California Energy Commission
February 14, 2024 Business Meeting
Backup Materials for BYD Coach & Bus LLC dba RIDE Coach & Bus

The following backup materials for the above-referenced agenda item are available in this PDF packet as listed below:

1. Proposed Resolution
2. Grant Request Form
3. Scope of Work
4. CEQA Materials

RESOLUTION NO: 24-0214-13

STATE OF CALIFORNIA

STATE ENERGY RESOURCES
CONSERVATION AND DEVELOPMENT COMMISSION

RESOLUTION: BYD BATTERY ELECTRIC SCHOOL BUS MANUFACTURING FACILITY

WHEREAS, the City of Lancaster (City), through its Planning Commission, is the Lead Agency for purposes of the California Environmental Quality Act (CEQA) with respect to the BYD Battery Electric School Bus Manufacturing Facility (Project), a proposed project for the construction of a manufacturing facility in Lancaster to produce battery-electric powered school buses; and

WHEREAS, the City prepared an Initial Study and Mitigated Negative Declaration (IS/MND or CEQA Documents), filed with the State Clearinghouse (SCH # 2023100285) to evaluate the potential impacts of the Project (proposed Agreement ZVI-23-009); and

WHEREAS, the City, on November 13, 2023, through General Plan Amendment No. 17-007, Zone Change No. 17-006, passed, approved, and adopted the CEQA Documents, copies of which are on file with the CEC, thereby imposing mitigation measures on the project described in proposed Agreement ZVI-23-009; and

WHEREAS, the CEC is now considering the proposed Agreement ZVI-23-009 with BYD Coach & Bus LLC dba RIDE Coach & Bus (BYD), the Recipient of proposed Agreement ZVI-23-009, for a $30,000,000 grant for the construction of a manufacturing facility in Lancaster to produce battery-electric powered school buses, which, at full capacity, will be capable of producing up to 4,000 battery-electric school buses annually; and

WHEREAS, the Energy Commission has both reviewed the CEQA Documents as well as used its own independent judgment to consider the potential environmental impacts of proposed Agreement ZVI-23-009 and the proposed Project; and

Prior to acting on ZVI-23-009, the Energy Commission desires to make certain findings pursuant to CEQA Guidelines, title 14, sections 15091 and 15096.

THEREFORE, BE IT RESOLVED, to the extent relevant to proposed Agreement ZVI-23-009, the Energy Commission has reviewed and considered the information and CEQA findings contained in the City's CEQA Documents, identified in the General Plan Amendment of November 13, 2023, approving the project described in proposed Agreement ZVI-23-009.

FURTHER BE IT RESOLVED, that, the Energy Commission finds the City's CEQA Documents are adequate for its use as the decision-making body for its consideration ofZVI-23-009, and that approval of Agreement ZVI-23-009 is within the scope of the City's CEQA documents. The Energy Commission further finds that the City has adopted the mitigation measures recommended in the City's CEQA Documents, and has authority to implement the mitigation measures or to seek any required approvals for those measures, and the Energy Commission has no direct authority to implement those measures.

FURTHER BE IT RESOLVED, that approval of ZVI-23-009 is within the scope of the activities evaluated in the City's CEQA Documents, as addended, to wit, the Initial Study and Mitigated Negative Declaration.

FURTHER BE IT RESOLVED, that, since the City's CEQA Documents were finalized, there have been no substantial project changes and no substantial changes in the project circumstances that would require major revisions to these documents due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial important that would change the conclusions set forth therein.

FURTHER BE IT RESOLVED, that the Energy Commission has not identified any feasible alternative or additional feasible mitigation measures within its power that would substantially lessen or avoid any significant effect which Agreement ZVI-23-009 would have on the environment.

THEREFORE BE IT RESOLVED, that the Energy Commission finds, on the basis of the entire record before it, that the mitigation measures and conditions of approval, as previously determined, incorporated into the City's CEQA Documents, will prevent Agreement ZVI-23-009 from having any significant effects on the environment.

FURTHER BE IT RESOLVED, that this document authorizes the Executive Director or his or her designee to prepare and file a Notice of Determination on behalf of the Energy Commission.

FURTHER BE IT RESOLVED, that the Energy Commission approves Agreement ZVI-23-009 with BYD Coach & Bus LLC dba RIDE Coach & Bus (BYD) for a $30,000,000 grant for the construction of a manufacturing facility in Lancaster to produce battery-electric powered school buses, which, at full capacity, will be capable of producing up to 4,000 battery-electric school buses annually; and

FURTHER BE IT RESOLVED, that the Executive Director or their designee shall execute the same on behalf of the CEC.

CERTIFICATION

The undersigned Secretariat to the CEC does hereby certify that the foregoing is a full, true, and correct copy of a resolution duly and regularly adopted at a meeting of the CEC held on MM DD, YYYY.

AYE:
NAY:
ABSENT:
ABSTAIN:

Dated:

_____
Kristine Banaag
Secretariat

STATE OF CALIFORNIA
CALIFORNIA ENERGY COMMISSION

CEC-270 (Revised 10/2022)

GRANT REQUEST FORM (GRF)

A. New Agreement Number

IMPORTANT: New Agreement # to be completed by Contracts, Grants, and Loans Office.

