. The site location for the Specific Plan area in Barstow is located adjacent to the San Bernardino County Maintained Road System (CMRS) of Lenwood Road and Main Street, and potentially other roads. Any encroachments on the District's right-of-way including, but not limited to, grading, fence removal and replacement, access for construction purposes or new drainage connections to County Road right-of-way will require a permit from the District. If you have any questions regarding this process, please contact the Permit Section at (909) 387-1863.

We respectfully request to be included on the circulation list for all project notices, public reviews, or public hearings. In closing, I would like to thank you again for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. In addition to your normal noticing to the Department of Public Works, please add the following individuals to your distribution list for the environmental document:

Michele Derry and Teresa Sims – both at the address on this letterhead.

Should you have any questions or need additional clarification, please contact the individuals who provided the specific comment, as listed above.

Sincerely,

Nancy Sansonetti

Nancy J. Sansonetti, AICP
Supervising Planner, Capital Improvement Section
Environmental Management Division

Mar 15 2024

STATE CLEARINGHOUSE

From: Bostrom, Ryan@CHP <RBostrom@chp.ca.gov>

Sent: Friday, March 15, 2024 7:31 AM

To: generalplan@barstowca.org

Cc: OPR State Clearinghouse <state.clearinghouse@opr.ca.gov>; Abrahams, Kristen@CHP <Kristen.Abrahams@chp.ca.gov>; Meeker, Erich@CHP <EMeeker@chp.ca.gov>; Carmichall, Adam@CHP <ACarmichall@chp.ca.gov>

Subject: Environmental Document Review (SCH # 2024020501)

Good morning,

The Barstow Area of the California Highway Patrol received the "Notice of Completion and Environmental Document Transmittal," of the environmental document for the proposed City of Barstow General Plan Update and Barstow International Gateway (BIG) Specific Plan for State Clearinghouse (SCH# 2024020501). The California Highway Patrol's interest in commenting, surrounds our concern for public safety, specifically traffic in the Barstow area.

The Department's concerns with the potential impact of this project could include the following: increased traffic congestion, increased hazardous materials transportation, additional enforcement demands, increased railway incidents necessitating evacuations, and increased incidents requiring emergency response during construction. Commercial truck trailer combination vehicle traffic on local roadways and freeways will increase as materials and products are transported to, and from the worksite.

This project could have a negative impact on our operations due to the increased traffic congestion, which would necessitate the need for additional traffic control measures to mitigate the potential increase in traffic crashes. We are hopeful work project operators will diligently establish, monitor, and enforce work project rules related to vehicle safety as CHP personnel work to ensure compliance with the California Vehicle Code provisions.

If you have any questions regarding these concerns, please contact me at the California Highway Patrol Barstow Area office at (760) 255-5900.

Thank you,
Ryan

Sergeant Ryan Bostrom, ID 18541

California Highway Patrol, Barstow Area (835)

300 E. Mountain View Street

Barstow, California 92311

RBostrom@chp.ca.gov

(760) 255-5900 [Office]

(760) 255-5932 [Desk]

(760) 256-2321 [Fax]



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Contact Information

Jordan Garrison
[REDACTED]

Barstow, California 92311
[REDACTED]
[REDACTED]

Hi my name is Jordan Garrison I reside at [REDACTED] Barstow, CA 92311 with my wife Hailey Garrison. We chose this quiet and rural location to build our forever home in 2019. We love our neighborhood not only for the peace, quiet, and rural life where we are free to raise livestock and grow food on our own property, but because it's a quarter mile away from both of our parents homes. It is also a quarter mile from my wife's grandparents, two aunt and uncles homes, and her two cousin's properties who are currently planning on building a home in the neighborhood for the same reasons we did. We were NOT directly informed of the project by BNSF, but through word of mouth, some people got letters about the environmental impact study and meeting to attend while most of us did NOT. When we attended the Info meeting on the future of Barstow on March 13, 2024 at 6:00 PM, we had lots of questions in mind, how will this affect our lives, will we get bought out by BNSF, what jobs will this bring, why did some of us get informed on the news of this project and some did NOT? When asking our questions the answers given, were to go and see the BNSF booth that they know more about the project. We asked BNSF our questions and we found disappointing answers like they really do NOT know what's going on because it's such early stages of the project. When asked if they will offer buy outs to those being affected by the noise, lights, and increased activity in the area of the 24/7 operating facilities we were told they have to take all that into account and it won't affect us directly because the project isn't directly adjacent to us, and they will only buy what they need. That was also the answer we were given when asked why we weren't given a letter about the project, followed by they put it in the news paper and online. Well surprise we don't get a desert dispatch paper anymore, and some of the elderly people in the neighborhood don't go online. When BNSF told us that the facility may not even pan out, BNSF was asked why are they buying properties and tearing down families homes if the project wasn't one hundred percent set into stone. BNSF's answer, BNSF commonly buys properties around their tracks, we found it odd 4500 acres worth, the size of their facility, and on the opposite side of route 66 for their proposed solar farm. We the people feel we will be directly affected by this BNSF facility in the terms of noise, light, air pollution, and increased population of our quiet and rural neighborhood. We feel we are being pushed out of our homes, and way of living whether BNSF buys them or not. We would appreciate if we all received mailed letters of when there are meetings about this facility's development so we may attend so we are not left in the dark. We feel this facility is good for the economy of the city of Barstow but it's not in the best interest of the neighboring communities and their lives. Sincerely, Jordan & Hailey Garrison

Thank You.

CRM System Administrator

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From: [April Marcum](#)
To: GeneralPlan@barstowca.org
Subject: Barstow general plan Comment Card
Date: Monday, March 18, 2024 10:03:45 PM

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My husband and I are NOT In support of the BNSF “Big Barstow Project” engulfing our quiet, comfortable and Peaceful Community neighborhood. You see my dad built our family home in 1980. My sister and I grew up in this neighborhood with our Wonderful Parents. My parents picked this area because it was a haven, it was quiet, a rural area, we could enjoy and appreciate the beauty of the outdoors, the desert is a place that we could go for walks, ride bikes and explore wildlife and desert life with clean natural air, we can BBQ and enjoy conversations and music outside. My dad and my husband built our home the next street up because it was the perfect area to raise a family, we raised our three Beautiful Children here. My dad and my sister and brother In law built their home right behind mine and raised their two Beautiful Children. My Uncle lives two houses down from me. My youngest daughter and my son in law built their forever home right down the road just a few years ago. My Niece and Nephew bought vacant land right next to each other to build their forever homes at the end of my street. My son in laws parents live right across the street from my parents. Not to mention the many family friends that built their homes right up the street after growing up in the area with us when we were kids! Our neighborhood is peaceful, quiet and full of memories! Priceless memories!

In 2021 my husband and I had a swimming pool, grotto slide and jacuzzi built into our backyard. We wanted to have a “Fun” place for our family to enjoy during the “Covid” times when we were confined to our homes as we all lived within a minute of each other. This Community is Our Home. We have celebrated hundreds of celebrations here! We have lots of our beloved pets buried here! My Niece and Nephew have halted their building plans due to this BNSF project that threatens to disrupt the quality of our lives within this amazing Community. The last option for us is to relocate! We will never all be able to move to a different area and start over living only a minute from one another due to the insane inflation costs and we shouldn’t have too be exposed 24/7 to toxic fumes and disruptions with noise and constant chaos!

We didn’t receive any notification of this project. My son in laws parents received a letter and that was how the rest of us found out about the meeting on March 13th, 2024, we all attended but it was very Vague! How is that right that just a few people are notified when it affects us all directly?

We do not support the Proposed Pollution of our Clean air, the continuous loud shrieking noises, the constant bright lights with the 24/7 operation of the BNSF railroad all around us. The Traffic will be horrendous and unsafe. These are just the surface issues! We really hope and pray this project DERAILED!

From: [APRIL MARCUM](#)
To: GeneralPlan@barstowca.org
Subject: Barstow General Plan Comment
Date: Tuesday, March 19, 2024 12:10:49 PM

[NOTICE: THIS IS AN EXTERNAL EMAIL]

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My husband James and I built our family home on Gazana Street in 1980 (which was the first house built on the paved end of Gazana) to raise our two daughters in a quiet and safe area. Our main source of recreation has always been off-roading and enjoying the wide open desert space that was all around us. Our daughters and their spouses chose to build their homes in the same area as we are a very tight knit family and this Community has always been a pleasant place to live. Our daughters have raised our 5 grandchildren here in this Community as well and now our grandchildren have built their homes and have purchased property with the full intention of building their homes as soon as possible. We have 7 sets of families within the neighborhood, numerous life long friends and neighbors that we have all grown together. The point I'm trying to make is that this area was to become a peaceful and tranquil place for our families to live for generations to come. In light of the maps shown at the Scoping meeting on March 13, 2024 at the Cora Harper Center in Barstow, CA. all those positive hopes have been demolished. We would be suffocated by the BNSF Railways Big Plans!! The Traffic congestion, the loud noises and bright lights, the water and air pollution will be just the beginning of what we will have to endure. No longer will I wake up to the birds chirping in the trees, but it will be the clanging and banging, the hustle and bustle of the industrial park right across the street which will operate 24/7, so there goes our peaceful nights sleep as well!

We were never notified by BNSF or the City of their intentions, nor did we receive any information about the planned meeting held on March 13, 2024. We would appreciate being notified of any future developments as the Big Plan Proceeds.

8100
[385 N. Arrowhead Avenue](#)
[San Bernardino, CA 92415](#)

From: Office of the Supervisor <CRMBOSSystemAdmin@no-reply.sbcounty.gov>

Sent: Tuesday, March 19, 2024 1:53 AM

To: Supervisor Cook <Supervisor.Cook@bos.sbcounty.gov>

Subject: BOSD1: New Contact Request

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.

A new Contact request has been submitted.

Contact Information

Sherry Bailly

[REDACTED]
[Barstow, California 92311](#)
[REDACTED]
[REDACTED]

In response to "Community Meeting" at the Cora Harper Center on 03/13/2024 I am writing this as a property owner on [REDACTED] in Barstow CA. This BIG project, in my opinion, is a BIG disappointment regarding communication and the effect on us rural homeowners. 1) The organization of the above-mentioned station-like meeting was dysfunctional as a participant looking for communication. There was NOT ONE person delivering information as a point of contact. The city deflected and redirected our questions to BNSF and BNSF referred to the project as only a concept – "conceptual". It was a lot of run around on our part as a resident, and no real answers provided...except to see that BNSF has now proposed to cross over ROUTE 66 and develop up to Sylvan's community access road. 2) The way information about public meetings is poorly distributed. Not everyone listens to the radio, watches television, or scrolls through social media. Nor does Barstow produce a tangible newspaper to distribute information to my knowledge. No electronic mail or snail mail has been distributed to property owners to attend. b. This Community would like to be consulted and involved in the decision-making process. 3) Living on Sylvan, being considered County residents, where has the County been to meet with this community which will be highly affected by the planning of Barstow City and BNSF? The lack of communication and

representation at these meetings has been a BIG disappointment. It is my intent to please consider the following, Environmentally:

- 1) Vibration – Audible and non-audible transferred. a. My home is 2640 square feet. As an open floor plan modular home, I feel everything. I am concerned about the constant vibration and sound effect this will have regarding the frequency of needing to have my home inspected and leveled. b. Life is vibration. c. We already feel the trains movement – idle or in travel, and maintenance. Current status of the rail gives a hometown feel. Large scale operation - I would like to know how much vibration will occur, affecting us? There are PUBMED articles citing increases of cardiovascular disease, heart attacks, increase in blood pressure, decreased mental health and sleep disturbances showing documentation of rail vibrational effects.
- 2) 24 Hour Noise Feedback: a. Going from ZERO (current), to a 24-hour operation will be continuous neighborhood stimulation will be 100%. We live out here to avoid it. Our community is delightfully quiet. The increased traffic that will occur by rail and by means of motor vehicle on Main Street will affect the serenity and solitude we have known as our way of life.
- 3) Excessive Light Stimulation/Pollution: a. Going from ZERO (current), we don't even have streetlights in this community, will increase 100%. b. The serene view of the life around me will be highly impeded upon. If you have ever lived in an area where the sky was unable to be viewed, sun or stars/moon ... you would understand it's value to some. To freely watch the seasonal meteor showers and night activity will no longer be accessible. To enjoy the horizon – while waking or retiring for the day. The view of the Mojave River will no longer be visible out my back door or from my bedroom window. The mountains surrounding us will be obstructed from my living room, dining room, kitchen and bedroom windows.
- 4) Air Quality: a. Having an auto-immune condition that affects my lungs, air quality is important to me. b. Thank you, State of CA, for requiring the movement to zero emissions. I do not want to live in low air quality. This is not only a concern of CA, but other states are also moving closer to zero-emissions. I feel that electric rail also creates concern for the length of the load and potential can derail the use of Mega/Monster Trains. c. There are reports of the Rail industry to be known to use subpar/the worst locomotive engines for short travel movement within the rail yards versus utilizing them to haul loads. This BIG yard is too close to our homes and community.
- 5) Sound Stimulation: a. Currently our community is quiet enough to hear nature, all will be disturbed by this development. b. Sleep is important and vital to good health. Due to my health and autoimmune dis-eases, I chose to rest 10 hours on average a day. I take good care of myself, in prevention and in listening to my body's needs. c. This 24-hour facility and now surrounding industrial development is going to be choking my neighborhood out of all the qualities that we know as home.
- 6) Water: a. I have a private well, as do other neighbors. What happens if/when the water table drops significantly with all the development occurring in this area? b. How much water will be required to operate the BIG project? c. How much water will be required to operate the proposed solar plant facility?
- 7) Soil Management: a. Any type of environmental spill. b. Day to day operation of heavy metals into the ground, water and air.
- 8) Wildlife: a. With any development of land out here, it often exposes more Mojave Greens and Rattlesnakes to the surface and into our residential space. We will encounter quite a bit more

encounters with land movement all around us. How can this be prevented? b. More development may potentially impact the avian life that keeps balance of the snake population. c. This will push out nature. Safety: a. Increased risk of security issues will be surrounding the rail yard. If the intention of this project is to decrease theft on the rail, what will happen on the outskirts of the rail yard, leaving us as a community with an increased risk of theft traffic? Traffic Concerns – Safety and Congestion: a. Making a left hand turn onto Sylvan Ave from Main Street is often a risk with people at increased speeds, inattention/distractions, or unsafely passing on the left in a double yellow or throwing up debris from passing on the shoulder...this hazard will significantly increase. b. Congestion for our community to get in and out of, with the influx of the number of potential jobs available, 24 hours needs to be considered. c. Biking lanes-Commuter lanes, we used to be able to bike to town. High speed life with non-attentive drivers and increased traffic will make this near obsolete. Community: a. Generations of families live here and 30+ year community relationships. Kinda phenomenal when you think about Barstow only being a city for 75 years. b. Freedom to enjoy the county life and space around us will be gone. c. The joy of living near Route 66, and the worldwide travelers that pass on through annually...I hope that accommodations are made for foot and bike travelers. Obstruction of Views: a. As mentioned above in Excessive Light Stimulation/Pollution, the view of Mojave River may be obstructed highly, as well as mountain ranges and night sky. In my opinion, the best of the best reasons to love our desert life. Wind Involvement: a. Concern for the impact of the desert sand drifts that occur when the solar facilities are installed. This is a HIGH WIND passageway with minimal windbreak. How will this be monitored and potentially affect our neighborhood? Property Value: a. Being surrounded by industry in the neighborhood of only a few blocks, this is not likely going to be of any financial good to our property value, something we work hard for. b. We have livestock and want to see us able to raise food, and enjoy the country life we currently have. c. Will there be a concern of our property taxes changing to commercial zone because of the potential industrial growth around us? How many people get to sleep outdoors in their own backyard, next to the fire pit or next to their horse grazing on their evening meal? In my neighborhood I mountain bike, hike, practice Tai Chi Qigong, meditation and create safe space for the work I do as a Neuro Massage Therapist. I rely on my habits to daily show up for others with pain. How can we all work

Thank You.

CRM System Administrator

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From: [Dan Little](#)
To: GeneralPlan@barstowca.org
Subject: Barstow International Gateway -livable wage jobs for the Barstow region
Date: Thursday, March 21, 2024 2:25:00 PM

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Genesis Crank,

I am writing to you in support of the Barstow International Gateway project. As a Union Carpenter I believe lives would irreparably harmed if this project does not go through. The lack of livable wages in the Barstow Region, San Bernardino area will continue to be diminished. This project is great for the community. Please support this project.

