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Informal Data Request SOCIO-1:

Clarify Timing of Project Economic Data Presented in the AFC (Employment, Spending, Tax Revenues).

Response:

The Project economic data in the AFC are not presented in terms of a given calendar year during either construction or operation. Project capital cost data were provided in 2008 dollars, but data on Project construction phase payroll, spending in local businesses, and tax revenues to various jurisdictions were not broken down on a calendar year basis. These data were available only as annual averages during the construction phase (payroll) or for the construction phase as a whole (purchases from local businesses and resulting sales tax revenues to different jurisdictions). While total direct construction employment was presented by craft and by month of the construction schedule (e.g., Month 1 to Month 27), no attempt was made to adjust labor rates over time for the various crafts to yield total payroll dollars data for specific calendar year(s).

The analysis of indirect and induced employment impacts during the construction phase used the multipliers in a current Input-Output Model of southern California, but, as with other economic parameters, the multipliers were not adjusted to try to account for future economic conditions. In short, the time frames for the various economic impact parameters were mixed and the Project's economic impacts during construction were not presented in terms of a common year. The economic impacts during Project operations were presented in terms of a "typical" year of operation, not a given year in the Project's operational life.

Informal Data Request SOCIO-2:

Does City of Victorville Ordinance 1451 Apply to the VV2 Project?

Response:

City Ordinance 1451 imposes fees on development projects to pay for public improvements such as street lights, curbs and gutters, etc. According to City Planning staff, because the VV2 Project is a City project, the City has decided to waive such fees; otherwise the City would be charging itself fees to cover costs

the City would incur anyway (personal communication, Jon Roberts, Associate Planner, City of Victorville, April 2007).

Informal Data Request SOCIO-3:

As a City of Victorville Project, Will the VV2 Project Pay Property Taxes?

Response:

The VV2 Project plant site is entirely within the boundaries of the City of Victorville. Also, as indicated in the AFC, the City is in the process of acquiring the various parcels that constitute the Project site and will own the Project. Because the Project site is within the Victorville city limits and the property will be owned by the City, the entire VV2 Project will be exempt from property taxes (personal communication, Eric Endler, Appraiser, San Bernardino County Assessor's Office, May 2007).

Informal Data Request SOCIO-4

Provide Data on Current Hotel/Motel Vacancy Rates in the Project Vicinity.

Response

In addition to vacant apartments and single family dwellings, other sources of temporary accommodations include hotel/motels (see Table 1 below), as well as facilities that accommodate tents and/or recreational vehicles (RV). In addition to the 1,469 hotel/motel rooms in the Victorville/Adelanto area, the California Department of Parks and Recreation website indicates that there are 136 campsites at Silverwood State Park near Victorville (http://www.parks.ca.gov/parkindex/region_info.asp?id=12&submit1=go, accessed May 4, 2007).

Table 1 Hotel/Motel Rooms in the Victorville/Adelanto Area

City	Number of Hotel / Motel Establishments	Total Number of Hotel/Motel Rooms
Adelanto	1	35
Victorville	18	1,434
Source: Michelle Donahue, California Hotel and Lodging Association, May 2007.		

The March 2007 issue of the California Lodging Industry Performance Report (obtained from Michelle Donahue of the California Hotel and Lodging Association in May 2007), indicated that hotel/motel rooms in the general vicinity of Victorville experienced an average occupancy rate of 73.1 percent in early 2007 and 78.2 percent for the year 2006 (data from Ontario, CA, located approximately 45 miles from Victorville). No data were available for communities closer to Victorville or for San Bernardino County as a whole. Average room occupancy rates for the Los Angeles/Long Beach and Pasadena/Glendale/Burbank areas are 77.5 percent in 2007 and were 78.7 percent in 2006. Based on these data, room occupancy rates in the Victorville/Adelanto area would be expected to be between 73 percent and 79 percent.