New Agreement Number: ZVI-23-009

B. Division Information

1. Division Name: Fuels and Transportation
2. Agreement Manager: Pilar Magaña
3. MS-: 27
4. Phone Number: 916-477-1546

C. Recipient's Information

1. Recipient's Legal Name: BYD Coach & Bus LLC dba RIDE Coach & Bus
2. Federal ID Number: 46-2426380

D. Title of Project

Title of project: RIDE Battery Electric School Bus Manufacturing Facility

E. Term and Amount

1. Start Date: 2/14/2024
2. End Date: 12/31/2026
3. Amount: $30,000,000

F. Business Meeting Information

1. Are the ARFVTP agreements $75K and under delegated to Executive Director? No
2. The Proposed Business Meeting Date:02/14/2024
3. Consent or Discussion? Discussion
4. Business Meeting Presenter Name: Pilar Magaña
5. Time Needed for Business Meeting: 5 minutes
6. The email subscription topic is: Clean Transportation Program

Agenda Item Subject and Description:

BYD Coach & Bus LLC dba RIDE Coach & Bus (RIDE). Proposed resolution adopting California Environmental Quality Act (CEQA) findings for RIDE (Real Innovation Delivered with Excellence)'s Battery Electric School Bus Manufacturing Facility project, and approving grant agreement ZVI-23-009 with RIDE. (General Fund funding) Contact: Pilar Magaña. (Staff presentation: 5 minutes)

I. CEQA. Findings that, based on the lead agency Lancaster Planning Commission (Commission) Initial Study and Mitigated Negative Declaration (MND), although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier Environmental Impact Report (EIR) or MND pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or MND, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required. This determination was approved by the Commission on November 13, 2023 through General Plan Amendment No. 17-007, Zone Change No. 17-006, adopting the

Initial Study/MND (SCH# 2023100285), approving the Mitigation Monitoring and Reporting Program, and authorizing staff to execute the Notice of Determination.

II. RIDE Battery Electric School Bus Manufacturing Facility. Proposed resolution approving agreement ZVI-23-009 with RIDE for a $30,000,000 grant for the construction of a manufacturing facility in Lancaster, CA to produce battery-electric powered school buses. At full capacity, the manufacturing facility will be capable of producing up to 4,000 battery-electric school buses annually.

G. California Environmental Quality Act (CEQA) Compliance

1. Is Agreement considered a "Project" under CEQA?
Yes

If yes, skip to question 2.

If no, complete the following (PRC 21065 and 14 CCR 15378) and explain why Agreement is not considered a "Project":

Agreement will not cause direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment because: If Agreement is considered a "Project" under CEQA skip to question 2. Otherwise, provide explanation.

2. If Agreement is considered a "Project" under CEQA answer the following questions.
a) Agreement **IS** exempt?

No

Statutory Exemption?
No

If yes, list PRC and/or CCR section number(s) and separate each with a comma. If no, enter "None" and go to the next question.

PRC section number: None
CCR section number: None

Categorical Exemption?
No

Common Sense Exemption? 14 CCR 15061 (b) (3)
No

If yes, explain reason why Agreement is exempt under the above section. If no, enter "Not applicable" and go to the next section.

Not Applicable

b) Agreement **IS NOT** exempt.

IMPORTANT: consult with the legal office to determine next steps.
Yes
If yes, answer yes or no to all that applies. If no, list all as "no" and "None" as "yes".

Additional Documents	Applies

Initial Study	Yes
Negative Declaration	No
Mitigated Negative Declaration	Yes
Environmental Impact Report	No
Statement of Overriding Considerations	No
None	No

H. Subcontractors

List all Subcontractors listed in the Budget (s) (major and minor). Insert additional rows if needed. If no subcontractors to report, enter "No subcontractors to report" and "0" to funds. **Delete** any unused rows from the table

Subcontractor Legal Company Name	CEC Funds	Match Funds
No subcontractors to report	$0	$0

I. Vendors and Sellers for Equipment and Materials/Miscellaneous

List all Vendors and Sellers listed in Budget(s) for Equipment and Materials/Miscellaneous. Insert additional rows if needed. If no vendors or sellers to report, enter "No vendors or sellers to report" and "0" to funds. **Delete** any unused rows from the table.

Vendor/Seller Legal Company Name	CEC Funds	Match Funds
TBD (Facility Construction Vendor)	$27,016,350	$27,225,650
Duke Engineering and Associates	$2,983,650	$2,983,650
The NVME Group Inc. d/b/a RGI Spraybooths.net	$0	$1,040,000
Heliox Technology North America LLC	$0	$240,000
Zhengzhou Duoyuan Automobile Equipment Co., Ltd.	$0	$200,000
Miller Electric Mfg. LLC	$0	$50,000
TBD-Forklift	$0	$800,000
TBD-HVAC	$0	$1,000,000
TBD- 10T Crane	$0	$800,000
TBD- Air Compressor	$0	$700,000
TBD-Shear Machine	$0	$400,000
TBD- Bending Machine	$0	$500,000
TBD-Wheel Alignment Machine	$0	$480,000

TBD- Warehouse Racks	$0	$800,000
TBD- Horizontal Metal Bandsaw	$0	$20,000
TBD- Stand Drill	$0	$16,000
TBD- Computerized Numerical Control (CNC) Plasma Table	$0	$70,000
TBD-4 Post Platform Lift	$0	$600,000
TBD-Material for Buses	$0	$715,409

J. Key Partners

List all key partner(s). Insert additional rows if needed. If no key partners to report, enter "No key partners to report." **Delete** any unused rows from the table.

Key Partner Legal Company Name
No key partners to report

K. Budget Information

Include all budget information. Insert additional rows if needed. If no budget information to report, enter "N/A" for "Not Applicable" and "0" to Amount. **Delete** any unused rows from the table.