Thank you for your time,

Daniel R Little


From: [Ivan Vega](#)
To: GeneralPlan@barstowca.org
Cc: [Ivan Vega](#)
Subject: Barstow international gateway
Date: Thursday, March 21, 2024 9:31:17 PM

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Hi My name is Ivan Vega

I am a apprentice Union Carpenter I am writing via email to take in consideration to pass this project that will, one (BRING NEW OPPORTUNITIES TO THE CITY OF BARSTOW, LIKE WORK OPPORTUNITIES NOT ONLY, FOR US UNION MEMBERS, BUT TO THE RECIDENTS OF THIS CITY. IT WILL BRING, ECONOMY TO IT, FROM THE RECIDENTS AND UNION BROTHERS AS WELL), am asking you to put yourself in our shoes, some of my fellow Union brothers and myself, have to drive far away for work, only to work few months while the job finishes and we have to look for the next project far away from home, meaning that we loose time away from our kids, wife's, husbands, family in general. Some travel to Inglewood, San Diego, Santa Clarita, Vegas, San Francisco, sometimes Arizona. I live in the beautiful city of Ontario I have a wife and kids, and from Monday they Friday I have to drive all the way to San Diego to work and miss on my kids karate and basketball, and spend a beautiful night with my Wonder wife.

With this opportunity in your city I will be able to work for much period of time and closer to home. Please consider passing this project in your city

Thank you...

From: [pete herrera](#)
To: GeneralPlan@barstowca.org
Subject: Barstow international Gateway
Date: Thursday, March 21, 2024 7:36:20 PM

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Pete Herrera Carpenter 's Local 909

This Barstow project gives apprentices an opportunity to learn. The trade gives all of us a great chance to be able to come home to spend time with our family. Hope you will approve this project. Thank you.

Sent from my iPhone

From: [Candis Garcia](#)
To: GeneralPlan@barstowca.org
Cc: [Eduardo Campos](#)
Subject: WSRCC - Barstow International Project Support
Date: Thursday, March 21, 2024 2:48:11 PM
Attachments: [2023-wsrcc_western_states_logo-small_170f221c-c9d4-424f-8d5c-ee752cab5872.png](#)
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Good afternoon Genisis Crank,

I hope you are doing well!

I am reaching out regarding my support of the Barstow International Gateway project. As you may know, the execution of this project will help strengthen the economy in the area by providing thousands of job opportunities in the high desert and its surrounding communities. Additionally, this project will benefit the ports along the Los Angeles area which will allow them to continue to be competitive.

After having lived in California my entire life, it is clear that our state is one of the most desirable locations to live and visit which is why traffic congestion has increased significantly. When the project is completed, jobs will continue to be plentiful, the economy will continue to grow and there will be a significant decrease in California highway congestion.

These are only a few examples of reasons why I support the Barstow International project! Thank you so much for taking the time to hear me out. I hope you have a wonderful rest of your week and weekend!

Respectfully,

Candis Garcia

Candis Garcia
Real Estate Associate
Western States Regional



Council of Carpenters
wscarpenters.org
909.373.4680



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From: [Connor McCarthy](#)
To: GeneralPlan@barstowca.org
Cc: [Eduardo Campos](#)
Subject: WSRCC - Barstow International Project Support
Date: Thursday, March 21, 2024 3:26:43 PM
Attachments: [2023-wsrcc_western_states_logo-small_170f221c-c9d4-424f-8d5c-ee752cab5872.png](#)
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Good Afternoon Miss Crank,

I hope you are havening a great week so far!

I am reaching out regarding my support of the Barstow International Gateway project. As you may know, the execution of this project will help strengthen the economy in the area by providing thousands of job opportunities in the high desert. This project will benefit the ports along the Los Angeles area which will allow them to continue to be competitive.

I have in California my entire life, it is clear that our state is one of the most desirable locations to live and visit which is why traffic congestion has increased significantly. When the project is completed, jobs will continue to be plentiful, the economy will continue to grow and there will be a significant decrease in California highway congestion.

Thank you so much for reading this email and I hope you have a fantastic day!

Sincerely,

	Connor McCarthy Real Estate Associate Western States Regional Council of Carpenters wscarpenters.org 909.518.2260  Download our app: Google Play iTunes App Store
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From: [Eddie Chavez](#)
To: GeneralPlan@barstowca.org
Subject: Barstow International Gateway
Date: Thursday, March 21, 2024 3:31:19 PM

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To the administrator at Genesis Crank, Planning and Community Development:

Hello, my name is Eduardo Chávez and I'm writing to you in support for the Barstow International Gateway. This project will bring thousands of livable wages construction jobs to Barstow. It will also create livable wage jobs for the Barstow region. Thank you

From: [JOSE DE JESUS MARTINEZ](#)
To: GeneralPlan@barstowca.org
Subject: Barstow international gateway jobs
Date: Thursday, March 21, 2024 7:35:19 PM

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Please approve the BARstow international gateway project. It would make a big positive impact in my and many others lives in the high desert.

Sent on my Samsung Galaxy A51
Get [Outlook for Android](#)

From: [Heriberto Caballero](#)
To: GeneralPlan@barstowca.org
Subject: Barstow International Gateway
Date: Friday, March 22, 2024 2:24:51 PM

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Hello Genesis Crank my name is Heriberto Caballero I am a apprentice Carpenter from Local 909 and a resident of Fontana. Approving the Barstow International Gateway project would mean a lot to me as It will provide steady work for me as a Union Carpenter, an also my family as I would be home earlier to spend more time with them and less time on the road. It would benefit the city of Barstow also as it would bring more revenue to the city please approve the Barstow International Gateway project.
Sent from my iPhone

From: [Jose Cardenas](#)
To: GeneralPlan@barstowca.org
Subject: Approve community wealth
Date: Friday, March 22, 2024 12:38:34 AM

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To whom it may concern,

Good evening, my name is Jose Cardenas and I'm a stage six apprentice carpenter writing you guys to please approve this great opportunity not just for the community wealth but for local work for locals. Bring new revenue to Barstow should be easy if this project is approved. Hope you approve and help in the growth.
Thank you in advance

Jose A Cardenas Jr

[Sent from Yahoo Mail for iPhone](#)

From: [Mayra Campos](#)
To: GeneralPlan@barstowca.org
Subject: Barstow International Gateway
Date: Friday, March 22, 2024 6:29:04 AM
Attachments: [2023-wsrcc_western_states_logo-small_170f221c-c9d4-424f-8d5c-ee752cab5872.png](#)
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[061_sm_insta_571378c5-4a19-4357-ba46-57b8d1e0f34b.png](#)

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Good morning Genisis Crank,

I am reaching out in support of the Barstow International Gateway project. This project will help bring in thousands of construction jobs that will create livable wage jobs in Barstow.

With the completion of this project, the economy will continue to grow and there will be significant decrease in California highway congestion.

Thank you for your time!

Thank you,

	Mayra Campos Real Estate Associate Western States Regional Council of Carpenters wscarpenters.org 909.373.4680  Download our app: Google Play iTunes App Store
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From: [Dou Serena](#)
To: GeneralPlan@barstowca.org
Subject: Recommendations to the General Plan Update (GPU) and the Barstow International Gateway (BIG) Specific Plan
Date: Saturday, March 23, 2024 9:53:18 PM

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Serena Dou

[REDACTED]
Arcadia, CA 91007

March 23, 2024

Genesis Crank, Planning and Community Development Administrator
City of Barstow, Community Development Department
220 East Mountain View Street, Suite A
Barstow, CA 92311

Dear Genesis Crank,

Subject: Recommendations to the General Plan Update (GPU) and the Barstow International Gateway (BIG) Specific Plan

I am writing to you as a concerned landowner and an interested party in the ongoing discussions surrounding the General Plan Update for our city. I have been following the development plans with keen interest, especially those proposals around the integration of a rail facility and an onsite transload warehouse center. While I understand and appreciate the potential economic benefits and logistical improvements such a facility could bring to Barstow, I would like you to also consider some infrastructure and zoning changes that accompany this development.

Recommendation 1: Development and Paving of Hodge Road

The proposal for an integrated rail facility, as promising as it sounds for our local economy, raises significant concerns about increased traffic and potential congestion on the West side of the City of Barstow, particularly along Lenwood Rd to Freeway 15. To mitigate these concerns and to ensure that the increase in traffic does not adversely affect the area, I strongly recommend the full development and paving of Hodge Rd. from Freeway 15 to Main St. This action would not only provide an alternate route for traffic but also help in alleviating the potential congestion that may arise from the operation of the new facility. Such infrastructure improvements are crucial for maintaining the smooth operation of both existing and future traffic flows.

Recommendation 2: Zoning South of the Rail Yard

Another concern that needs to be addressed is the zoning of the area immediately South of the proposed rail yard. Given the scale of operations expected at the rail yard and the subsequent noise, traffic, and industrial activities, it is recommend that the area south of Main Street be zoned as a Manufacturing area. This change would not only protect future residents from potential nuisances but also make the area more attractive for industrial businesses looking to capitalize on the proximity to the rail and warehouse facilities. Proactively zoning this area as Manufacturing could lead to quicker development, bringing in more businesses and jobs, and ensuring a harmonious coexistence between the city's industrial operations and its communities.

In conclusion, I support the city's efforts to enhance our local economy through strategic developments such as the integrated rail facility and onsite transload warehouse center, but it is crucial that these developments are accompanied by thoughtful planning regarding infrastructure and zoning. By considering the recommendations outlined above, I believe that the City of Barstow can achieve a balance between economic growth and the well-being of its future residents.

I appreciate your attention to these matters and look forward to seeing these considerations integrated into the final General Plan Update. Thank you for your dedication to the future of our city.

Sincerely,

Serena Dou

From: [Eric Gomez](#)
To: GeneralPlan@barstowca.org
Cc: ecampos@wscarpenters.org
Subject: Barstow International Gateway
Date: Saturday, March 23, 2024 6:38:35 AM

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Good Morning Genesis Crank, I am in support of the Barstow International Gateway project. I believe this will bring many jobs that will benefit a lot of the people who live in the area.
Thank You

From: [Julio Rubio](#)
To: GeneralPlan@barstowca.org
Subject: Barstow International Gateway
Date: Saturday, March 23, 2024 8:41:09 AM

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Good morning,

This project is going to help out the economy and the community that live up in Barstow. Let's move this project forward. Thank you for hearing me out.

Thank you.
Julio Rubio

Sent from my iPhone

Sent from my iPhone

From: [Jason Geiger](#)
To: GeneralPlan@barstowca.org
Subject: Barstow International Gateway
Date: Monday, March 25, 2024 9:33:35 AM

[NOTICE: THIS IS AN EXTERNAL EMAIL]

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Hello council members,

I am sending this email in support of this project. This project will bring hundreds of good paying jobs to this community. It will also give a start 200s of high school students looking to start a career. I heard you to vote yes and move forward with this project.

Thank you,
Jason Geiger.

Sent from my iPhone



LAFCO

**Local Agency
Formation Commission**
for San Bernardino County

1170 West 3rd Street, Unit 150
San Bernardino, CA 92415-0450
909.388.0480 | Fax 909.388.0481
lafco@lafco.sbcounty.gov
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KEVIN KENLEY
Special District

DAWN ROWE
Board of Supervisors

EXECUTIVE OFFICER

SAMUEL MARTINEZ

LEGAL COUNSEL

PAULA DE SOUSA

March 25, 2024

Sent Via Email and Regular Mail

Genesis Crank
Planning and Community Development Director
City of Barstow
220 East Mountain View Street, Suite A
Barstow, CA 92311

Dear Ms. Crank:

The Local Agency Formation Commission for San Bernardino County (LAFCO or the Commission) appreciates this opportunity to submit comments on the Notice of Preparation of an Environmental Impact Report (EIR) for the City of Barstow General Plan Update and Barstow International Gateway (BIG) Specific Plan (proposed project) as a Responsible Agency under the California Environmental Quality Act (CEQA). LAFCO's goal will be to utilize and rely upon the certified Final EIR for the proposed project when it considers the future reorganization that includes not only the annexation to the City of Barstow, but also the annexation to its subsidiary districts, the Odessa Water District and the Barstow Fire Protection District. In addition, such reorganization will also include the detachments from the San Bernardino County Fire Protection District, its North Desert Service Zone, and its Zone FP-5, as well as the detachment from County Service Area 70 (multi-function CSA unincorporated area Countywide). Thus, the legal adequacy of this Final EIR is important to the Commission for its future consideration of the reorganization proposal subsequent to approval of the proposed project by the City.

Based on our review of the Notice of Preparation (NOP), LAFCO concurs with the conclusions that the BIG Specific Plan merits a "project level" evaluation in the proposed EIR and the Commission also supports the preparation of a "full scope" EIR. This means providing detailed substantiation and verification for the 20 issues identified in the NOP, and correlation of the BIG project specific impacts with the cumulative impacts from implementing the City's General Plan concurrently. Although LAFCO looks forward to the evaluation of all the issues, especially as they relate to the type of services that are available and to be provided including the existing infrastructure and the necessary infrastructure to serve the area, there are certain issues of particular interest to the Commission. These include the following:

- **Agriculture:** LAFCOs have special responsibilities related to agricultural issues and based on the aeriels it appears that agricultural land will be incorporated into the BIG Specific Plan area. Detailed discussion of agricultural operations and agricultural soil conversion will be needed, including if necessary, using Land Evaluation Site Assessment methodology.

- Air Quality: Standard forecasts of future emissions will be needed, but also health risk analysis and related environmental justice issues need to be considered.
- Land Use / Planning: Discussion of potential conflicts between proposed land uses and the existing adjacent land uses that exist at the present and potential to induce growth and future annexations/reorganizations.
- Noise: Standard forecasts of future noise levels will be needed, but also include potential conflicts between future uses and related environmental justice issues need to be considered.
- Population / Housing: A discussion of growth inducement and future growth in comparison to the General Plan Updates ability to meet such growth within the City or the need for future service needs to be addressed.
- Public Services: Public Services and the ability to extend such services to a proposed reorganization area are a key concern of LAFCO. The discussion in the EIR should provide a foundation for the anticipated discussion of public services (including recreation) in the future LAFCO reorganization application.
- Utilities / Service Systems: Availability of utilities to serve the future reorganization area will need to be discussed. Water supply demands in the context of the Mojave River adjudication will need to be closely examined. In addition, the City should also coordinate with the Golden State Water Company (GSWC), the domestic water service provider for the City, in expanding its Barstow System service area to encompass the entirety of the project area. Since GSWC is an investor-owned public utility, the expansion of its service area is not a LAFCO action but rather a process through the California Public Utilities Commission.

Thank you for allowing us to provide comments to the NOP. If you have any questions concerning the information outlined above, please do not hesitate to contact me or Michael Tuerpe, Assistant Executive Officer, at (909) 388-0480. Please maintain LAFCO on your distribution list to receive further information related to this process. We look forward to working with the City on its future processing of this project.

Sincerely,



SAMUEL MARTINEZ
Executive Officer

cc: Tom Dodson, Tom Dodson and Associates, Environmental Consultant to LAFCO
Chief Nick Dinapoli, Barstow Fire Protection District
Chief Dan Munsey, San Bernardino County Fire Protection District

From: [Mauricio Garavito](#)
To: GeneralPlan@barstowca.org
Subject: Barstow International Gateway
Date: Monday, March 25, 2024 1:41:56 PM

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Hi Genesis Crank,

I'm writing to you in support of the Barstow International Gateway project. Approving this project will bring thousands of opportunities in construction union jobs to the region. Jobs that pay a living wage with great benefits, such as insurance and retirement. Hundreds of union carpenters that live in the region have to commute daily to the LA area for work, approving this project would give us an opportunity to work close to home and help build our community.

Respectfully,

Mauricio Garavito

From: [peter.chavez](#)
To: GeneralPlan@barstowca.org
Subject: Barstow International Gateway
Date: Monday, March 25, 2024 2:50:30 PM

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Good afternoon, Genesis

My name is Peter Chavez, I am a Carpenter from the local 909 union. I'm writing to you today to talk about the Barstow International Gateway project. This project is really important to me and many more Carpenters just like me. We need projects like this to make a living, without it we are unable to support loved one's and our families. This project will bring thousands of jobs to the surrounding communities with livable wages. This is exactly what we need. Thank you, sincerely Peter Chavez

[REDACTED]

Sent from my T-Mobile 5G Device

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From: [Lori Delaney](#)
To: GeneralPlan@barstowca.org
Cc: [Lori Delaney](#)
Subject: Request to Retain the Name "Delaney Road"
Date: Tuesday, March 26, 2024 4:34:33 PM

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Dear City of Barstow,

I hope this email finds you well. My name is Lori Delaney, a long-time resident of Barstow, residing at [REDACTED]. I am writing to express my deep concern regarding the proposed change in the name of Delaney Road.