Using an average room occupancy rate of 76 percent for the 1,469 hotel/motel rooms in the Victorville/Adelanto area, an average of 352 hotel/motel rooms per night would be expected to be available (vacant) in the Victorville/Adelanto area. Given the size of the VV2 Project construction work force (average of 367 workers and peak of 767), the size of the construction work force in the southern California region (over 200,000 workers) and in the Victorville/Adelanto area itself (approximately 1,800 workers), and the expectation that the vast majority of the construction workforce will commute daily to the site, temporary relocations by VV2 Project construction workers would not be expected to significantly affect the availability of hotel/motel rooms in the VV2 Project vicinity.

Informal Data Request SOCIO-5

Provide Additional Data on Other Development Activities at SCLA.

Response:

Overall development activities at SCLA are planned in multiple phases. The official start of construction of Phase 1 of the effort to make SCLA a major regional cargo hub program occurred in April 2007 with groundbreaking for a 400,000 square-foot (SF) warehouse facility (one of three warehouse facilities totaling approximately 900,000 SF mentioned in the AFC). As also indicated in the AFC, four aircraft hangar projects (approximately 75,000 SF each) at SCLA and a 45,000 SF warehouse manufacturing facility also have been approved or are in the permitting process. Overall, Phase 1 construction is expected to take 30

months, include approximately 6.3 million SF of industrial facilities, and generate approximately 13,600 direct and ancillary jobs.

As discussed in the AFC, the SCLA Rail Service Project is a cornerstone of SCLA development and includes two separate rail yards: Intermodal (referring to the movement of freight between rail and truck) and Multimodal (that involves a mix of freight in addition to containers and includes transfers from rail to rail as well as between truck and rail). The Intermodal yard is part of Phase 1 of SCLA development, while the Multimodal yard is part of Phase 2. Construction activities for the initial offsite portions of the Rail Service Project are beginning in early 2007, with Intermodal rail yard construction itself scheduled to get underway in September 2007 and to be completed in September 2008.

There are three major elements in the Phase 1 portion of the Rail Service Project: 1) development of what is referred to as the Southern Industrial area, rail-served industrial activities at the southernmost end of the project area adjacent to Air Expressway 2) the Intermodal rail yard itself, and 3) a Container Storage area adjacent to and supporting the Intermodal yard. The location of each of these three areas at SCLA is shown in AFC Figure 6.8-5. The Southern Industrial area is expected to utilize 120 acres, while the Intermodal yard will cover 209 acres and the Container Storage area 116 acres.

By 2009, the Southern Industrial area is expected to include a total of approximately 1,150,000 SF of building space of which five percent (approximately 57,000 SF) is assumed to be office space with the remaining nearly 1,100,000 SF as warehouse. The Intermodal yard is expected to include approximately 100,000 SF of building space, of which 20,000 SF would be office and 80,000 SF would be classified as warehouse. By 2009, the Southern Industrial area is expected to generate approximately 530 jobs (full buildout), while the Intermodal yard is expected to generate approximately 50 jobs by that time frame (150 jobs total when Rail Service Project operations build up to their full capacity).

Informal Data Request LAND - 1:

The Data Adequacy Supplement is Confusing as to the Location of BLM Lands. Clarify Whether or Not There Are BLM Lands Within the Project Footprint.

Response:

Mapsheet 1 of Figure 6.8-6 in the Data Adequacy Supplement shows BLM lands north of the plant site within the Land Use Study Area. Because this mapsheet also shows local (in this case, the City of Adelanto) land use/zoning, a portion of the BLM land as depicted on the figure *combines* crosshatching to show BLM ownership *and* a reddish color (both as indicated in the legend for the graphic) to show that this land is also within an area shown in the Adelanto General Plan as "General Commercial" Land Use/Zoning. For that reason, these BLM lands do not show up on the graphic exactly the way "BLM" appears in the map legend. There are no BLM lands within the VV2 Project footprint.