Funding Source	Funding Year of Appropriation	Budget List Number	Amount
General Fund	2022-2023	601.129MGB	$30,000,000

TOTAL Amount: $30,000,000

R&D Program Area: N/A

Explanation for "Other" selection N/A

Reimbursement Contract #: N/A

Federal Agreement #: N/A

L. Recipient's Contact Information

1. **Recipient's Administrator/Officer**
   Name: Benedetta Ciccioni
   Address: 888 E. Walnut Street, Suite 200

   City, State, Zip: Pasadena, CA 91101
   Phone: 213-748-3980
   E-Mail: benedetta.ciccioni@ride.co
2. **Recipient's Project Manager**
   Name: Junei Chen
   Address: 888 E. Walnut Street, Suite 200

   City, State, Zip: Pasadena, CA 91101
   Phone: 213-748-3980

E-Mail: junei.chen@ride.co

M. Selection Process Used

There are three types of selection process. List the one used for this GRF.

Selection Process	Additional Information
Competitive Solicitation #	GFO-21-605
First Come First Served Solicitation #	N/A
Other	N/A

N. Attached Items

1. List all items that should be attached to this GRF by entering “Yes” or “No”.

Item Number	Item Name	Attached
1	Exhibit A, Scope of Work/Schedule	Yes
2	Exhibit B, Budget Detail	Yes
3	CEC 105, Questionnaire for Identifying Conflicts	Yes
4	Recipient Resolution	No
5	Awardee CEQA Documentation	Yes

Approved By

Individuals who approve this form must enter their full name and approval date in the MS Word version.

Agreement Manager: Pilar Magaña

Approval Date: 11/16/2023

Office Manager: Charles Smith

Approval Date: 12/8/2023

Deputy Director: Melanie Vail

Approval Date: 01/05/2023

Exhibit A
SCOPE OF WORK

TECHNICAL TASK LIST

Task #	CPR	Task Name
1		Administration
2		Design and Engineering of the Facility
3	X	Construction, Equipment Installation & Set-up of the Facility
4		Workforce Recruitment and Training
5	X	Production of BEV School Buses
6		Data Collection and Analysis
7		Project Fact Sheet

KEY NAME LIST

Task #	Key Personnel	Key Subcontractor(s)	Key Partner(s)
1	Patrick Duan (RIDE) Rainbow Zhang (RIDE);		
2	Patrick Duan (RIDE); Rainbow Zhang (RIDE); Ryan Duke (Duke Eng);	Duke Engineering and Associates	
3	Patrick Duan (RIDE); Rainbow Zhang (RIDE);	TBD (General Contractor)	
4	Patrick Duan (RIDE); Rainbow Zhang (RIDE);		
5	Patrick Duan (RIDE); Rainbow Zhang (RIDE);		
6	Patrick Duan (RIDE); Rainbow Zhang (RIDE);		
7	Patrick Duan (RIDE); Rainbow Zhang (RIDE);		

GLOSSARY

Specific terms and acronyms used throughout this scope of work are defined as follows:

Term/ Acronym	Definition
BEV School Bus	Battery Electric Powered School Bus
RIDE	BYD Coach & Bus LLC dba RIDE Coach & Bus
CAM	Commission Agreement Manager
CAO	Commission Agreement Officer
CEC	California Energy Commission
City	City of Lancaster
CTP	Clean Transportation Program
CPR	Critical Project Review
Duke Eng	Duke Engineering and Associates
FTD	Fuels and Transportation Division
Recipient	RIDE
ZEV	Zero-Emission Vehicle

Background

The Budget Act of 2021 (Assembly Bill (AB) 128, Ting, Chapter 21, Statutes of 2021, as amended by Senate Bill (SB) 129, Skinner, Chapter 69, Statutes of 2021 and SB 170, Skinner, Chapter 240, Statutes of 2021 appropriated $785,000,000 from the General Fund to support infrastructure deployments and manufacturing projects for zero-emission light-duty and medium- and heavy-duty vehicles. The Budget Act of 2022 (SB 154, Skinner, Chapter 43, Statutes of 2022, as amended by AB 178, Ting, Chapter 45, Statutes of 2022) appropriated an additional $255,000,000 from the General Fund to support infrastructure deployments and manufacturing projects for zero-emission light-duty and medium- and heavy-duty vehicles.

On March 30, 2022, the California Energy Commission (CEC) released a Grant Funding Opportunity (GFO) entitled “Zero-Emission Transportation Manufacturing.” This competitive grant solicitation was to fund projects that will increase in-state manufacturing of zero-emission vehicles (ZEV), ZEV components and batteries, and ZEV charging or refueling equipment. In response to GFO-21-605, the Recipient submitted application #26 which was proposed for funding in the CEC’s Notice of

Proposed Awards on August 24, 2022. GFO-21-605 and Recipient's application are hereby incorporated by reference into this Agreement in their entirety.

In the event of any conflict or inconsistency between the terms of the Solicitation and the terms of the Recipient's Application, the Solicitation shall control. In the event of any conflict or inconsistency between the Recipient's Application and the terms of this Agreement, this Agreement shall control. Similarly, in the event of any conflict or inconsistency between the terms of this Agreement and the Solicitation, the terms of this Agreement shall control.