Delaney Road holds immense sentimental value for my family, as we have been a part of this community since 1932. Over the years, it has become more than just a road to us - it represents a rich history and cherished memories that we hold dear. Unfortunately, due to unforeseen circumstances, my grandmother may have to sell our property to the railroad, which means we would have to let go of our treasured memories associated with the Delaney property.

In light of this difficult situation, I kindly request your consideration in retaining the name "Delaney Road." By preserving the road's name, it would provide us with a sense of closure and a lasting connection to our family's legacy, despite having to part ways with the property. The significance of this gesture cannot be overstated, as it would offer some solace during this challenging transition.

Furthermore, I would like to highlight that Delaney Road is longer than Waverly Road, which further emphasizes its historical importance and the impact it has had on our family and the local community. Additionally, I would like to bring to your attention that there was a 99-year plan in place to maintain the name "Delaney Road," which was discussed back in the 1970s.

I kindly urge you to consider the emotional attachment and historical significance that Delaney Road holds for our family and the community. Preserving its name would not only honor our family's longstanding presence in Barstow but also acknowledge the importance of preserving local history and heritage.

Thank you for your attention to this matter. I sincerely hope that you will take our request into consideration and make the decision to retain the name "Delaney Road." Please feel free to reach out to me if you require any further information or if there is anything I can do to support this cause.

Yours sincerely,

Lori Delaney

Please add me to the eNotification list

[REDACTED]

[REDACTED]

[REDACTED]

From: [Angel Esparza](#)
To: GeneralPlan@barstowca.org
Subject: Barstow General plan update bars to international Gateway specific plan
Date: Tuesday, March 26, 2024 11:47:34 AM
Attachments: [2023-wsrcc_western_states_logo-small_170f221c-c9d4-424f-8d5c-ee752cab5872.png](#)
[061_sm_fb_781b9f7d-2d9a-41bc-82f7-95d3079ca0dc.png](#)
[061_sm_twitter_ff29dbf3-adfa-45da-87f9-f44cd4d0cdc5.png](#)
[061_sm_y2_9ac3a9fe-adc6-4603-beb9-381fa953f04e.png](#)
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[061_sm_insta_571378c5-4a19-4357-ba46-57b8d1e0f34b.png](#)

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Good morning, members of the planning commission ,. I'm Angel Esparza a representative and 25-year member of the Western states regional council of Carpenters , I represent 6000 members in San Bernardino County. I live in the high desert, along with nearly 1000 members of the carpenters union who also live within the vicinity of this development. I'm here to to express my support for the (BIG) Barstow International Gateway project . Huge for Barstow, also huge for the high desert area for decades to come.

The developer is working to make a solid commitment to ensure that this project will support our local community residents, members, and local skilled and trained construction workers and high school graduates with an opportunity of employment to not only build this project but also to create good paying jobs for the local community after the construction phase is complete. More importantly the developer is committed to investing into the Community... I would like to ask you all to please take all this into consideration, and move to approve this development.

Thank you for your consideration and your time.

**Best,
Angel Esparza**



Angel Esparza

Team Lead

Western States Regional
Council of Carpenters

wscarpenters.org

909.301.2723



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State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Inland Deserts Region
3602 Inland Empire Boulevard, Suite C-220
Ontario, CA 91764
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



March 25, 2024
Sent via email.

Genesis Crank
Planning and Community Development Administrator
City of Barstow, Community Development Department
220 E. Mountain View Street, Suite A
Barstow, 9231, California 92311
generalplan@barstowca.org

Governor's Office of Planning & Research

Mar 26 2024
STATE CLEARINGHOUSE

Subject: Notice of Preparation of a Draft Environmental Impact Report
Barstow International Gateway Project
State Clearinghouse No. 2024020501

Dear Genesis Crank:

The California Department of Fish and Wildlife (CDFW) received a Notice of Preparation (NOP) of an Environmental Impact Report (EIR) from the City of Barstow (City) for the Barstow International Gateway Project (Project) pursuant the California Environmental Quality Act (CEQA) and CEQA Guidelines.¹

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW ROLE

CDFW is California's Trustee Agency for fish and wildlife resources, and holds those resources in trust by statute for all the people of the State. (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a).) CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. (*Id.*, § 1802.) Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW is also submitting comments as a Responsible Agency under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381.) CDFW expects that it may

¹ CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority. (Fish & G. Code, § 1600 et seq.) Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), the Project proponent may seek related take authorization as provided by the Fish and Game Code.

PROJECT DESCRIPTION SUMMARY

The Project proposes to construct a rail yard, transfer warehouse center, and a private solar energy plant on approximately 5,000 acres. The rail yard would consist of a block swap yard (a facility for transferring a set of multiple railcars between trains), an intermodal facility (IMF) (to transfer freight between rail and truck carriers), and ancillary rail area (container yard, chassis storage, and maintenance of way). The Project also proposes 600 acres of offsite rail and non-rail (e.g., lead track extensions, drainage, utilities, and roadways).

The proposed transload warehouse center consists of approximately nine million square feet of transload warehouses that would primarily be dedicated to processing the contents of 20-foot and 40-foot international containers into 53-foot domestic containers for placement from and back onto the rail line. Importantly, the transload warehouse center would primarily serve containers processed at or destined for the BIG IMF.

The block swap yard would allow for the transfer of blocks of intermodal rail cars between trains. The IMF would facilitate the transfer of containers between rail cars and the onsite transload warehouse center via zero-emission electric hostlers. This is different than the operations at a typical IMF where the primary purpose is to transfer containers from heavy trucks to rail cars, and vice versa. At the BIG IMF, only a small percentage of containers would arrive at/depart via heavy trucks. The vast majority of containers would arrive at/depart from the IMF via train.

Discretionary approvals include a comprehensive update to the City of Barstow General Plan and the Barstow International Gateway Specific Plan.

The Project is located in the City's western portion and is generally bounded by the Mojave River to the north, Lenwood Road to the east, Main Street to the south, and Hinkley Road to the west. Approximately 1/3 of the Project footprint is located within the City, while the majority (approximately 2/3rds) is within the City's Sphere of Influence (SOI) in unincorporated San Bernardino County, California.

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist the City in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources.

CDFW recommends that the forthcoming EIR address the following:

Assessment of Biological Resources

Section 15125(c) of the CEQA Guidelines states that knowledge of the regional setting of a project is critical to the assessment of environmental impacts and that special emphasis should be placed on environmental resources that are rare or unique to the region. To enable CDFW staff to adequately review and comment on the Project, the EIR should include a complete assessment of the flora and fauna within and adjacent to the Project footprint, with particular emphasis on identifying rare, threatened, endangered, and other sensitive species and their associated habitats.

The CDFW recommends that the EIR specifically include:

1. An assessment of the various habitat types located within the Project footprint, and a map that identifies the location of each habitat type. CDFW recommends that floristic, alliance- and/or association-based mapping and assessment be completed following *The Manual of California Vegetation*, second edition (Sawyer et al. 2009). Adjoining habitat areas should also be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions.
2. A general biological inventory of the fish, amphibian, reptile, bird, and mammal species that are present or have the potential to be present within each habitat type onsite and within adjacent areas that could be affected by the Project. CDFW's California Natural Diversity Database (CNDDDB) in Sacramento should be contacted at (916) 322-2493 or CNDDDB@wildlife.ca.gov to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code, in the vicinity of the proposed Project.

Please note that CDFW's CNDDDB is not exhaustive in terms of the data it houses, nor is it an absence database. CDFW recommends that it be used as a starting point in gathering information about the *potential presence* of species within the general area of the Project site.

3. A complete, *recent* inventory of rare, threatened, endangered, and other sensitive species located within the Project footprint and within offsite areas with the potential

to be affected, including California Species of Special Concern (CSSC) and California Fully Protected Species (Fish and Game Code § 3511). Species to be addressed should include all those which meet the CEQA definition (CEQA Guidelines § 15380). The inventory should address seasonal variations in use of the Project area and should not be limited to resident species. Focused species-specific surveys, completed by a qualified biologist and conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with CDFW and the U.S. Fish and Wildlife Service, where necessary. Note that CDFW generally considers biological field assessments for wildlife to be valid for a one-year period, and assessments for rare plants may be considered valid for a period of up to three years. Some aspects of the proposed Project may warrant periodic updated surveys for certain sensitive taxa, particularly if the Project is proposed to occur over a protracted time frame, or in phases, or if surveys are completed during periods of drought.

4. A thorough, recent, floristic-based assessment of special status plants and natural communities, following CDFW's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (see <https://www.wildlife.ca.gov/Conservation/Plants>).
5. The EIR should incorporate wildlife movement studies to develop a baseline understanding of the areas where wildlife movement, including both seasonal migrations and post-natal dispersal, are most prevalent in order to identify species use and to aid in identifying criteria used to determine appropriate measures to minimize and mitigate Project impacts to wildlife connectivity. CDFW recommends the study occur over a period of at least 12 months, to observe seasonal changes in patterns of movement, prior to the approval of any project relying on the Barstow International Gateway Specific Plan. Analysis during the 12-month study should also be utilized to determine the type, size and number of structures that would be most beneficial to facilitate wildlife connectivity (new wildlife crossing culverts, modification of existing culverts, elevated causeways, etc.).
6. The EIR should address impacts due to fencing around the Project limits. Fencing can impact the ability of species to pass through barriers created by roads, associated infrastructure, and railroad lines. Placement of fencing in the Project boundaries can impact wildlife passage. The EIR should evaluate the Project impacts of fencing on wildlife crossing and passage to reduce injury and mortality and so that wildlife is able to safely pass the Project's structures.
7. Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region (CEQA Guidelines § 15125[c]).

8. The impacts of both lighting and noise from the continuous operation of the Project should be analyzed for impacts for both resident species and species that are attempting to move through the Project area for either part of seasonal migration or dispersal.
9. Species specific surveys for special status species that the Project footprint has the potential to support, including burrowing owl, Mohave ground squirrel, Mojave fringe-toed lizard, arroyo toad and Agassiz's desert tortoise.

Burrowing Owl (*Athene cunicularia*)

The Project site has the potential to provide suitable foraging and/or nesting habitat for burrowing owl. Take of individual burrowing owls and their nests is defined by Fish and Game Code section 86, and prohibited by sections 3503, 3503.5 and 3513. Take is defined in Fish and Game Code section 86 as "hunt, pursue, catch, capture or kill, or attempt to hunt, pursue, catch, capture or kill."

CDFW recommends that City follow the recommendations and guidelines provided in the *Staff Report on Burrowing Owl Mitigation* (Department of Fish and Game, March 2012); available for download from CDFW's website:

<https://www.wildlife.ca.gov/conservation/survey-protocols>. The Staff Report on Burrowing Owl Mitigation, specifies three steps for Project impact evaluations:

- a. A habitat assessment;
- b. Surveys; and
- c. An impact assessment

As stated in the Staff Report on Burrowing Owl Mitigation, the three progressive steps are effective in evaluating whether a project will result in impacts to burrowing owls, and the information gained from the steps will inform any subsequent avoidance, minimization, and mitigation measures. Habitat assessments are conducted to evaluate the likelihood that a site supports burrowing owl. Burrowing owl surveys provide information needed to determine the potential effects of proposed projects and activities on burrowing owls, and to avoid take in accordance with Fish and Game Code sections 86, 3503, and 3503.5. Impact assessments evaluate the extent to which burrowing owls and their habitat may be impacted, directly or indirectly, on and within a reasonable distance of a proposed CEQA project activity or non-CEQA project.

Within the 2012 Staff Report, the minimum habitat replacement recommendation was purposely excluded as it was shown to serve as a default, replacing any site-specific analysis and discounting the wide variation in natal area, home range, foraging area, and other factors influencing burrowing owls and burrowing owl population persistence in a particular area. It hypothesized that mitigation for

permanent impacts to nesting, occupied, and satellite burrows and burrowing owl habitat should be on, adjacent or proximate to the impact site where possible and where habitat is sufficient to support burrowing owls present. If mitigation occurs offsite, it should include (a) permanent conservation of similar vegetation communities (grassland, scrublands, desert, urban, and agriculture) to provide for burrowing owl nesting, foraging, wintering, and dispersal (i.e., during breeding and non-breeding seasons) comparable to or better than that of the impact area, and (b) be sufficiently large acreage with the presence of fossorial mammals. Furthermore, the report noted that suitable mitigation lands should be based on a comparison of the habitat attributes of the impacted and conserved lands, including but not limited to: type and structure of habitat being impacted or conserved; density of burrowing owls in impacted and conserved habitat; and significance of impacted or conserved habitat to the species range-wide.

Mohave ground squirrel (*Xerospermophilus mohavensis*)

The proposed Project occurs within the range of Mohave ground squirrel (MGS), a state listed threatened species under the California Endangered Species Act (CESA). CDFW recommends that a qualified permitted biologist conduct protocol surveys for MGS following the methods described in the "Mohave Ground Squirrel Survey Guidelines" (CDFG 2003) during the appropriate survey season prior to Project implementation, including any vegetation- or ground-disturbing activities. Results of the MGS surveys are advised to be submitted to the CDFW. Please note MGS surveys are valid for one year and should be conducted within a year of the start of ground-disturbing activities.

If MGS are found within the Project area during surveys, CDFW recommends the City require species-specific mitigation to offset impacts be included in the EIR. Additionally, measures to avoid, minimize, and monitor MGS should be incorporated into the EIR. Additionally, if MGS are found within the Project area during surveys or construction activities, and complete avoidance is not possible CDFW recommends the City acquire a CESA Incidental Take Permit (ITP) prior to any vegetation- or ground-disturbing activities. Any take of MGS without take authorization would be a violation of Fish and Game Code section 2080.

Arroyo toad (*Anaxyrus californicus*)

The footprint of the proposed Project occurs in the vicinity of the furthest northeast known collection of arroyo toad. Arroyo toads are listed under the Federal Endangered Species Act as Threatened and are California species of special concern. CDFW recommends that an analysis of known arroyo toad occurrences and a thorough review of scientific literature on the arroyo toad season migration patterns be conducted to determine the nature of impacts to the species and potential mitigation measures to offset both Project construction impacts and

impacts from Project lighting, noise, and water quality to both potentially resident and migratory arroyo toads.

Mojave fringe-toed lizard (*Uma scoparia*)

The proposed Project footprint overlaps with and will likely impact a population of Mojave fringe-toed lizard, a California species of special concern. The population is on the western edge of the range of the species. CDFW recommends that the City analyze the impacts of the proposed project to the species. Typically, peripheral populations have the potential to maintain substantial genetic variation allowing the population to adapt to environmental conditions at the edge of the species' range. This increases the conservation value for this population and the impact analysis should consider the impacts to the genetic diversity of this species and the specific population being impacted.

CDFW is concerned with the proposed project relative to habitat fragmentation and Mojave fringe-toed lizard connectivity between the subpopulations. Additionally, the analysis should consider the impacts of range reduction in terms of the ability of the species to adapt to climate change and should evaluate the loss of any future movement between unimpacted populations in the region.

The EIR should also address and provide specific details how the project will directly impact Mojave fringe-toed lizard by either moving individuals out of harm's way and/or translocation to adjacent or further suitable occupied habitat. CDFW recommends the City and/or project proponent reach out and consult on translocation methods and locations.

Agassiz's desert tortoise (*Gopherus agassizii*)

The proposed Project occurs within the range of Agassiz's desert tortoise; a state and federally listed threatened species. CDFW recommends that the City complete protocol level surveys over all areas (i.e., 100 percent coverage) proposed to be directly or indirectly affected by the Project, using appropriately qualified biologists, following the USFWS Desert Tortoise Field Manual, accessible here: https://www.fws.gov/nevada/desert_tortoise/documents/field_manual/Desert-Tortoise-Field-Manual.pdf. To reduce the likelihood of nonconcurrence with proposed surveys, methodology, and qualifications of biologists, CDFW recommends working with the USFWS and CDFW concurrently to ensure a consistent and adequate approach to planning your work (USFWS, 2018).

CDFW recommends that biologists retained to complete desert tortoise protocol level surveys submit their qualifications to CDFW and the USFWS prior to initiation of surveys. Should the City desire CDFW to pre-approve the qualifications of biologists conducting protocol level desert tortoise surveys, CDFW requests

information by provided on the Desert Tortoise Authorized Biologist Qualifications Form (Section 3.2) of the USFWS Desert Tortoise Field Manual for all biologists participating in survey efforts to the following email address:
Christopher.Bill@wildlife.ca.gov.

If desert tortoise are found within the Project area during surveys or construction activities, and complete avoidance is not possible CDFW recommends the City acquire a State ITP prior to any vegetation- or ground-disturbing activities. Any take of desert tortoise without take authorization would be a violation of Fish and Game Code section 2080.

Desert kit fox (*Vulpes macrotis*)

The Project occurs within the range of desert kit fox, a protected species pursuant to Title 14 of the California Code of Regulations Section 460, which prohibits the take of the species at any time. CDFW recommends surveys, following CDFW-approved protocols, be conducted over all areas proposed to be directly or indirectly affected by the Project to determine presence/absence and numbers of desert kit fox, and that this information be included in the EIR.

If desert kit fox is found, or have the potential to occupy the Project site, CDFW recommends the City require species-specific mitigation to offset impacts and avoidance, minimization, and monitoring measures aimed at avoiding direct impacts to the desert kit fox be incorporated into the EIR. Avoidance and minimization measures should include pre-activity surveys following CDFW-approved survey methods, including procedures used to classify identified dens as inactive dens, active and potentially active dens, and active natal dens, and methods utilized to quantify and locate single or paired animals that would need to be avoided or passively relocated, and the burrows or burrow complexes that would need to be collapsed to prevent re-occupancy. The measures should also include detailed monitoring requirements and methods of exclusion/passive relocation to be conducted, and methods and timing of den excavation.

American Badger (*Taxidea taxus*)

The Project occurs within the range of the American badger, a California species of special concern. CDFW recommends the City complete surveys for American badger over the Project area proposed to be directly or indirectly affected by the Project and that the results of such surveys be included in the EIR, along with avoidance, minimization, and mitigation measures, if appropriate.

If American badger are found, or have the potential to occupy the Project site, CDFW recommends the City require species specific mitigation to offset impacts and avoidance, minimization and monitoring measures aimed at avoiding direct impacts

to American badger be incorporated into the EIR. Avoidance and minimization measures should include pre-activity surveys following CDFW-approved survey methods, including procedures used to classify identified dens as inactive dens, active and potentially active dens, and active natal dens, and methods utilized to quantify and locate single or paired animals that would need to be avoided or passively relocated, and the burrows or burrow complexes that would need to be collapsed to prevent re-occupancy. The measures should also include detailed monitoring requirements and methods of exclusion/passive relocation to be conducted, and methods and timing of den excavation.

Ring-tailed cat (*Bassariscus astutus*)

The Project occurs within the range of the ring-tailed cat, a California species of special concern and fully protected species. CDFW recommends the City complete surveys for ring-tailed cat over the Project area proposed to be directly or indirectly affected by the Project and that the results of such survey be included in the EIR, along with measures to avoid all impacts to the species.

If ring-tailed cat are found, or has the potential to occupy the Project site, CDFW recommends the City require species-specific mitigation to avoid impacts to the ring-tailed cat be incorporated into the EIR. Avoidance measures should include pre-activity surveys following CDFW-approved survey methods, including procedures used to classify identified dens as inactive dens, active and potentially active dens, and active natal dens, and methods utilized to quantify and locate single or paired animals that would need to be avoided.

Western Joshua Tree (*Yucca brevifolia*).

Based on the Project location, there may be western Joshua trees on the Project site. In order for the Project to be completed as proposed, western Joshua trees would need to be removed. WJT is a candidate threatened species under CESA. Under CESA, species classified as a candidate species are afforded the same protection as CESA-listed species. Take of any CESA listed species is prohibited except as authorized by state law (Fish and Game Code, §§ 2080 & 2085). The California state legislature has enacted the Western Joshua Tree Conservation Act (WJTCA) which aims to provide protection of WJT while removing some of the barriers faced by developers when working on or adjacent to sites where the species is present.

For unavoidable impacts, CDFW recommends consultation with CDFW and obtaining appropriate take authorization under CESA. Take authorization may be obtained through a traditional Incidental Take Permit or through a WJTCA permit. Please visit CDFW's California Endangered Species Act (CESA) Permits web page for more information. For more information on the WJTCA, please visit the CDFW

Western Joshua Tree Conservation Efforts and Permitting website.

Analysis of Direct, Indirect, and Cumulative Impacts to Biological Resources

1. The EIR should provide a thorough discussion of the direct, indirect, and cumulative impacts expected to adversely affect biological resources as a result of the Project (including the plan's land use designations, policies and programs).
2. The EIR should include a discussion of potential impacts from lighting, noise, operations and maintenance activities, exotic and/or invasive species, and drainage. The latter subject should address Project-related changes on drainage patterns and water quality within, upstream, and downstream of the Project site, including: volume, velocity, and frequency of existing and post-Project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-Project fate of runoff from the Project site.
3. A discussion of potential indirect Project impacts on biological resources should be included in the EIR, including resources in areas adjacent to the Project footprint, such as nearby public lands (e.g. Bureau of Land Management lands, State and County Parks, etc.), open space, adjacent natural habitats, riparian ecosystems, wildlife corridors, and any designated and/or proposed reserve or mitigation lands.

Additionally, the EIR should discuss Project impacts to wildlife connectivity on both a regional and local scale for both rare and common species. Impacts to wildlife connectivity are expected to be from the physical location and size of the project, noise generated by both construction and operation of the Project, and lighting needed for Project operation.

4. A cumulative effects analysis developed as described under CEQA Guidelines section 15130. The EIR should analyze the cumulative effects of the plan's land use designations, policies and programs on the environment. Please include all potential direct and indirect Project related impacts to riparian areas, wetlands, wildlife corridors or wildlife movement areas, aquatic habitats, sensitive species and other sensitive habitats, open lands, open space, and adjacent natural habitats in the cumulative effects analysis. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

Alternatives Analysis

CDFW recommends the EIR describe and analyze a range of reasonable alternatives to the Project that are potentially feasible, would "feasibly attain most of the basic objectives of the Project," and would avoid or substantially lessen any of the Project's significant effects (CEQA Guidelines § 15126.6[a]). The alternatives analysis should

also evaluate a “no Project” alternative (CEQA Guidelines § 15126.6[e]). The no Project alternative should evaluate how the changing environment, such as climate change and drought, may affect the community if a new or revised general plan were not adopted.

Mitigation Measures for Project Impacts to Biological Resources

The EIR should identify mitigation measures and alternatives that are appropriate and adequate to avoid or minimize potential impacts, to the extent feasible. The City should assess all direct, indirect, and cumulative impacts that are expected to occur as a result of the implementation of the Project and its long-term operation and maintenance. When proposing measures to avoid, minimize, or mitigate impacts, CDFW recommends consideration of the following:

1. *Fully Protected Species*: Fully protected species may not be taken or possessed at any time. Project activities described in the EIR should be designed to completely avoid any fully protected species that have the potential to be present within or adjacent to the Project area. CDFW also recommends that the EIR fully analyze potential adverse impacts to fully protected species due to habitat modification, loss of foraging habitat, and/or interruption of migratory and breeding behaviors. CDFW recommends that the Lead Agency include in the analysis how appropriate avoidance, minimization, and mitigation measures will reduce indirect impacts to fully protected species.
2. *Sensitive Plant Communities*: CDFW considers sensitive plant communities to be imperiled habitats having both local and regional significance. Plant communities, alliances, and associations with a statewide ranking of S-1, S-2, S-3, and S-4 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by querying the CNDDDB and are included in *The Manual of California Vegetation* (Sawyer et al. 2009). The EIR should include measures to fully avoid and otherwise protect sensitive plant communities from Project-related direct and indirect impacts.
3. *California Species of Special Concern (CSSC)*: CSSC status applies to animals generally not listed under the federal Endangered Species Act or the CESA, but which nonetheless are declining at a rate that could result in listing, or historically occurred in low numbers and known threats to their persistence currently exist. CSSCs should be considered during the environmental review process. CSSC that have the potential or have been documented to occur within or adjacent to the Project area, including, but not limited to: arroyo toad, burrowing owl and Mojave fringed-toed lizard.
4. *Mojave Fringe-Toed Lizard*. The population of Mojave fringe-toed lizard is a peripheral population on the far western edge of the species range. Avoidance, minimization, and mitigation measures to preserve the genetic diversity of this

population should be proposed to mitigate for the impacts to the current footprint of this population.

5. *Wildlife Connectivity.* Construction of the Project will directly impact the Mojave River/Barstow/Camp Cady Linkage identified in Penrod et al (2001). Also, over 70% of the Project site has been identified by CDFW in its Areas of Conservation (CDFW, 2024) mapping as a Conservation Planning Linkage or Irreplaceable and Essential Corridor. Spencer, et al (2010) also identified an essential habitat area that overlaps with the Project area. CDFW recommends that the Lead Agency include in the analysis how appropriate avoidance, minimization, and mitigation measures will reduce impacts to wildlife connectivity .
6. *Mitigation:* CDFW considers adverse Project-related impacts to sensitive species and habitats to be significant to both local and regional ecosystems, and the EIR should include mitigation measures for adverse Project-related impacts to these resources. Mitigation measures should emphasize avoidance and reduction of Project impacts. For unavoidable impacts, onsite habitat restoration and/or enhancement, and preservation should be evaluated and discussed in detail. Where habitat preservation is not available onsite, offsite land acquisition, management, and preservation should be evaluated and discussed in detail.

The EIR should include measures to perpetually protect the targeted habitat values within mitigation areas from direct and indirect adverse impacts in order to meet mitigation objectives to offset Project-induced qualitative and quantitative losses of biological values. Specific issues that should be addressed include restrictions on access, proposed land dedications, long-term monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc.

If sensitive species and/or their habitat may be impacted from the Project, CDFW recommends the inclusion of specific mitigation in the EIR. CEQA Guidelines section 15126.4, subdivision (a)(1)(8) states that formulation of feasible mitigation measures should not be deferred until some future date. The Court of Appeal in *San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App.4th 645 struck down mitigation measures which required formulating management plans developed in consultation with State and Federal wildlife agencies after Project approval. Courts have also repeatedly not supported conclusions that impacts are mitigable when essential studies, and therefore impact assessments, are incomplete (*Sundstrom v. County of Mendocino* (1988) 202 Cal. App. 3d. 296; *Gentry v. City of Murrieta* (1995) 36 Cal. App. 4th 1359; *Endangered Habitat League, Inc. v. County of Orange* (2005) 131 Cal. App. 4th 777).

7. CDFW recommends that the EIR specify mitigation that is roughly proportional to the level of impacts, in accordance with the provisions of CEQA (CEQA Guidelines, §§ 15126.4(a)(4)(B), 15064, 15065, and 16355). The mitigation should provide long-

term conservation value for the suite of species and habitat being impacted by the Project. Furthermore, in order for mitigation measures to be effective, they need to be specific, enforceable, and feasible actions that will improve environmental conditions.

8. *Nesting Birds and Migratory Bird Treaty Act*: Please note that it is the Project proponent's responsibility to comply with all applicable laws related to nesting birds and birds of prey. Fish and Game Code sections 3503, 3503.5, and 3513 afford protective measures as follows: Fish and Game Code section 3503 makes it unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by Fish and Game Code or any regulation made pursuant thereto. Fish and Game Code section 3503.5 makes it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by Fish and Game Code or any regulation adopted pursuant thereto. Fish and Game Code section 3513 makes it unlawful to take or possess any migratory nongame bird except as provided by the rules and regulations adopted by the Secretary of the Interior under provisions of the Migratory Bird Treaty Act of 1918, as amended (16 U.S.C. § 703 et seq.).

CDFW recommends that the EIR include the results of avian surveys, as well as specific avoidance and minimization measures to ensure that impacts to nesting birds do not occur. Project-specific avoidance and minimization measures may include, but not be limited to: Project phasing and timing, monitoring of Project-related noise (where applicable), sound walls, and buffers, where appropriate. The EIR should also include specific avoidance and minimization measures that will be implemented should a nest be located within the Project site. If pre-construction surveys are proposed in the EIR, the CDFW recommends that they be required no more than three (3) days prior to vegetation clearing or ground disturbance activities, as instances of nesting could be missed if surveys are conducted sooner.

9. *Moving out of Harm's Way*: To avoid direct mortality, CDFW recommends that the lead agency condition the EIR to require that a CDFW-approved qualified biologist be retained to be onsite prior to and during all ground- and habitat-disturbing activities to move out of harm's way special status species or other wildlife of low or limited mobility that would otherwise be injured or killed from Project-related activities. Movement of wildlife out of harm's way should be limited to only those individuals that would otherwise be injured or killed, and individuals should be moved only as far as necessary to ensure their safety (i.e., CDFW does not recommend relocation to other areas). Furthermore, it should be noted that the temporary relocation of onsite wildlife does not constitute effective mitigation for the purposes of offsetting Project impacts associated with habitat loss.

10. *Translocation of Species*: CDFW generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species as studies have shown that these efforts are experimental in nature and largely unsuccessful.

California Endangered Species Act

CDFW is responsible for ensuring appropriate conservation of fish and wildlife resources including threatened, endangered, and/or candidate plant and animal species, pursuant to CESA. CDFW recommends that a CESA ITP be obtained if the Project has the potential to result in “take” (California Fish and Game Code Section 86 defines “take” as “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill”) of State-listed CESA species, either through construction or over the life of the Project. It is the policy of CESA to conserve, protect, enhance, and restore State-listed CESA species and their habitats.

CDFW encourages early consultation, as significant modification to the proposed Project and avoidance, minimization, and mitigation measures may be necessary to obtain a CESA ITP. CDFW must comply with CEQA for issuance of a CESA ITP. CDFW therefore recommends that the EIR addresses all Project impacts to listed species and specify a mitigation monitoring and reporting program that will meet the requirements of CESA.

Based on review of CNDDDB, and/or knowledge of the Project site/vicinity/general area, CDFW is aware that the following CESA-listed species have the potential to occur onsite/have previously been reported onsite: Desert tortoise (*Gopherus agassizii*) and Mojave ground squirrel (*Xerospermophilus mohavensis*).

Lake and Streambed Alteration Program

Based on review of material submitted with the NOP and review of aerial photography multiple drainage features traverse the site. Based on the Project plans included in the NOP, it is likely that the Project applicant will need to notify CDFW per Fish and Game Code section 1602. Fish and Game Code section 1602 requires an entity to notify CDFW prior to commencing any activity that may do one or more of the following: Substantially divert or obstruct the natural flow of any river, stream or lake; Substantially change or use any material from the bed, channel or bank of any river, stream, or lake; or Deposit debris, waste or other materials that could pass into any river, stream or lake. Please note that "any river, stream or lake" includes those that are episodic (i.e., those that are dry for periods of time) as well as those that are perennial (i.e., those that flow year-round). This includes ephemeral streams, desert washes, and watercourses with a subsurface flow.

Upon receipt of a complete notification, CDFW determines if the proposed Project activities may substantially adversely affect existing fish and wildlife resources and whether a Lake and Streambed Alteration (LSA) Agreement is required. An LSA Agreement includes measures necessary to protect existing fish and wildlife resources. CDFW may suggest ways to modify your Project that would eliminate or reduce harmful impacts to fish and wildlife resources.

CDFW's issuance of an LSA Agreement is a "project" subject to CEQA (see Pub. Resources Code 21065). To facilitate issuance of an LSA Agreement, if necessary, the EIR should fully identify the potential impacts to the lake, stream, or riparian resources, and provide adequate avoidance, mitigation, and monitoring and reporting commitments. Early consultation with CDFW is recommended, since modification of the proposed Project may be required to avoid or reduce impacts to fish and wildlife resources. To submit a Lake or Streambed Alteration notification package, please go to <https://wildlife.ca.gov/Conservation/Environmental-Review/EPIMS>.

ADDITIONAL COMMENTS AND RECOMMENDATIONS

To ameliorate the water demands of this Project, CDFW recommends incorporation of water-wise concepts in Project landscape design plans. In particular, CDFW recommends xeriscaping with locally native California species, and installing water-efficient and targeted irrigation systems (such as drip irrigation). Local water agencies/districts, and resource conservation districts in your area may be able to provide information on plant nurseries that carry locally native species, and some facilities display drought-tolerant locally native species demonstration gardens. Information on drought-tolerant landscaping and water-efficient irrigation systems is available on California's Save our Water website: <http://saveourwater.com/what-you-can-do/tips/landscaping/>

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e).) Accordingly, please report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). Information can be submitted online or via completion of the CNDDB field survey form at the following link: <https://wildlife.ca.gov/Data/CNDDB/Submitting-Data>. The completed form can be mailed electronically to CNDDB at the following email address: CNDDB@wildlife.ca.gov. The types of information reported to CNDDB can be found at the following link: <https://wildlife.ca.gov/Data/CNDDB/Plants-and-Animals>.

FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.)

CONCLUSION

CDFW appreciates the opportunity to comment on the NOP of a EIR for the Barstow International Gateway Project (SCH No. 2024020501) and recommends that the City of Barstow address CDFW's comments and concerns in the forthcoming EIR. If you should have any questions pertaining to the comments provided in this letter, please contact Jason Bill, Senior Environmental Scientist, Specialist, at (909) 549-5878 or at Christopher.Bill@wildlife.ca.gov.