Problem Statement:

Currently, school buses account for approximately 80 percent of all buses in the United States, yet only 1 percent of school buses are electric. The majority of the nation's school buses are powered by fossil fuel-based engines that are costly to operate and maintain, expose communities to disease-causing particulate matters such as benzene, formaldehyde, acetaldehyde, and other cancer-causing chemicals, and pollute our environment with climate warming greenhouse gases.

This is a result of significant industry barriers preventing mass market adoption of zero-emission alternatives, including insufficient capability in the industry to manufacture mature battery-electric vehicles, lack of know-how to service and support battery-electric vehicles, and a small selection of mature battery-electric bus brands for school bus customers to choose from. As a result of this lack of innovation and support network, school bus customers will find it challenging to transition their dirty fossil fuel school bus fleets to clean zero-emission battery-electric school bus fleets, and Federal, State, and local agencies will not be able to transition their school bus fleets to zero-emission battery-electric vehicles as planned.

Goals of the Agreement:

The goal of this Agreement is to build a battery-electric school bus manufacturing facility in Lancaster, CA that is capable of manufacturing RIDE's family of mature and well-received battery-electric buses, while increasing green energy jobs in California, boosting California's economy by bolstering its clean energy commerce, and strengthening California's presence and leadership in the renewable energy market. As RIDE's zero-emission school buses begin to replace fossil fuel school buses in school bus fleets, California will be able to achieve its environmental pollution reduction and greenhouse gas reduction goals more quickly.

Objectives of the Agreement:

The objectives of this Agreement are to:

- Construct a battery-electric school bus manufacturing facility in Lancaster, CA that, at full capacity, will be capable of producing up to 4,000 battery-electric school buses annually.
- Begin producing RIDE's battery-electric school buses (ESB) at the facility. Produce up to 400 ESBs during the agreement.

- Develop training resources to support the creation of up to 448 indirect and 33 direct local jobs for the manufacturing facility.

TASK 1 ADMINISTRATION

Task 1.1 Attend Kick-off Meeting

The goal of this task is to establish the lines of communication and procedures for implementing this Agreement. The Commission Agreement Manager (CAM) shall designate the date and location of this meeting and provide an agenda to the Recipient prior to the meeting.

The Recipient shall:

- Attend a "Kick-Off" meeting that includes the CAM and may include the Commission Agreement Officer (CAO) and a representative of the CEC Accounting Office. The Recipient shall bring their Project Manager, Agreement Administrator, Accounting Officer, and any others determined necessary by the Recipient or specifically requested by the CAM to this meeting.
- Provide a written statement of project activities that have occurred after the notice of proposed awards but prior to the execution of the agreement using match funds. If none, provide a statement that no work has been completed using match funds prior to the execution of the agreement. All pre-execution match expenditures must conform to the requirements in the Terms and Conditions of this Agreement.
- Discuss the following administrative and technical aspects of this Agreement:
    - Agreement Terms and Conditions
    - Critical Project Review (Task 1.2)
    - Match fund documentation (Task 1.7) No reimbursable work may be done until this documentation is in place.
    - Permit documentation (Task 1.8)
    - Subawards needed to carry out project (Task 1.9)
    - The CAM's expectations for accomplishing tasks described in the Scope of Work
    - An updated Schedule of Products and Due Dates
    - Monthly Calls (Task 1.4)
    - Quarterly Progress Reports (Task 1.5)
    - Technical Products (Product Guidelines located in Section 5 of the Terms and Conditions)
    - Final Report (Task 1.6)

Recipient Products:

- Updated Schedule of Products
- Updated List of Match Funds

- Updated List of Permits
- Written Statement of Match Share Activities

Commission Agreement Manager Product:

- Kick-Off Meeting Agenda

Task 1.2 Critical Project Review (CPR) Meetings

CPRs provide the opportunity for frank discussions between the CEC and the Recipient. The goal of this task is to determine if the project should continue to receive CEC funding to complete this Agreement and to identify any needed modifications to the tasks, products, schedule or budget.

The CAM may schedule CPR meetings as necessary, and meeting costs will be borne by the Recipient.

Meeting participants include the CAM and the Recipient and may include the CAO, the Fuels and Transportation Division (FTD) program lead, other CEC staff and Management as well as other individuals selected by the CAM to provide support to the CEC.

The CAM shall:

- Determine the location, date, and time of each CPR meeting with the Recipient. These meetings generally take place at the CEC, but they may take place at another location or remotely.
- Send the Recipient the agenda and a list of expected participants in advance of each CPR. If applicable, the agenda shall include a discussion on both match funding and permits.
- Conduct and make a record of each CPR meeting. Prepare a schedule for providing the written determination described below.
- Determine whether to continue the project, and if continuing, whether or not modifications are needed to the tasks, schedule, products, and/or budget for the remainder of the Agreement. Modifications to the Agreement may require a formal amendment (please see section 8 of the Terms and Conditions). If the CAM concludes that satisfactory progress is not being made, this conclusion will be referred to the Lead Commissioner for Transportation for his or her concurrence.
- Provide the Recipient with a written determination in accordance with the schedule. The written response may include a requirement for the Recipient to revise one or more product(s) that were included in the CPR.

The Recipient shall:

- Prepare a *CPR Report* for each CPR that discusses the progress of the Agreement toward achieving its goals and objectives. This report shall include recommendations and conclusions regarding continued work of the projects. This report shall be submitted along with any other products identified in this scope of work. The

Recipient shall submit these documents to the CAM and any other designated reviewers at least 15 working days in advance of each CPR meeting.

- Present the required information at each CPR meeting and participate in a discussion about the Agreement.