Sincerely,

DocuSigned by:

4D759253408941E...

for Alisa Ellsworth
Environmental Program Manager

ec: Brandy Wood, Senior Environmental Scientist, Supervisor
Inland Deserts Region
Brandy.Wood@wildlife.ca.gov

Office of Planning and Research, State Clearinghouse, Sacramento
state.clearinghouse@opr.ca.gov

REFERENCES

California Department of Fish and Wildlife. 2024. Terrestrial Connectivity – Areas of Conservation Emphasis Geographical Information System layer. Accessed via BIOS Viewer (<https://apps.wildlife.ca.gov/bios6/?dslist=2734>)

Penrod, K., R. Hunter, and M. Merrifield. 2001. Missing Linkages: Restoring Connectivity to the California Landscape, Conference Proceedings. Co-sponsored by the California Wilderness Coalition, The Nature Conservancy, U.S. Geological Survey, Center for the Reproduction of Endangered Species, and California State Parks.

Sawyer, J. O., T. Keeler-Wolf, and J. M. Evens. 2009. A manual of California Vegetation, 2nd ed. California Native Plant Society Press, Sacramento, California.
<http://vegetation.cnps.org/>

Spencer, W.D., P. Beier, K. Penrod, K. Winters, C. Paulman, H. Rustigian-Romsos, J. Strittholt, M. Parisi, and A. Pettler. 2010. California Essential Habitat Connectivity Project: A Strategy for Conserving a Connected California. Prepared for California Department of Transportation, California Department of Fish and Game, and Federal Highways Administration.

From: [Delshawn McClellon](#)
To: GeneralPlan@barstowca.org
Subject: Barstow international Gateway
Date: Tuesday, March 26, 2024 12:18:57 PM
Attachments: [2023-wsrcc_western_states_logo-small_170f221c-c9d4-424f-8d5c-ee752cab5872.png](#)
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[061_sm_insta_571378c5-4a19-4357-ba46-57b8d1e0f34b.png](#)

[NOTICE: THIS IS AN EXTERNAL EMAIL].

Do not open any suspicious attachments or links. Do not reply to any requests for sensitive information. If in doubt, call the sender to confirm!

Hi I am a high desert resident which projects like this are very essential for a carpenter which lives 15 miles away. this project knows it will take a state certified apprenticeship program to facilitate this project, which helps my family and two sons that are in the trade. Please approve this project. for which it will bring Community wealth, back to the city of Barstow thank you for your time.

Get [Outlook for iOS](#)

	Delshawn McClellon Special Representative Western States Regional Council of Carpenters wscarpenters.org 213.703.5619  Download our app: Google Play iTunes App Store
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From: [Eduardo Campos](#)
To: GeneralPlan@barstowca.org
Subject: Barstow International Gateway
Date: Tuesday, March 26, 2024 12:08:20 PM

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Do not open any suspicious attachments or links. Do not reply to any requests for sensitive information. If in doubt, call the sender to confirm!

Good morning Ms. Crank,

I would like to express my support for the Barstow International Gateway project. This project would bring good paying jobs to the Barstow area, not only construction but lifetime career opportunities for the Barstow residents. The next generation is looking forward to having a great life. Once again supporting this project will bring generational wealth to the region.
Thank you for your consideration.

To: Genesis Crank (generalplan@barstowca.org)
Paper copies to: Inland Legal Services, Erin Brockovich
From: Glenda Leatherman, Julianne Leatherman Berry
Re: EIR Scope
Date: 26 March 2024

COMMENTS SUBMITTED FOR DEFINING SCOPE OF EIR BARSTOW INTERNATIONAL GATEWAY PROJECT

Our comments are set forth below for defining the scope of an Environmental Impact Report for the Barstow International Gateway Project. These factors must be addressed in order for local residents to continue to maintain the quality of their lives.

While the stated goals of this project are admirable, other impactful factors relating particularly to the geographical residential areas known as the Sylvan Area, the airport area, and the golf course area directly across the Route 66 highway must be considered.

This area is inhabited by long-term residential homeowners who have chosen to live in this area relying on well water from the local aquifers and have paced their lives relying on having nighttime darkness and quiet, and relatively clean air. The area's relative proximity to the Mojave River has often played a part in the decision to live there.

In the geographical area two and a half miles below Route 66 between Lenwood Road and Hinkley Road, there are approximately *171 individual residences*. This number was established by a manual count taken while driving through the roads in this area.

We reside in the Sylvan Area, and believe the following factors should be included in the scope of the Environmental Impact Report for this project

1. **Water Quality and Quantity** All the residents of these areas rely on well water from the local aquifers for their water supply. This proposed facility has the potential for either depleting or contaminating these local aquifers. Concerns include pollution from maintenance activities, runoff, and potential groundwater contamination.
2. **Impact on Aquatic Ecosystems** While the Mojave River does not run on top of the ground year-round (during the summer or dry periods it runs underground), there are significant wildlife in the area. There exist potential impacts on this wildlife due to pollution, changes in water flow, or habitat destruction caused by the facility's construction and operation.

3. **Noise Pollution** Noise pollution from 24-hour operations of train movements, maintenance activities, and increased traffic associated with the facility will impact quality of life of the residents, pets, livestock and wildlife in the area. Of particular concern are the sleep cycles and circadian rhythms of all inhabitants.
4. **Air Quality** Air pollution from diesel emissions, dust from construction activities, and other sources associated with the facility will have a deleterious effect on the health of residents, pets, livestock, and wildlife in the area. The effect on the environment can also be significant for local flora.
5. **Hazardous Materials Handling and Spills** Of particular concern are the handling, storage, and transportation of hazardous materials at the facility, as well as the potential for spills or accidents that could harm water quality and nearby inhabitants including residents, pets, livestock, and wildlife, as well as local flora.
6. **Traffic Congestion and Safety** As with any project of this size, the area will likely experience an increase in traffic congestion as well as safety hazards associated with transporting materials to and from the facility. Route 66, where the increase in traffic will occur is the main access route for these neighborhoods.
7. **Visual Impacts; Effect on Property Values** The facility's construction and operation will affect the visual character of these rural residential areas. This is a very large, domineering, noisy facility that is likely to be lighted 24-hours a day. In addition to disturbing the nighttime sleep cycles of nearby inhabitants, the dominance of this facility will deleteriously affect the property values of adjacent residences. The residents of these neighborhoods are not wealthy people who can just pick up and move somewhere else.
8. **Community Health and Safety** The potential health and safety risks posed by the facility, include exposure to hazardous materials, increased risk of accidents or spills, and impacts on emergency response times. Hazardous materials such as diesel fuel, gasoline, paints, and solvents can spill or leak into the soil and groundwater, causing contamination.
9. **Cumulative Impacts** Considering the cumulative impacts of the factors listed, above, it is clear that the total quality of life of all the inhabitants in this area will be vastly decreased. The imposing, dominant nature of this project will overwhelm adjacent areas. Residents of these areas have either purchased or built their homes in order to enjoy the pristine nature of desert living in an affordable

manner. This project will deprive them of their investment in a quality life.

10. **Alternative Solutions** We realize former George Air Force Base (Southern California Logistics Airport) has been taken over after extensive environmental cleanup. (It was delegated as an EPA Superfund site, so many of the hazardous materials have been cleaned up.) This facility has 5,370 acres, so it exceeds the 4,500 acres allotted to the Barstow International Gateway. There are many vacant areas a little further out of Barstow in the direction of George that would present similar acreage and that would not impact our residential areas. Why not scope out some of them?
11. **Potential Mitigation Factors** Effective mitigation factors could include:

- a. **No** lighting at night.
- b. Construction of **tall** noise barrier walls. Tall trees to help muffle the sound.
- c. Very **strict** control and management of toxic substances. Quarterly publishing of these results.
- d. Frequent inspections and **testing** of ground aquifers. When the wells start going dry or are contaminated, **paid delivery of water** to individual residences where you have placed and maintain reservoir water containers.
- e. Construction of a **new access road** that is not the only access we have to our homes.
- f. Quarterly environmental **testing** of Mojave River with reported results.
- g. Quarterly air quality testing with reported results.
- h. Compensation for medical care or loss of pets and livestock.
- i. Payment of any environmentally-related medical costs for residents.
- j. **Adequate compensation** for the inevitable decrease in property values in these residential areas.

* * * * *



COMMENT CARD
Barstow General Plan Update & BIG Specific Plan EIR
Public Scoping Meeting

March 13, 2024, 6:00 PM

Please let us know your comments/concerns regarding the Barstow General Plan Update and BIG Specific Plan EIR (please print):

BEING A LIFE LONG RESIDENT OF BARSTOW AND RAISED AS A 3rd Generation Delaney Rd RESIDENT I HAVE 2 Question with AN EXPLANATION

#1 Why IS EXHIBIT A Parcel #042108216 DELANEY TRUST ET AL 25' OR SO, OFF property that runs Parallel to 3 properties to the South, when the First 3 Properties to the North of Depue ~~NOT~~ IN LINE when L.A. Delaney OR (Harold AND Dorthy Acton) Sub-Divided roughly 8 ACRES INTO 3 LOTS North of Depue? Did the Survey Co USE Different Tapes ON EXHIBIT A to the North when ALL 3 PROPERTIES Belonged to MR Delaney? This PUT Exhibit A 25' OR SO INTO Delaney Rd AND IS the ONLY Parcel NOT IN ALIGNMENT WITH Property to the South when MR Delaney Owned all 3 up to Depue property. This makes Exhibit A to the North 3.29 ACRES when it was 3.4 UNTIL this map came OUT. When WAS the Change? How? AND Why?

Name: #2 Same time ago (maybe 70's) The
Email: Name "Delaney Rd" was Contested AND

Add me to Barstow's eNotification list: ☐ Yes ☐ No

Please return this card to the comment box at the EIR/Scoping Meeting station. You can also email your comments to generalplan@barstowca.org through March 26, 2024.



COMMENT CARD
Barstow General Plan Update & BIG Specific Plan EIR
Public Scoping Meeting

March 13, 2024, 6:00 PM

Please let us know your comments/concerns regarding the Barstow General Plan Update and BIG Specific Plan EIR (please print):

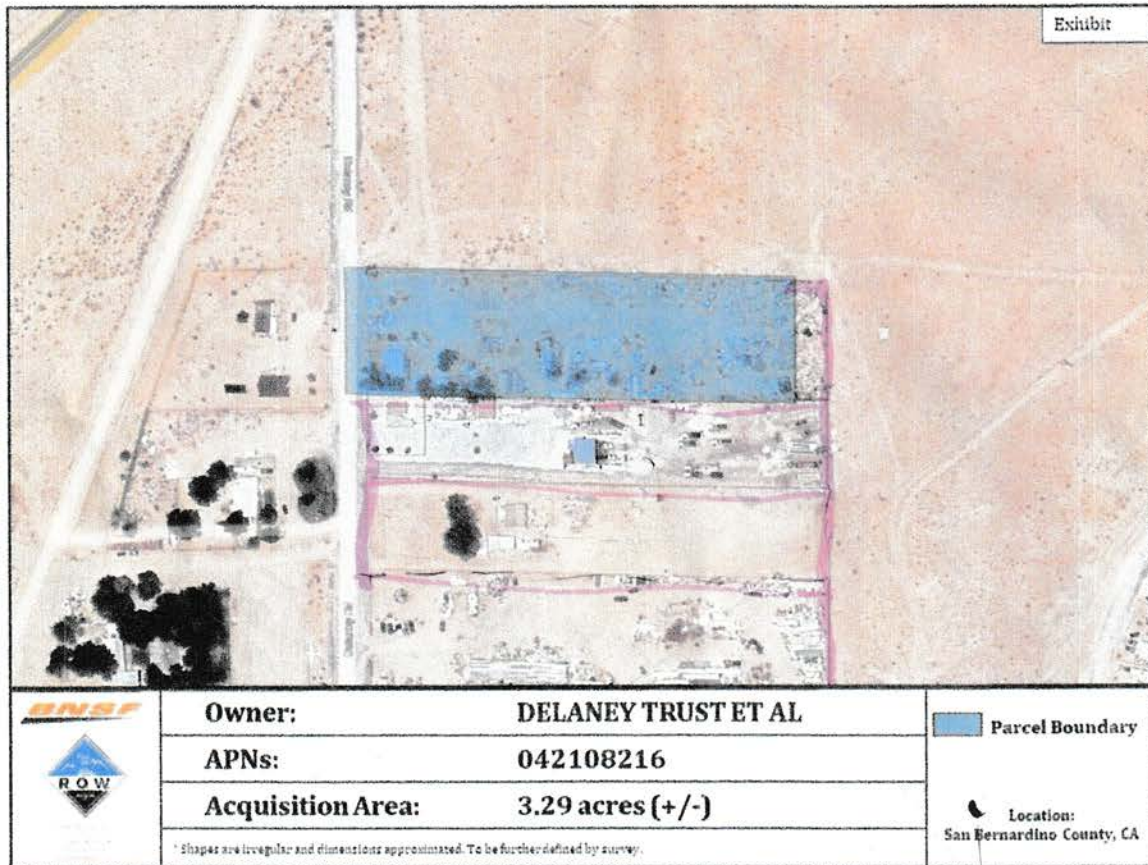
WAS Going to be Waverley. Waverley was to the North of Hwy 66 Delaney Rd. South of 66, AND RUNS ALL the way to (AT the time SIDEWINDER Rd, Now Outlet Center) AND I 15)
WHATEVER ~~EVER~~ PROPOSED OR paper to Keep Delaney Rd to the South AND Waverley to the North of RT 66 WAS Filed AND Delaney Rd was to Stay IN the 99 year Plan. Why Now that we are giving up our 5th generation Home for the Cause OF the Greater Outcome, the Name of our Rd Be changed to WAVERLEY, we went through this ONCE before. Delaney Rd was to stay Delaney Rd. We will co-operate giving up our 92 year ownership for your cause but I protest the Road Name change (for the Greater Cause) CAN we keep our Rd Name ALL that IS Left of our family STRIFE AND Legacy SINCE 1932 IN the Name of Delaney. By the way who is Waverley.
Email: ANYway, I've never known one yet.
Add me to Barstow's eNotification list: ☒ Yes ☐ No N. Delaney Field

BARSTOW LIFER

Please return this card to the comment box at the EIR/Scoping Meeting station. You can also email your comments to generalplan@barstowca.org through March 26, 2024.

ENTRY AGREEMENT

Exhibit A



From: [Rafael Legido](#)
To: GeneralPlan@barstowca.org
Subject: Barstow International Gateway
Date: Tuesday, March 26, 2024 12:08:45 PM

[NOTICE: THIS IS AN EXTERNAL EMAIL]

Do not open any suspicious attachments or links. Do not reply to any requests for sensitive information. If in doubt, call the sender to confirm!

Hello,

My family and I are in strong support of the Barstow International Gateway project and hope that it is approved so that it will move forward, the project will bring much needed work, development and growth to the region and will make a huge positive impact to many residents in Barstow and surrounding areas.

Thank you

REIDO FARMS LLC
2410 Fair Oaks Blvd., Suite 110
Sacramento, CA 95825

March 26, 2024

Genesis Crank
Planning and Community Development Administrator
City of Barstow, Community Development Department
220 E. Mountain View Street, Suite A
Barstow, CA 92311

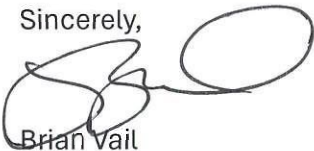
RE: Notice of Preparation (NOP) City of Barstow General Plan Update and Barstow International Gateway Specific Plan

Please be advised that I am the owner of San Bernardino County Assessor Parcel Numbers 042-101-176. First and foremost, this letter in no way is an opposition letter. I 100% support the Barstow General Plan Update and the "BIG" project.

My parcel along with 13 other parcels will become effectively landlocked by the "BIG" project (with rezoning the land to Industrial) and the San Bernardino County Flood Control District property, see the attached Exhibit. I would request that these lands also be annexed to the City of Barstow and be rezoned Industrial consistent with the "BIG" development.

Again, I'd like to re-state this letter and its comments are not an objection to the project, and I fully support the project. I am just looking for a better understanding of the potential impacts to properties I own.

Sincerely,

A handwritten signature in black ink, appearing to read 'Brian Vail', with a large, stylized loop at the end.

Brian Vail

Managing Member, Reido Farms LLC

3/2024

BNSF Intermodal



Image © 2024 Airbus



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL:

March 26, 2024

generalplan@barstowca.org

Genesis Crank, Planning and Community Development Administrator
City of Barstow, Community Development Department
220 East Mountain View Street, Suite A
Barstow, California 92311

**Notice of Preparation of a Draft Environmental Impact Report for the
City of Barstow General Plan Update & Barstow International Gateway (BIG)
Specific Plan (2023-2048) (Proposed Project)**

South Coast Air Quality Management District (South Coast AQMD) staff appreciate the opportunity to comment on the above-mentioned document. Our comments are recommendations on the analysis of potential air quality impacts from the Proposed Project that should be included in the Draft Environmental Impact Report (EIR). Please send a copy of the Draft EIR upon its completion and public release directly to South Coast AQMD as copies of the Draft EIR submitted to the State Clearinghouse are not forwarded. **In addition, please send all appendices and technical documents related to the air quality, health risk, and greenhouse gas analyses (electronic versions of all emission calculation spreadsheets, air quality modeling, and health risk assessment input and output files, not PDF files). Any delays in providing all supporting documentation for our review will require additional review time beyond the end of the comment period.**

CEQA Air Quality Analysis

Staff recommends that the Lead Agency use South Coast AQMD's CEQA Air Quality Handbook and website¹ as guidance when preparing the air quality and greenhouse gas analyses because the majority of the mobile sources (locomotive engines, trucks, and other vehicles) used for the Proposed Project will be passing through the South Coast AQMD's jurisdictional area. It is also recommended that the Lead Agency use the CalEEMod² land use emissions software, which can estimate pollutant emissions from typical land use development and is the only software model maintained by the California Air Pollution Control Officers Association.

South Coast AQMD has developed both regional and localized significance thresholds. South Coast AQMD staff recommends that the Lead Agency quantify criteria pollutant emissions and compare the emissions to South Coast AQMD's CEQA regional pollutant emissions significance thresholds³ and localized significance thresholds (LSTs)⁴ to determine the Proposed Project's air quality impacts. The localized analysis can be conducted by either using the LST screening tables or performing dispersion modeling.

¹ South Coast AQMD's CEQA Handbook and other resources for preparing air quality analyses can be found at: <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>.

² CalEEMod is available free of charge at: www.caleemod.com.

³ South Coast AQMD's CEQA regional pollutant emissions significance thresholds can be found at: <https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf>

⁴ South Coast AQMD's guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips, and hauling trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers and air pollution control devices), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis. Furthermore, emissions from the overlapping construction and operational activities should be combined and compared to South Coast AQMD's regional air quality CEQA operational thresholds to determine the level of significance.

Mitigation Measures

In the event that the Proposed Project results in significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize these impacts. Any impacts resulting from mitigation measures must also be analyzed. Several resources to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project include South Coast AQMD's CEQA Air Quality Handbook,⁵ South Coast AQMD's Mitigation Monitoring and Reporting Plan for the 2022 Air Quality Management Plan,⁶ and Southern California Association of Government's Mitigation Monitoring and Reporting Plan for the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy.⁷

South Coast AQMD staff is available to work with the Lead Agency to ensure that air quality, greenhouse gas, and health risk impacts from the Proposed Project are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at swangl@aqmd.gov.

Sincerely,

Sam Wang

Sam Wang
Program Supervisor, CEQA IGR
Planning, Rule Development & Implementation

SW
ODP240322-01
Control Number

⁵ <https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>

⁶ South Coast AQMD's 2022 Air Quality Management Plan can be found at: <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan> (Chapter 4 - Control Strategy and Implementation).

⁷ Southern California Association of Governments' 2020-2045 RTP/SCS can be found at: https://www.connectsocial.org/Documents/PEIR/certified/Exhibit-A_ConnectSoCal_PEIR.pdf.



REGION 9

SAN FRANCISCO, CA 94105

March 27, 2024

Genesis Crank
Planning and Community Development Administrator
City of Barstow, Community Development Department
220 E. Mountain view Street, Suite A
Barstow, California 92311

Subject: EPA comments on the Notice of Preparation for the Barstow International Gateway
Draft Environmental Report

Dear Genesis Crank:

The Environmental Protection Agency has reviewed the Notice of Preparation prepared by City of Barstow for the proposed Barstow International Gateway railyard facility. Please consider the comments provided below as the draft environmental document is prepared.

Air Quality and Greenhouse Gas Emissions

The project has the potential to result in air quality benefits as well as adverse impacts. EPA recommends continued close coordination with the Mojave Desert Air Quality Management District, South Coast Air Quality Management District, and the California Air Resources Board regarding air quality and greenhouse gas emissions impact analysis and identification of design elements and mitigation measures to reduce air quality impacts and greenhouse gas emissions to the greatest extent possible.

Community Engagement and Equity Considerations

Meaningful community engagement throughout the planning process, during construction, and into operation of the new facility will be critical for an informed project design that addresses community concerns and avoids adverse community impacts to the greatest extent possible.

Recommendations: Consider following the guiding principles for effective community engagement and consideration of equity and environmental justice concerns found in “Promising Practices for EJ Methodologies in NEPA Reviews”¹, and “Promising Practices for Meaningful Public Involvement in Transportation Decision-making.”²

¹ https://www.epa.gov/sites/default/files/2016-08/documents/nepa_promising_practices_document_2016.pdf

² https://highways.dot.gov/sites/fhwa.dot.gov/files/images/Promising_Practices_for_Meaningful_Public_Involvement_in_Transportation_Decision-making.pdf

Zero-Emission Equipment

The EPA appreciates that in the Notice of Preparation, BNSF commits to utilizing zero-emission electric hostlers to facilitate the transfer of containers between rail cars and the onsite transload warehouse center.

Recommendations: In addition to yard hostlers, replace diesel equipment with zero-emission alternatives that will be used at BIG, such as railcar movers, forklifts, cranes, etc. Include a commitment for zero-emission ground access vehicles and ground service equipment and specify the additional zero-emission equipment that will be implemented in the future, with anticipated deployment dates.

Heavy Duty Trucks

At the future BIG facility, we understand that only a small percentage of containers would arrive and depart via heavy trucks.

Recommendations: As more zero-emission battery electric trucks will be deployed in California due to CARB's Advanced Clean Trucks regulation, build an electric heavy duty truck charging station to incentivize and accommodate these battery electric zero-emission trucks to provide freight services for BIG.

Locomotives

The vast majority of containers would arrive and depart from BIG via train. Battery electric locomotives are being demonstrated in California, specifically at the Port of Los Angeles and Port of Long Beach.

Recommendation: Add charging or fueling infrastructure for zero emission locomotives to the project, in anticipation of prioritizing the use of zero emission locomotives exclusively, or in consist with Tier 4 diesel locomotives, on trains operating between BIG and the San Pedro Bay Ports.

Green Building and Energy

The Notice of Preparation state that BIG also proposes a solar farm, which would function as a private utility and generate a source of clean energy to supplement the Specific Plan's onsite demand. In addition to the solar farm, the 4500-acre project site provides an opportunity to commit to green building practices.

Recommendations: Consider using the solar farm as a pilot project for future expansion (long-term) of renewable, zero-emission energy projects within BIG. Include information about the future solar potential in the Draft EIS. We encourage promoting environmentally responsible siting, design, construction, and operation of the solar facility and associated infrastructure.

Include in the EIR a Carbon Management Plan that includes actions and commitments to reduce greenhouse gas emissions as clear, auditable green building and renewable energy requirements.

To ensure green building requirements are prioritized and met, commit to building to LEED Platinum, or equivalent third-party green building certification. Identify how the proposed construction and operation will be energy conserving with commitments for best practices related to climate change, extreme weather and extreme heat, specifically.

Identify the specific energy saving measures BIG will commit to as a part of all aspects of the project. This may include use of battery storage or specific commitments to certain amounts of rooftop/other solar planned to be installed.

Require zero emission alternatives to back-up when feasible, otherwise require Tier 4 final generators.

Reuse, Recycle, and Compost

BIG can reduce environmental impacts, along with waste management costs and disposal fees, through well-established and low-tech waste management best practices that drive waste reduction and diversion.

Recommendations: Prioritize products that can be reused, refurbished, or recycled; purchase products that contain recycled content, are biobased, or are energy and water efficient; and, to the maximum extent practicable, purchase sustainable products and services identified or recommended by the EPA.

Prioritize reuse over recycling, as in EPA's Materials Management Hierarchy, because it reduces waste and greenhouse gas emissions that contribute to climate change by avoiding the production and transportation of new materials³.

To further reduce waste, the EPA recommends that City of Barstow develop a new or revised comprehensive Zero Waste Plan and implementation schedule for the new facilities. Refer to the following resources to assist in the development of a Zero Waste Plan

- o <https://www.zerowastedesign.org/>

Other Green Building Elements and Climate Change Considerations

Please consider incorporating green building commitments as well as project design elements designed to mitigate climate change impacts, like extreme weather and extreme heat.

- Incorporate green/living or white roofs (high solar reflectance index materials) to combat heat island effect and extreme heat.
- Install efficient fixtures and fittings within restroom facilities and consider purple pipe application, reducing the amount of potable water used in toilets and basins, with a corresponding reduction in wastewater.
- Provide, electric vehicle charging infrastructure to for railyard employees

³ EPA, Sustainable Materials Management: Non-Hazardous Materials and Waste Management Hierarchy Website, https://www.epa.gov/smm/sustainable-materials-management-non-hazardous-materials-and-waste-management-hierarchy#Source_Reduction

- Add indoor air quality requirements, including high-efficiency indoor air quality HVAC systems and monitoring equipment as well as the procurement of no/low VOC building materials and furnishings.
- Add low embodied carbon construction materials procurement, targeting reused materials and lower embodied concrete, asphalt, steel, and glass.
- Refer to the following resources to assist with “green” commitments for the construction and operation of the proposed improvements
 - o EPA Indoor Air Quality, <https://www.epa.gov/indoor-air-quality-iaq>
 - o EPA Lower Embodied Carbon Construction Materials and Products, <https://www.epa.gov/inflation-reduction-act/inflation-reduction-act-programs-fight-climate-change-reducing-embodied>

Thank you for the opportunity to provide feedback on the Notice of Preparation. When the Draft EIR is available for review, please send a notification to me at dunning.connell@epa.gov. Please contact me to discuss any questions regarding the recommendations provided.

Sincerely,

Connell Dunning
Environmental Review Section

cc: Alan De Salvio
Mojave Desert Air Quality Management District

Sam Wang
Air Quality Specialist, South Coast Air Quality Management District

Stanley Armstrong
Air Pollution Specialist, California Air Resources Board

May 7, 2024

Genesis Crank
Planning and Community Development Administrator
City of Barstow
220 East Mountain View Street, Suite A
Barstow, California 92311
generalplan@barstowca.org

Sent via email

Dear Genesis Crank:

Thank you for providing the California Air Resources Board (CARB) with the opportunity to comment on the Notice of Preparation (NOP) for the Barstow General Plan Update (GPU) and Barstow International Gateway Specific Plan (BIG Specific Plan) Draft Environmental Impact Report (DEIR), State Clearinghouse No. 2024020501. The GPU and BIG Specific Plan are proposed within the City of Barstow (City), California, which is the lead agency for California Environmental Quality Act (CEQA) purposes.

As an initial matter, we note that CARB did not receive notification after the NOP was released for public review on February 15, 2024. To ensure CARB is able to submit meaningful and timely comments on the DEIR, CARB requests the City and BNSF to notify CARB staff when the Notice of Completion for the DEIR is released.

The City and BNSF have a unique opportunity to construct and operate a state-of-the-art zero-emission rail facility that would not diminish the air quality nearby residences breathe while still creating new jobs. The GPU covers the period from 2023 – 2048. During this period, CARB analyses indicate that zero-emission freight and switch locomotives will reach full commercial scale. Currently, zero-emission switch locomotives are commercially available and zero-emission freight locomotive pilot and demonstration projects are taking place.

CARB's 2022 Technology Feasibility Assessment analyzes currently available technologies and the state of cleaner locomotive technologies commercially available or under development.¹ CARB's 2023 Technical Support Document: Zero Emission Locomotive Conversion examines a related question: conversion of existing (non-new) diesel-electric locomotives to zero emission locomotives and zero-emission capable locomotives.² The

¹ CARB, September 20, 2022. Technical Feasibility Assessment for the Proposed In-Use Locomotive Regulation. Available at: <https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2022/locomotive22/appr.pdf>

² CARB, March 1, 2023. Technical Support Document: Zero Emission Locomotive Conversion. Accessible at: <https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2022/locomotive22/15dayappr.pdf>

information in CARB's technical support documents is mean to help locomotive operators prepare for the requirements of the In-Use Locomotives Regulation, under which switch, industrial, and passenger locomotives built in 2030 or after will be required to operate in zero-emissions configurations while in California and freight line haul locomotives built in 2035 or after will be required to operate in zero-emissions configurations while in California.

Although the project design features proposed in the NOP include zero-emission electric hostlers and an on-site solar farm that would partially reduce the BIG Specific Plan's air quality and greenhouse gas (GHG) impacts, CARB remains concerned that the BIG Specific Plan lacks several key sustainable design features that would make the proposed rail facility as clean as possible. These key sustainable design features include the use of zero-emission line-haul and switch locomotives, trucks, and zero-emission transport refrigeration units (TRU) detailed in this letter.

The comments provided in this letter are consistent with CARB's existing regulations such as the In-Use Locomotive Regulation, and with CARB's overall goals of expeditiously moving to zero-emission technologies and reducing the public health impacts from railroads. The City and BNSF have a tremendous opportunity to influence the path of future zero-emission freight projects. With the construction of a new rail facility, the City and BNSF could create a state-of-the-art zero-emission rail facility that would serve as a model for future rail facilities.

California has established clear requirements and goals to combat climate change and adverse health outcomes from criteria and toxics pollution. For example, CARB's Scoping Plan, Sustainable Freight Strategy, and State Implementation Plan Strategy collectively chart a course to meet the state's climate goals and State Implementation Plan commitments.^{3,4,5} Additionally, Governor Gavin Newsom has taken action to help meet the state's air pollution and climate challenges, including the signing of Executive Order N-79-20 on September 23, 2020.⁶ The Executive Order states: "It shall be a goal of the State that 100% of in-state sales of new passenger cars and trucks will be zero-emission by 2035. It shall be a further goal of the State that 100% of medium- and heavy-duty vehicles in the State zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks. It shall be a further goal of the State to transition to 100% zero-emission off-road vehicles and equipment by 2035 where feasible." The Executive Order further directs the development

³ CARB, November 16, 2022. 2022 Scoping Plan for Achieving Carbon Neutrality. Accessible at: https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp_1.pdf

⁴ CARB and the California State Transportation Agency, March 2020, California Freight Mobility Plan. Accessible at: dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/freight-planning/cfmp-2020-final/final-cfmp-2020-chapters-1-to-6-remediated-a11y.pdf

⁵ CARB, September 22, 2022. 2022 State Strategy for the State Implementation Plan. Accessible at: https://ww2.arb.ca.gov/sites/default/files/2022-08/2022_State_SIP_Strategy.pdf

⁶ Executive Department, State of California, September 23, 2020. EXECUTIVE ORDER N-79-20. Accessible at: <https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-Climate.pdf>

of regulations to help meet these goals. Local agencies like the City are essential partners in achieving these goals.

To ensure that lead agencies, like the City, stay in step with evolving scientific knowledge to protect public health from adverse air quality and GHG impacts from the transportation sector, which serves as the basis of the Governor's Executive Order N-79-20, CARB staff urges the City and BNSF to incorporate the zero-emission technologies recommended in this letter into the BIG Specific Plan.

Project Description

The City proposes a comprehensive update to the City's existing General Plan and the BIG Specific Plan. The GPU includes a proposed annexation of unincorporated San Bernardino County lands immediately west of the City. Based on CARB's review of Table 1 (General Plan Update Buildout) of the NOP, the City's 25-year planning horizon could potentially result in a growth of 6,920 dwelling units, and 14,054,400 square feet of non-residential uses (e.g., commercial uses, industrial uses, etc.).

The BIG Specific Plan proposes the development of a railyard, transload warehouse center, and solar farm on approximately 5,000 acres of land. The railyard would include a block swap yard, ancillary rail areas, and an integrated rail facility that would allow for the direct transfer of containers from ships at the Ports of Los Angeles and Long Beach to trains for transport through the Alameda Corridor onto the BNSF mainline to the proposed BIG facility. The development of the transload warehouse facility would result in approximately nine million square feet of warehouse space where containers would be processed within an onsite "closed loop" operation between BNSF rail operations and transload warehouse users. To serve the proposed railyard and transload warehouse center, the City proposes approximately 600 acres of various offsite rail and non-rail improvements (e.g., lead track extensions, drainage, utilities, and roadways). Zero-emission electric hostlers would transfer containers between rail cars and the onsite transload warehouse center. The proposed solar farm would function as a private utility.