CAM Products:

- Agenda and a list of expected participants
- Schedule for written determination
- Written determination

Recipient Product:

- CPR Report(s)

Task 1.3 Final Meeting

The goal of this task is to closeout this Agreement.

The Recipient shall:

- Meet with CEC staff to present the findings, conclusions, and recommendations. The final meeting must be completed during the closeout of this Agreement.

  This meeting will be attended by, at a minimum, the Recipient and the CAM. The technical and administrative aspects of Agreement closeout will be discussed at the meeting, which may be two separate meetings at the discretion of the CAM.

  The technical portion of the meeting shall present an assessment of the degree to which project and task goals and objectives were achieved, findings, conclusions, recommended next steps (if any) for the Agreement, and recommendations for improvements. The CAM will determine the appropriate meeting participants.

  The administrative portion of the meeting shall be a discussion with the CAM about the following Agreement closeout items:

  - What to do with any equipment purchased with CEC funds (Options)
  - CEC request for specific “generated” data (not already provided in Agreement products)
  - Need to document Recipient’s disclosure of “subject inventions” developed under the Agreement, if applicable
  - “Surviving” Agreement provisions
  - Final invoicing and release of retention

- Prepare a schedule for completing the closeout activities for this Agreement.

Products:

- Written documentation of meeting agreements
- Schedule for completing closeout activities

Task 1.4 Monthly Calls

The goal of this task is to have calls at least monthly between CAM and Recipient to verify that satisfactory and continued progress is made towards achieving the objectives of this Agreement on time and within budget.

The objectives of this task are to verbally summarize activities performed during the reporting period, to identify activities planned for the next reporting period, to identify issues that may affect performance and expenditures, to verify match funds are being proportionally spent concurrently or in advance of CEC funds or are being spent in accordance with an approved Match Funding Spending Plan, to form the basis for determining whether invoices are consistent with work performed, and to answer any other questions from the CAM. Monthly calls might not be held on those months when a quarterly progress report is submitted, or the CAM determines that a monthly call is unnecessary.

The CAM shall:

- Schedule monthly calls.
- Provide questions to the Recipient prior to the monthly call.
- Provide call summary notes to Recipient of items discussed during call.

The Recipient shall:

- Review the questions provided by CAM prior to the monthly call.
- Provide verbal answers to the CAM during the call.

Product:

- Email to CAM concurring with call summary notes.

Task 1.5 Quarterly Progress Reports

The goal of this task is to periodically verify that satisfactory and continued progress is made towards achieving the objectives of this Agreement on time and within budget.

The objectives of this task are to summarize activities performed during the reporting period, to identify activities planned for the next reporting period, to identify issues that may affect performance and expenditures, and to form the basis for determining whether invoices are consistent with work performed.

The Recipient shall:

- Prepare a *Quarterly Progress Report* which summarizes all Agreement activities conducted by the Recipient for the reporting period, including an assessment of the ability to complete the Agreement within the current budget and any anticipated cost overruns. Progress reports are due to the CAM the 10th day of each January, April, July, and October. The Quarterly Progress Report template can be found on the ECAMS Resources webpage available at https://www.energy.ca.gov/media/4691.

Product:

- Quarterly Progress Reports

Task 1.6 Final Report

The goal of the Final Report is to assess the project's success in achieving the Agreement's goals and objectives, advancing science and technology, and providing energy-related and other benefits to California.

The objectives of the Final Report are to clearly and completely describe the project's purpose, approach, activities performed, results, and advancements in science and technology; to present a public assessment of the success of the project as measured by the degree to which goals and objectives were achieved; to make insightful observations based on results obtained; to draw conclusions; and to make recommendations for further projects and improvements to the FTD project management processes.

The Final Report shall be a public document and is limited to 25-pages. If the Recipient has obtained confidential status from the CEC and will be preparing a confidential version of the Final Report as well, the Recipient shall perform the following activities for both the public and confidential versions of the Final Report.

In addition to any other applicable requirements, the Final Report must comply with the Americans with Disabilities Act (ADA) of 1990 (42 U.S.C. 12101 et seq.), which prohibits discrimination on the basis of disability; all applicable regulations and guidelines issued pursuant to the ADA; Cal. Gov. Code sects. 7405 and 11135; and Web Content Accessibility Guidelines 2.0, or a subsequent version, as published by the Web Accessibility Initiative of the World Wide Web Consortium at a minimum Level AA success criteria.

The Recipient shall:

- Prepare an *Outline of the Final Report*, if requested by the CAM.
- Prepare a *Draft Final Report* complying with ADA requirements and following the latest version of the Final Report guidelines which will be provided by the CAM. The CAM shall provide written comments on the Draft Final Report within fifteen (15) working days of receipt. The Final Report must be completed at least 60 days before the end of the Agreement Term.
- Submit *Final Report* in Microsoft Word format or similar electronic format as approved by the CAM.

Products:

- Outline of the Final Report, if requested
- Draft Final Report
- Final Report

Task 1.7 Identify and Obtain Matching Funds

The goal of this task is to ensure that the match funds planned for this Agreement are obtained for and applied to this Agreement during the term of this Agreement.

The costs to obtain and document match fund commitments are not reimbursable through this Agreement. Although the CEC budget for this task will be zero dollars, the Recipient may utilize match funds for this task. Match funds must be identified in writing and the associated commitments obtained before the Recipient can incur any costs for which the Recipient will request reimbursement.