The BIG Specific Plan Will Increase Exposure to Air Pollution for Residences Located in Disadvantaged Communities

The proposed BIG Specific Plan will be located near the existing 600-acre BNSF Barstow Railyard, which is the largest classification railyard west of the Rocky Mountains.⁷ Implementation of the BIG Specific Plan will expose nearby communities to elevated levels of air pollution, including Diesel PM and oxides of nitrogen (NOx). Diesel PM is a carcinogen and is linked to cancer and respiratory health effects such as asthma and premature

⁷ Pan ethos. Working List: North America's Largest Rail Yards. December 12, 2022. Accessible at: <https://panethos.wordpress.com/2022/12/12/working-list-north-americas-largest-rail-yards/>

mortality due to heart attacks and cardiopulmonary illnesses. Similar to Diesel PM, exposure to NOx can cause damage to the human respiratory tract and increase a person's vulnerability to, and the severity of, respiratory infections and asthma. Long-term exposure to high levels of nitrogen dioxide can cause chronic lung disease. Although it is not specified in the NOP, the proposed railyard would significantly increase locomotive and truck traffic in the City, further adding to the Diesel PM and NOx emissions in the surrounding communities. The operation of the proposed rail facility would likely require the extensive use of switcher locomotives to assemble and disassemble onsite trains, another source of Diesel PM and NOx emissions for surrounding communities.

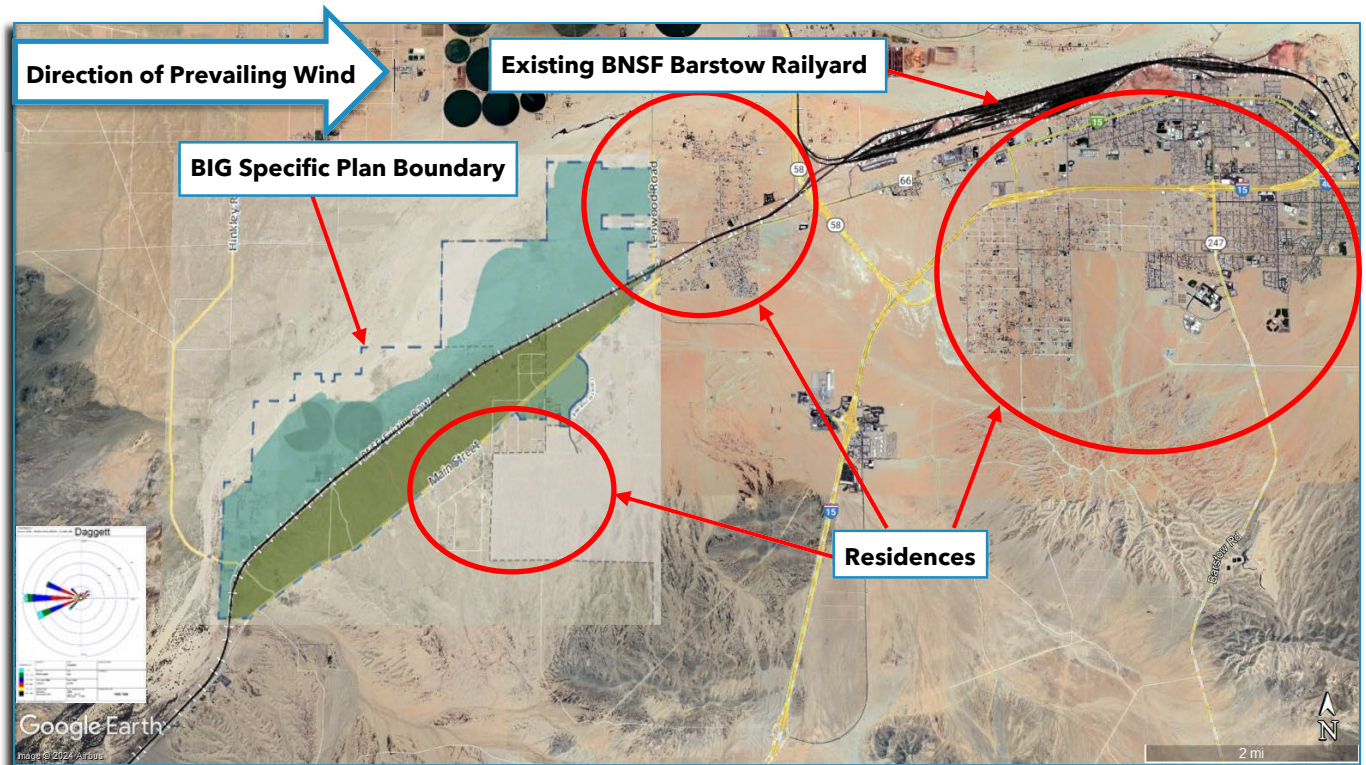
According to the Health Risk Assessment for the BNSF Railway Barstow Railyard published in 2008, the railyard has been a source of Diesel PM emissions from the operation of locomotives, offroad equipment, stationary sources, on-road trucks, and cargo handling equipment.⁸ California is making significant strides toward reducing Diesel PM and NOx in other sectors through existing regulations, such as heavy-duty trucks, cargo-handling equipment, and TRUs. Although these measures will bring substantial emission reductions, the reductions do not address the health effects from Diesel PM and NOx emissions created by locomotives. To support the 2023 In-Use Locomotive Regulation, CARB staff analyzed health effects from locomotive emissions; through this analysis, CARB staff found that communities statewide, particularly those surrounding railyards, are exposed to substantial Diesel PM emissions and high levels of health risk.⁹

As shown in Figure 1 below, many residences are located downwind of the proposed BIG Specific Plan. Residences are located south and east of the rail facilities proposed under the BIG Specific Plan, with the closest residences situated approximately 175 feet from the BIG Specific Plan's eastern boundary. In addition to residences, Lenwood Elementary School is located within 2,860 feet of the BIG Specific Plan's eastern boundary. These communities are surrounded by existing toxic Diesel PM and NOx emission sources, which include locomotive traffic along BNSF rail lines, the existing BNSF Barstow Railyard, and vehicular traffic along Interstate 15 (I-15) and State Route 58 (SR-58). Due to the BIG Specific Plan's proximity to residences and schools already burdened by multiple sources of air pollution, CARB is concerned with the potential cumulative health impacts associated with the construction and operation of the BIG Specific Plan.

⁸ CARB. Health Risk Assessment for the BNSF Railway Barstow Railyard. June 9, 2008. Accessible at: https://ww2.arb.ca.gov/sites/default/files/classic/railyard/hra/bnsf_barstow_final.pdf

⁹ CARB. Public Hearing to consider the Proposed In-Use Locomotive Regulation Staff Report: Initial Statement of Reasons. Appendix H. Accessible at: <https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2022/locomotive22/appf.pdf>

Figure 1: BIG Specific Plan Location Relative to Residences

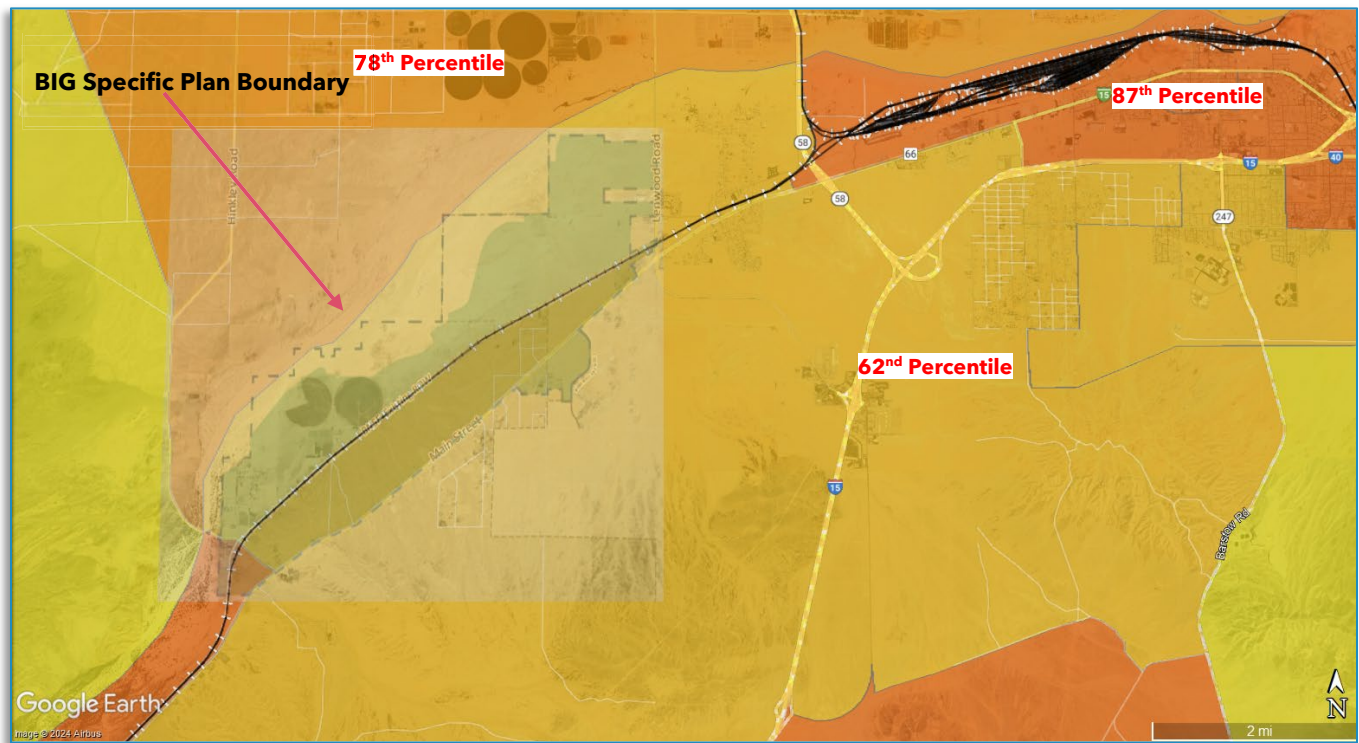


The State of California has placed additional emphasis on protecting local communities from the harmful effects of air pollution through the passage of Assembly Bill 617 (AB 617) (Garcia, Chapter 136, Statutes of 2017). AB 617 is a significant piece of air quality legislation that highlights the need for further emission reductions in communities with high exposure burdens, like those in which the Project is located.

Through its authority under Health and Safety Code section 39711, the California Environmental Protection Agency (CalEPA) is tasked with identifying disadvantaged communities. CalEPA bases its identification of these communities on geographic, socioeconomic, public health, and environmental hazard criteria (Health and Safety Code, section 39711, subsection (a)). In this capacity, CalEPA currently defines a disadvantaged community, from an environmental hazard and socioeconomic standpoint, as a community that scores within the top 25% of the census tracts, as analyzed by the California Communities Environmental Health Screening Tool Version 4.0 (CalEnviroScreen). CalEnviroScreen uses a screening methodology to help identify California communities currently disproportionately burdened by multiple sources of pollution. Figure 2 illustrates the CalEnviroScreen scores of the census tracts closest to the proposed BIG Specific Plan. As shown in Figure 2, census tracts 6071011900 and 6071009500 have an CalEnviroScreen

score that places them within the top 25% for Pollution Burden.¹⁰ Although the 20,000 plus jobs created by the BIG Specific Plan may reduce some socioeconomic stressors experienced within the City, this benefit should not come at the cost of the health and lives of local community members due to increased air pollution from additional locomotive and heavy-duty truck traffic from the proposed project.

Figure 2: CalEnviroScreen Score of Census Tracts Near the BIG Specific Plan



The City and BNSF Must Fully Evaluate the Proposed GPU and BIG Specific Plan's Air Quality and Health Risk Impacts in the DEIR

CARB is concerned that the proposed BIG Specific Plan and associated rail improvements would result in increased rail traffic along the Alameda Corridor and BNSF mainline, along with increased truck traffic, all of which would negatively impact nearby residents. CEQA requires the lead agency to “determine whether a project may have a significant effect on the environment based on substantial evidence in light of the whole record.” (See Title 14, Cal. Code of Regs., § 21082.2, subd. (a)). To fully evaluate the proposed BIG Specific Plan’s air quality and health risk impacts, the City and BNSF must analyze all direct and reasonably foreseeable short- and long-term air quality and health risk impacts associated with the

¹⁰ Pollution Burden represents the potential exposure to pollutants and the adverse environmental conditions caused by pollution.

Project, including construction, operation (and overlapping construction and operation), and any growth in operational capacity on the BNSF's rail network.

The NOP states that the environmental impacts associated with the uses proposed under the GPU will be evaluated at a program level pursuant to CEQA Guidelines Section 15168. To fully disclose to decision makers the environmental impacts associated with the GPU, the DEIR must evaluate the air quality and health risk impacts associated with the construction and operation of the proposed nine million square feet of non-residential development in the GPU area. The City must also fully disclose the final uses of the proposed non-residential development. Lastly, as required under CEQA, "[i]f a later activity would have effects that were not examined in the program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration." (See Title 14, Cal. Code of Regs., § 15168, subd. (c)(1)).

CEQA also requires lead agencies to consider whether the incremental effects of a proposed project are cumulatively considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. (See Title 14, Cal. Code of Regs., § 15064, subd. (h)(1)). The City and BNSF must consider the combined air quality and health risk impacts of the proposed GPU and BIG Specific Plan, existing rail facilities such as the BNSF Barstow Railyard in the City, and other reasonably foreseeable projects that may arise because of the proposed GPU and BIG Specific Plan. Should the DEIR find that the GPU or BIG Specific Plan would result in a cumulatively significant impact, CEQA requires that the City and BNSF implement all feasible mitigation measures to reduce those impacts to a less-than-significant level.

The health risk assessment (HRA) prepared for the DEIR should be based on the latest Office of Environmental Health Hazard Assessment's (OEHHA) guidance (2015 Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments).¹¹ The on- and off-road Diesel PM emissions used to estimate the proposed GPU and BIG Specific Plan's cancer risk impacts should be based on CARB's latest 2021 Emission Factors model (EMFAC2021) and OFFROAD2021, respectively.^{12,13}

In addition to the health risks associated with operational Diesel PM emissions, health risks associated with construction Diesel PM emissions should also be included in the air quality section of the DEIR and HRA. Construction of the GPU and BIG Specific Plan would result in short-term Diesel PM emissions from the use of both on-road and off-road diesel equipment. The OEHHA guidance recommends assessing cancer risks for construction

¹¹ Office of Environmental Health Hazard Assessment (OEHHA). Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. February 2015. Accessed at: <https://oehha.ca.gov/media/downloads/crn/2015guidancemanual.pdf>.

¹² CARB. Emission Factors model Web Platform. Accessible at: <https://arb.ca.gov/emfac/emissions-inventory/7fbbb7c961d621ffc05eb5e5f8dfd175c8cff0fc>

¹³ CARB. OFFROAD2021 Web Platform. Accessible at: <https://arb.ca.gov/emfac/offroad/>

projects lasting longer than two months.¹⁴ Since construction would very likely occur over a period lasting longer than two months, the HRA prepared for the UPG and BIG Specific Plan should include health risks for existing residences near the project-site during construction. The HRA should account for all Diesel PM emission sources related to construction, including, but not limited to, off-road mobile equipment, diesel generators, and on-road heavy-duty trucks.

The DEIR Should Include a Mitigation Measure that Ensures the BIG Specific Plan Uses the Cleanest Switcher and Line-Haul Locomotives Available

To reduce the BIG Specific Plan's air quality and health risk impacts and make the proposed rail facility a model for sustainable freight development, CARB urges the City and BNSF to plan for the use of zero-emission switchers and line-haul locomotives within the BIG Specific Plan, consistent with Executive Order N-79-20 and to address the BIG Specific Plan's impact on air quality and public health. Due to BNSF's ground-breaking partnership which demonstrated the capabilities of battery-electric locomotives in freight applications, BNSF is well-positioned to carry out plans that include zero-emission rail operation.¹⁵ By using the cleanest available locomotives, the BIG project could boost its freight business while also protecting the communities where it operates and while preparing to meet the requirements of coming regulations in California.

On April 27, 2023, CARB approved the In-Use Locomotive Regulation to reduce air pollutant emissions, toxic air contaminants, and GHG emissions from locomotives operating throughout California. Under the In-Use Locomotive Regulation, operators will now be required to pay into a spending account; the required funding amount correlates directly to the monetized premature mortalities and illnesses created by the release of emissions from diesel locomotive operation in California. Companies can use their spending account funds to upgrade to cleaner locomotive technologies and to install related zero-emission infrastructure; the BIG Specific Plan appears to offer many opportunities for use of BNSF Spending Account funds. Under the In-Use Locomotive Regulation, locomotives also will have a 30-minute idling limit. Additionally, switch, industrial, and passenger locomotives built in 2030 or after will be required to operate in zero-emissions configurations while in California and freight line haul locomotives built in 2035 or after will be required to operate in zero-emissions configurations while in California. More information about the proposed In-Use Locomotive Regulation can be obtained from CARB's website:

¹⁴ OEHHA. Air Toxics Hot Spots Program Guidance Manual. February 2015. Accessible at: <https://oehha.ca.gov/media/downloads/crn/2015guidancemanual.pdf>

¹⁵ BNSF Railway, January 4, 2021. Accessible at: [BNSF and Wabtec commence battery-electric locomotive pilot test in California](#)

<https://ww2.arb.ca.gov/our-work/programs/reducing-rail-emissions-california/locomotive-fact-sheets>.