The Recipient shall:

- Prepare a letter documenting the match funding committed to this Agreement and submit it to the CAM at least 2 working days prior to the kick-off meeting. If no match funds were part of the proposal that led to the CEC awarding this Agreement and none have been identified at the time this Agreement starts, then state such in the letter. If match funds were a part of the proposal that led to the CEC awarding this Agreement, then provide in the letter a list of the match funds that identifies the:
    - Amount of each cash match fund, its source, including a contact name, address and telephone number and the task(s) to which the match funds will be applied.
    - Amount of each in-kind contribution, a description, documented market or book value, and its source, including a contact name, address and telephone number and the task(s) to which the match funds will be applied. If the in-kind contribution is equipment or other tangible or real property, the Recipient shall identify its owner and provide a contact name, address and telephone number, and the address where the property is located.
- Provide a copy of the letter of commitment from an authorized representative of each source of cash match funding or in-kind contributions that these funds or contributions have been secured. For match funds provided by a grant a copy of the executed grant shall be submitted in place of a letter of commitment.
- Discuss match funds and the implications to the Agreement if they are reduced or not obtained as committed, at the kick-off meeting. If applicable, match funds will be included as a line item in the progress reports and will be a topic at CPR meetings.
- Provide the appropriate information to the CAM if during the course of the Agreement additional match funds are received.
- Notify the CAM within 10 days if during the course of the Agreement existing match funds are reduced. Reduction in match funds must be approved through a formal amendment to the Agreement and may trigger an additional CPR meeting.

Products:

- A letter regarding match funds or stating that no match funds are provided
- Copy(ies) of each match fund commitment letter(s) (if applicable)
- Letter(s) for new match funds (if applicable)
- Letter that match funds were reduced (if applicable)

Task 1.8 Identify and Obtain Required Permits

The goal of this task is to obtain all permits required for work completed under this Agreement in advance of the date they are needed to keep the Agreement schedule on track.

Permit costs and the expenses associated with obtaining permits are not reimbursable under this Agreement. Although the CEC budget for this task will be zero dollars, the Recipient may budget match funds for any expected expenditures associated with obtaining permits. Permits must be identified in writing and obtained before the Recipient can make any expenditure for which a permit is required.

The Recipient shall:

- Prepare a letter documenting the permits required to conduct this Agreement and submit it to the CAM at least 2 working days prior to the kick-off meeting. If there are no permits required at the start of this Agreement, then state such in the letter. If it is known at the beginning of the Agreement that permits will be required during the course of the Agreement, provide in the letter:
    - A list of the permits that identifies the:
        - Type of permit
        - Name, address and telephone number of the permitting jurisdictions or lead agencies
    - The schedule the Recipient will follow in applying for and obtaining these permits.
- Discuss the list of permits and the schedule for obtaining them at the kick-off meeting and develop a timetable for submitting the updated list, schedule and the copies of the permits. The implications to the Agreement if the permits are not obtained in a timely fashion or are denied will also be discussed. If applicable, permits will be included as a line item in the Progress Reports and will be a topic at CPR meetings.
- If during the course of the Agreement additional permits become necessary, provide the appropriate information on each permit and an updated schedule to the CAM.
- As permits are obtained, send a copy of each approved permit to the CAM.
- If during the course of the Agreement permits are not obtained on time or are denied, notify the CAM within 5 working days. Either of these events may trigger an additional CPR.

Products:

- Letter documenting the permits or stating that no permits are required
- A copy of each approved permit (if applicable)
- Updated list of permits as they change during the term of the Agreement (if applicable)
- Updated schedule for acquiring permits as changes occur during the term of the Agreement (if applicable)

- A copy of each final approved permit (if applicable)

Task 1.9 Obtain and Execute Subawards

The goal of this task is to ensure quality products and to procure subrecipients required to carry out the tasks under this Agreement consistent with the Agreement Terms and Conditions and the Recipient's own procurement policies and procedures.

The Recipient shall:

- Manage and coordinate subrecipient activities.
- Submit a *letter* to the CAM describing the subawards needed or stating that no subawards are required.
- If requested by the CAM, submit a *draft of each subaward* required to conduct the work under this Agreement to the CAM for review.
- If requested by the CAM, submit a *final copy of each executed subaward*.
- If Recipient intends to add new subrecipients or change subrecipients, then the Recipient shall notify the CAM.

Products:

- Letter describing the subawards needed, or stating that no subawards are required
- Draft subaward (if requested)
- Final subaward (if requested)

TECHNICAL TASKS

TASK 2 DESIGN AND ENGINEERING OF THE FACILITY

The goal of this task is to complete the design and engineering of the facility, which includes obtaining the necessary city and state approvals to construct the proposed project.

The Recipient shall:

- Obtain General Plan Amendment and Zone Change approval from City of Lancaster (City) Planning Department. Submit package (which includes Concept Designs) to obtain approvals and entitlement (the "Entitlements").
- Coordinate with the Design and Engineering contractor to finalize the facility's design. This will include but is not limited to: Foundation Design; Structural Design; Mechanical Electrical Plumbing (MEP) (collectively, "Construction Documents") and Offsite Improvement Design.
- Obtain approval from the City's Building and Safety Department for the proposed building design.