To understand the environmental impacts associated with the operation of trains traveling near California communities, CARB staff conducted an analysis comparing the environmental impact of trucks and trains in the transportation sector.¹⁶ The analysis considered particulate matter 2.5 micrograms in diameter (PM2.5) and NOx emissions from moving 260 cargo containers using trucks or a train from the Ports to a distance of 280 miles. The analysis assumed each truck transports one container, and one train consists of four locomotives and transports 260 containers. Based on this analysis, CARB staff found that by 2030, trains would emit 12.7 pounds of PM2.5 and 606 pounds of NOx while transporting 260 containers and 260 trucks transporting 260 containers would emit 2.9 pounds of PM2.5 and 606 pounds of NOx. The analysis found that one train can emit as much as 4 times the quantity of PM2.5 and 2 times the quantity of NOx emissions when compared with trucks transporting the same number of containers; this is attributed to CARB's regulations aimed at reducing air pollutant emissions from trucks, such as the Advanced Clean Trucks Regulation and the Advanced Clean Fleets Regulation, which will accelerate the adoption of zero-emission trucks. Although trains have previously had lower GHG emissions when compared with trucks, CARB's Truck vs. Train Emissions Analysis found that trucks would emit less GHG emissions as increasing numbers of trucks operate without emissions in California under CARB regulations.¹⁷ Given the requirement under Executive Order N-79-20 for trucks to be zero-emission by 2045, trucks will continue to progress toward fewer and fewer emissions. Without the use of zero-emission locomotive technologies by BNSF, locomotives will continue to be a dirtier mode of transportation than trucks.

Based on emerging technologies in batteries and hydrogen fuel cells, zero-emission locomotive operation could be used to meet the needs of the BIG Specific Plan. CARB estimates that zero-emission technology will be commercially available by 2030 for passenger, switcher, and industrial locomotives and by 2035 for freight line haul locomotives.¹⁸ CARB has sponsored, and continues to sponsor, demonstration projects to accelerate the adoption of clean freight technologies and reduce air pollution caused by the movement of goods throughout the State. CARB's Zero and Near Zero-emission Freight Facilities Program successfully demonstrated batteries in locomotives that could be

¹⁶ CARB. Truck vs. Train Emissions Analysis. September 23, 2020. Accessible at:

<https://ww2.arb.ca.gov/resources/fact-sheets/truck-vs-train-emissions-analysis>

¹⁷ CARB. Truck vs. Train Emissions Analysis FAQ. November 12, 2021. Accessible at:

<https://ww2.arb.ca.gov/resources/fact-sheets/truck-vs-train-emissions-analysis-faq>

¹⁸ CARB. Public Hearing to consider the Proposed In-Use Locomotive Regulation Staff Report: Initial Statement of Reasons. Appendix F. Page 52, 57. Accessible at:

<https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2022/locomotive22/appf.pdf>

developed further and applied to the BIG Specific Plan.¹⁹ The one-way distance from the Ports of Los Angeles and Long Beach to proposed BIG Specific Plan is approximately 130 miles. Trains pulled entirely with battery electric locomotives could make this one way trip.²⁰ With advanced planning and rapid development of battery technology, the entire proposed railyard could be served with zero-emission locomotives. To facilitate zero-emission locomotive operation, BNSF could electrify key parts or even the entire rail line between the ports and Barstow.

Since most of the air quality and health risk impacts would be attributed to the switchers and line-haul locomotives serving the proposed BIG Specific Plan, CARB urges the City and BNSF to include a project design feature or mitigation measure in the DEIR that requires the use of zero-emission switchers and line-haul locomotives to serve the BIG Specific Plan.

The DEIR Should Require All Heavy-Duty Trucks Serving the BIG Specific Plan To Be Zero-Emission

The proposed railyard and intermodal warehouse center will require the use of heavy-duty trucks to transport freight to its final destinations. Although the NOP does not specify the number of heavy-duty truck trips, it does state that a small number of containers would arrive and depart the proposed railyard via heavy-duty trucks. To reduce the BIG Specific Plan's potential air quality and health risk impacts, CARB urges the City and BNSF to include either a project design feature or mitigation measure that require all heavy-duty trucks to be zero-emission and to install on-site infrastructure to support those zero-emission trucks.

As presented below, CARB has many regulations that promote and eventually require the use of zero-emission trucks at freight facilities, such as the proposed BIG Specific Plan. Specifically, the Advanced Clean Fleet Regulation would require all drayage trucks in California to be zero-emission by 2035. To support trucks serving the BIG Specific Plan that are already complying with the Advanced Clean Fleets regulation, CARB urges the City and BNSF to require the infrastructure to support on-site zero-emission trucks at the start of operations. A list of commercially-available zero-emission trucks can be obtained from the Hybrid and Zero-emission Truck and Bus Voucher Incentive Project (HVIP).²¹ The HVIP is a part of California Climate Investments to incentivize the purchase of zero-emission trucks. Based on CARB's review of the zero-emission trucks listed in the HVIP, there are commercially available electric trucks that can meet the cargo transportation needs of

¹⁹ California Air Resources Board (CARB), 2020. CARB's Zero and Near Zero-emission Freight Facility Program. Accessible at <https://ww2.arb.ca.gov/news/carb-announces-more-200-million-new-funding-clean-freight-transportation#:~:text=The%20goal%20of%20CARB's%20Zero,commercialization%20of%20these%20technologies%20statewide>

²⁰ Nature Energy. Economic, Environmental and Grid Resilience Benefits of Converting Diesel Trains to Battery-Electric. November 11, 2021. Accessible at: <https://www.nature.com/articles/s41560-021-00915-5>

²¹ Zero-Emission Truck and Bus Voucher Incentive Project. Accessible at: <https://californiahvip.org/>

individual industrial uses proposed in the City today. While CARB has implemented or is developing regulations that will eventually require the use of zero-emission trucks (as noted above), CARB urges the City to incorporate all zero-emission trucks from the Big Specific Plan's inception to ensure the needed reductions occur as soon as the potential impacts from the BIG Specific Plan begin.

The list below details the CARB regulations that will result in the reduction of Diesel PM and NOx emissions from trucks within California:

- **Drayage Truck Regulation:** The existing Drayage Truck Regulation requires all drayage trucks to operate with an engine that is a 2007 model year or newer.
- **Truck and Bus Regulation:** The Truck and Bus Regulation requires all trucks, including drayage, to have 2010 or newer model year engines by January 1, 2023.
- **Heavy-Duty Low-NOx Omnibus Rule:** The Heavy-Duty Low-NOx Omnibus Rule requires truck emission standards to be reduced from 0.20 to 0.05 grams per brake horsepower-hour (g/bhp-hr) from 2024 to 2026, and to 0.02 g/bhp-hr in 2027.
- **Advanced Clean Trucks Regulation:** The Advanced Clean Trucks Regulation, approved by CARB on June 25, 2020, requires manufacturers to start manufacturing zero-emission trucks and vans beginning in 2024. The rule is expected to result in about 100,000 zero-emission trucks in California by the end of 2030 and about 300,000 by 2035. The Advanced Clean Trucks regulation is part of CARB's overall approach to accelerate use of zero-emission medium- and heavy-duty vehicles. CARB approved amendments to the Advanced Clean Trucks regulation in March 2021; the amendments help ensure that more zero-emission vehicles are brought to market. CARB directed staff to ensure that fleets, businesses, and public entities that own or direct the operation of medium- and heavy-duty vehicles in California purchase and operate ZEVs in anticipation of fully ZEV fleets by 2045 everywhere feasible, and specifically to reach:
 - o 100% zero-emission drayage trucks, last mile delivery, and government fleets by 2035
 - o 100% zero-emission refuse trucks and local buses by 2040
 - o 100% zero-emission capable utility fleets by 2040
- **Advanced Clean Fleets Regulation:** The Advanced Clean Fleets Regulation is part of CARB's overall strategy to accelerate use of zero-emission medium- and heavy-duty vehicles. This regulation works in conjunction with the Advanced Clean Trucks regulation. The regulation applies to trucks performing drayage operations at seaports and railyards, fleets owned by State, local, and federal government agencies, and high priority fleets. High priority fleets are those entities that own, operate, or direct at least one vehicle in California, and that have either \$50 million or more in gross annual revenue, or that own, operate, or have common ownership or control of a total of 50 or more vehicles. The regulation affects medium- and heavy-duty on-road vehicles with a gross vehicle weight rating greater

than 8,500 pounds, off-road yard tractors, and light-duty mail and package delivery vehicles. All drayage trucks entering seaports and intermodal railyards would be required to be zero-emission by 2035.

With the implementation of the regulations listed above, specifically the Advanced Clean Trucks Regulation, BNSF will be required to stop using diesel trucks and vans and begin using zero-emission trucks. To protect the air quality of the residences near the BIG Specific Plan site, CARB urges the City and BNSF to include either a project design feature or mitigation measure in the DEIR that would require, from the beginning of the BIG Specific Plan railyard's operations, the use of exclusively zero-emission trucks.

The DEIR Should Require All Cargo Handling Equipment to be Zero-Emission

The operation of the rail facilities proposed under the BIG Specific Plan would require cargo handling equipment (CHE) to handle movement of onsite cargo/freight. Based on CARB's review of the NOP's project description, the proposed rail facility will include the use of zero-emission electric hostlers to transfer containers between rail cars and the onsite transload warehouse center. However, the NOP does not provide a list of other CHE that may be used during the operation of the proposed railyard. The CHE that may be required during the operation of the proposed BIG Specific Plan may include, but is not limited to, yard trucks, top handlers, side handlers, forklifts, and rubber-tired gantry cranes. Operation of these types of CHE would expose nearby communities and onsite works to Diesel PM emissions that could significantly impact health.

To reduce the proposed BIG Specific Plan's air quality and health risk impacts, CARB urges the City and BNSF to include a project design feature or mitigation measure in the DEIR that would require all CHE operating with the proposed railyard to be zero-emission. Zero-emission CHE is commercially available and can be purchased using incentive funding from CARB's Clean Off-Road Equipment Voucher Incentive Project (CORE) administered by CALSTART or the HVIP.^{22,23}

The DEIR Should Require All Transport Refrigeration Units to be Zero-Emission

Since the description provided in the NOP does not explicitly state that the proposed intermodal warehouse center and the non-residential development under BIG Specific Plan and GPU, respectively, would not include cold storage, there is a possibility that trucks, trailers, and rail cars visiting the proposed warehouse developments would be equipped

²² Clean Off-Road Equipment Voucher Incentive Project. Accessible at: <https://californiacore.org/how-toparticipate/>

²³ Zero-Emission Truck and Bus Voucher Incentive Project. Accessible at: <https://californiahvip.org/>

with TRUs.²⁴ TRUs on trucks and trailers, and on rail cars can emit large quantities of diesel exhaust while operating within the BIG Specific Plan and GPU. Residences and other sensitive receptors (e.g., daycare facilities, senior care facilities, and schools) located near where these TRUs could be operating, would be exposed to Diesel PM emissions that would result in a significant cancer risk impact to the nearby community.

On February 24, 2022, CARB approved amendments to the Transportation Refrigeration Unit Airborne Toxic Control Measure (2022 TRU ATCM Amendments).²⁵ The TRU ATCM is a significant initiative aimed at reducing air pollutant and greenhouse gas emissions and improving air quality in the transportation sector. The 2022 TRU ATCM Amendments require newly manufactured truck TRUs, trailer TRUs, and domestic shipping container TRUs to use refrigerant with a global warming potential less than or equal to 2,200, or no refrigerant at all, beginning December 31, 2022. Beginning December 31, 2023, TRU owners will be required to turn over at least 15% of their truck TRU fleet operating in California to zero-emission technology each year for seven years, and all truck TRUs operating in California are required to be zero-emission by December 31, 2029. CARB staff are developing concepts for new requirements to use zero-emission non-truck TRUs (trailer TRUs, domestic shipping container TRUs, railcar TRUs, and TRU generator sets).

If any part of the warehouse developments proposed under the GPU and BIG Specific Plan will be used for cold storage, CARB urges the City and BNSF to require all TRUs on trucks and trailers to be zero-emission to protect the health of communities and to stay in step with current and upcoming CARB regulations and with Executive Order N-79-20. All rail cars with plug-in-capable TRUs entering the proposed railyard should be plugged into electric power until they are ready to be transported directly out of the facility. Lastly, the City and BNSF should require all loading/unloading docks and trailer spaces be equipped with electrical hookups for trucks with plug-in-capable TRU or auxiliary power units. This requirement will substantially decrease the amount of time that a TRU powered by a diesel engine can operate at the project site. Use of zero-emission all-electric plug-in TRUs, hydrogen fuel cell transport refrigeration, and cryogenic transport refrigeration are encouraged and can also be included in lease agreements.

If the warehouse developments proposed under the GPU and BIG Specific Plan will not be used for cold storage, CARB urges the City and BNSF to include one of the following design measures in the DEIR:

- A project design measure requiring contractual language in tenant lease agreements that prohibits tenants from operating diesel-powered TRUs within the project site; or

²⁴ TRUs are refrigeration systems powered by integral diesel engines that protect perishable goods during transport in an insulated truck and trailer vans, rail cars, and domestic shipping containers.

²⁵ CARB. Transportation Refrigeration Unit (TRU or Reefer) Regulation. Accessible at: <https://ww2.arb.ca.gov/our-work/programs/truckstop-resources/truckstop/regulations/transport-refrigeration-unit-tru-or#:~:text=Regulation%20Background,risk%20from%20diesel%2Dpowered%20TRUs>.

- A condition requiring a restrictive covenant over the parcel that prohibits the applicant's use of diesel-powered TRUs on the property unless the applicant seeks and receives an amendment to its conditional use permit allowing such use.

Conclusion

With the construction of a new rail facility, the City and BNSF have a unique opportunity to create jobs for Californians and to showcase a state-of-the-art zero-emission rail facility that could be used as a model for future rail facilities in the State. As a large freight project, the proposed BIG Specific Plan has a tremendous opportunity to influence the path of future freight projects. By demonstrating the feasibility of operating a completely zero-emission rail facility, the City and BNSF can show that it is possible to develop a freight facility (e.g., port, warehouse, railyard, etc.) that can result in economic growth without diminishing public health within nearby communities or exacerbating climate change. To this end, CARB urges the City and BNSF to incorporate all zero-emission switcher and line-haul locomotives, trucks, and on-site CHE within the proposed BIG Specific Plan. Information about incentive funding is available through CARB's locomotive incentives website.²⁶ Finally, on April 24, 2024, the federal government announced \$1.5 billion in freight funding, with the goal of supporting the transition to zero-emission freight movement.²⁷

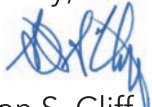
Given the breadth and scope of projects subject to CEQA review throughout California that have air quality and GHG impacts, coupled with CARB's limited staff resources to substantively respond to all issues associated with a project, CARB must prioritize its substantive comments here based on staff time, resources, and its assessment of impacts. Please note that CARB's deliberate decision to substantively comment on some issues does not constitute an admission or concession that it substantively agrees with the lead agency's findings and conclusions on any issues on which CARB does not substantively submit comments.

²⁶ CARB, Incentives for Locomotives. Available at: <https://ww2.arb.ca.gov/our-work/programs/reducing-rail-emissions-california/incentives-locomotives>

²⁷ Fact Sheet: Biden-Harris Administration Sets First-Ever National Goal of Zero-Emissions Freight Sector, Announces Nearly \$1.5 Billion to Support Transition to Zero-Emission Heavy-duty Vehicles April 24, 2024. Available at: <https://www.whitehouse.gov/briefing-room/statements-releases/2024/04/24/fact-sheet-biden-harris-administration-sets-first-ever-national-goal-of-zero-emissions-freight-sector-announces-nearly-1-5-billion-to-support-transition-to-zero-emission-heavy-duty-vehicles/>

CARB staff would be happy to provide assistance with zero-emission technologies and emission reduction strategies, as needed. Please include CARB on your list of selected State agencies that will receive the DEIR. If you have questions, please contact Stanley Armstrong, Air Pollution Specialist via email at stanley.armstrong@arb.ca.gov.

Sincerely,



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RRB #: RRB24-008