- Obtain approval from the City's Public Works and Engineering Department for the planned on-site and off-site work. On-Site work is work performed on the property. Off-Site work is development work on the surrounding public property, and the development of sewage, water, electricity, and gas infrastructure to support the facility on-site.
    - To obtain the permit issuance documents, Recipient will submit construction documents described above to the Public Works and Engineering Department for review and approval.
- Obtain additional agencies' approvals for the Project's off-site work. Such agencies include, but are not limited to utilities and the Regional Water Board. Recipient shall produce and submit design plans to the relevant agencies, including:
    - Storm Water Pollution Prevention Plan (SWPPP) to the Regional Water Board;
    - Dust Control Plan to Antelope Valley Air Quality Management District ("AVAQMD");
    - Sewer Plans to Los Angeles Sanitation District;
    - LA County Water Works District; and,
    - Southern California Edison.
- Develop and submit to the CAM a Design and Permitting Report that includes but is not limited to the following:
    - Design Plans for the Facility
    - Construction Documents
    - Entitlements
    - Permit Issuance Documents: Public Works and Engineering
    - Permit Issuance Documents: Building and Safety
    - Utility Agencies Approval

Products:

- Design and Permitting Report

TASK 3 CONSTRUCTION, EQUIPMENT INSTALLATION & SET-UP OF THE FACILITY

The goal of this task is to construct the battery-electric powered (BEV) school bus manufacturing facility and complete all necessary equipment set-up and installations for the facility. Equipment set-up and installations will partly commence simultaneously during facility construction because the equipment will be complex and require safety integration with the facility.

The Recipient shall:

- Develop and submit to the CAM a *Construction Schedule Plan* that includes but is not limited to identifying the estimated deadlines to complete construction action items.
- Conduct a pre-construction meeting to kick-off the construction project.
- Conduct vendor and subcontractor review and selection. Obtain quotations based off of the approved plans from the city. Will provide a scope of services needed with the approved plans, and select best option based off of quotations received.
- Grade the site for construction.
- Set building foundations and prepare surface for framing.
- Run utility lines from the point of connection within the public right of way to the building on the project site.
- Complete building framing.
- Complete final grading, site paving, and exterior hardscape.
- Complete all on-site and off-site facility finalization work including but not limited to painting and signage.
- Complete all final finishes on the building including but not limited to the installation of the manufacturing equipment and workstations.
- Complete all final off-site public improvements, including but not limited to road, traffic, electricity development and improvement.
- Create and finalize the list of equipment that requires installation and set-up with the General Contractor. Once finalized, identify and install the remaining equipment that will be installed prior to Task 5 “Production of BEV School Buses”. Confirm equipment is operational and provide *Video Documentation of Operational Equipment* once tests have been conducted to debug and fix any issues and the issues have been resolved.
- Develop and provide to the CAM an *Equipment Report* that includes but is not limited to the following:
  - Finalized Equipment List
  - Documentation confirming equipment has been ordered, shipped delivery timeline, and delivery confirmation
  - Confirmation of completion of equipment installation and set-up, including photos

Products:

- Construction Schedule Plan
- Video Documentation of Operational Equipment
- Equipment Report

[CPR WILL BE HELD IN THIS TASK. See Task 1.2 for details]

TASK 4 WORKFORCE RECRUITMENT AND TRAINING

The goal of this task is to recruit staff for the new manufacturing facility and train the employees for each department in the facility, including the Body Department, Chassis Department, Painting Department, Final Assembly Department.

The Recipient shall:

- Recruit staff for the new manufacturing facility by working with existing partners and local and community-based organizations to promote and implement special training programs, such as, vocational training, pre-apprenticeship programs, employment placement, and apprenticeship programs.
- Onboard and train new staff and provide specialized technical training for the RIDE BEV school buses, special safety training, and corporate policy training.
- Work with partnered union to provide additional training and presentation materials for new staff utilizing active and ongoing programs developed through existing partnerships. This may include but is not limited to the Manufacturing Technician and Apprenticeship Program.
- Prepare and provide to the CAM a *Training Report* that includes but is not limited to:
    - Recruitment efforts utilized to identify candidates for new and open positions.
    - Training materials.
    - Safety and corporate policies.
    - Number of employees trained for initial deployment and overview of initial training development, including initial training results and next steps.
    - The quantity of jobs (direct and indirect) created, salary information, and roles added as a result of the new facility.

Products:

- Training Report

TASK 5 PRODUCTION OF BEV SCHOOL BUSES

The goal of this task is to produce and manufacture the first set of BEV school buses at the new facility.

The Recipient shall:

- Finalize the procurement and design of the BEV school buses by customizing and finalizing its design to meet the specifications and modifications requested by the customer. Upon finalizing the design, the engineering team will release the Bill of Materials (BOM) to the customer.

- Proceed to production preparation. Prior to the production phase, the quality engineering team will analyze and release materials that pass the quality inspection test, inspect and assess the tools and equipment's condition for operation, and prepare production documents, such as notices, to proceed.
- Manufacture the BEV school bus which includes but is not limited to:
    - Establishing the four manufacturing stations, with inspection and quality checks conducted before proceeding to the next station.
    - BEV school bus will proceed to the System Validation process, Wheel Alignment, Road Testing and Battery Cycle analytics, and Water Test.
    - The team will create a punch-list of items, if any, that require rework or modification.
    - When all the requirements are met, the Quality Engineer will sign off on the BEV school bus, and it will then be placed in stock and ready for delivery.
- Deliver the BEV school bus. After completion of the BEV school bus, the Recipient will contact and work with the customer to finalize delivery and shipping details.
- Develop and provide to the CAM a Production Plan Report which will include but is not limited to:
    - Production flow chart that details production plans moving forward for the successful ongoing production of buses.
    - BEV school bus production schedule. Recipient will provide a general production schedule aligned with customers' delivery dates and projected ramp-up production plans.
    - Production Report that includes an analysis of buses produced and delivered to date, including determining the cycle time of each station, the lead time of each department in the facility, and the head count of each station in the production lines.

Products:

- Production Plan Report

[CPR WILL BE HELD IN THIS TASK. See Task 1.2 for details]

TASK 6 DATA COLLECTION AND ANALYSIS

The goal of this task is to collect operational data from the project and to analyze that data for economic and environmental impacts.

The Recipient shall:

- Develop a *Data Collection Outline and Plan* and provide to the CAM.
- Identify key project issues encountered and resolution of the issues.
- Collect a minimum of 6 months of project and operations data.

- Identify the number and description of units produced from product beta testing and validation through commercial production. The Recipient shall also characterize the use of these products after the project.
- Describe the market(s) for the manufactured products and compare the market status from the time of the original project proposal to the time of the project's completion.
- Provide a projection of the number of units to be manufactured per year, for the products identified in the original application, 3 years after the completion of the project. The Recipient shall also provide assumptions for projected growth.
- Compare project performance and expectations provided in the original project proposal with actual project performance, results, and accomplishments.
- Provide data on specific jobs and economic impact as a direct result of the project, including:
    - Number and type of short-term jobs created or retained by the project
    - Number and type of sustained, long-term jobs created or retained by the project
    - Estimates and descriptions of future jobs resulting from the project
    - Estimates of local economic impacts and revenues to state and local governments
    - Number of employees participating in training programs, and types of training programs
    - Number of indirect jobs resulting from the project.
- Provide a Data Collection and Information Analysis Report that lists and analyzes all the data and information described above.

Products:

- Data Collection Outline and Plan
- Data Collection and Information Analysis Report

TASK 7 PROJECT FACT SHEET

The goal of this task is to develop an initial and final project fact sheet that describes the CEC-funded project and the benefits resulting from the project for the public and key decision makers.

The Recipient shall:

- Prepare an *Initial Project Fact Sheet* at start of the project that describes the project and the expected benefits. Use the format provided by the CAM.
- Prepare a *Final Project Fact Sheet* at the project's conclusion that describes the project, the actual benefits resulting from the project, and lessons learned from implementing the project. Use the format provided by the CAM.
- Provide at least (6) six *High Quality Digital Photographs* (minimum resolution of 1300x500 pixels in landscape ratio) of pre and post technology installation at the project sites or related project photographs.

Products:

- Initial Project Fact Sheet
- Final Project Fact Sheet
- High Quality Digital Photographs

California Environmental Quality Act

Environmental Impact Report, Mitigation Monitoring and Reporting Program, General Plan Amendment No. 17-007, Zone Change No. 17-006, Initial Study/MND (SCH# 2023100285), Mitigation Monitoring and Reporting Program, and Notice of Determination.

RIDE Battery Electric School Bus Manufacturing Facility in the State of California

Follow, cut, and paste the link below into a web browser to view the documents listed above:

RIDE - General Plan Amendment Approval

State of California **California Natural Resources Agency**

M e m o r a n d u m

For: ARV-23-009, BYD Coach & Bus LLC dba RIDE Coach & Bus

From: Pilar Magaña, Pollution Specialist Fuels and Transportation Division
California Energy Commission
715 P Street
Sacramento, California 95814

Date: February 14, 2024

Subject: California Environmental Quality Act Analysis for Agreement ZVI-23-009, BYD Coach & Bus LLC dba RIDE Coach & Bus "RIDE Battery Electric School Bus Manufacturing Facility" project

I. Introduction.

I am an Air Pollution Specialist in the Fuels and Transportation Division of the California Energy Commission (CEC) and am the Commission's Agreement Manager for proposed grant Agreement ZVI-23-009, titled "RIDE Battery Electric School Bus Manufacturing Facility" with BYD Coach & Bus LLC dba RIDE Coach & Bus (RIDE).

This memo analyzes and documents the consideration of the environmental impacts of the proposed project, which is one phase of a renewable hydrogen fuel production facility in the City of Lancaster (City).

The proposed project consists of the construction and operation of a 630,000 square foot electric school bus manufacturing facility on approximately 30 acres of a 160 acre site. The facility would include 570,000 square feet of manufacturing space and 60,000 square feet of office space. The office space would be divided between the ground floor and a mezzanine level. Prep and paint booths would also be included as part of the manufacturing process. At full production levels, it is estimated that the facility would produce approximately 4,000 buses per year. A total of 138 bus parking spaces (for completed buses) would be provided on the west side of the building while employee parking would be provided along the northern and eastern portions of the project site. It is anticipated that the proposed project would employee 650 individuals: 100 office staff and 550 manufacturing staff.

II. Proposed Project.

The proposed project is for the construction of a manufacturing facility in Lancaster, CA to produce battery-electric powered school buses. At full capacity, the manufacturing facility will be capable of producing up to 4,000 battery-electric school buses annually.

III. City's Environmental Review.

The City's Planning Commission (Commission) completed an Initial Study and Mitigated Negative Declaration (MND, IS/MND, or MND/IS) and determined that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier Environmental Impact Report (EIR) or MND pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or MND, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required. This determination was approved by the Commission on November 13, 2023 through General Plan Amendment No. 17-007, Zone Change No. 17-006, adopting the Initial Study/MND (SCH# 2023100285), approving the Mitigation Monitoring and Reporting Program, and authorizing staff to execute the Notice of Determination.

The proposed project consists of the construction and operation of a 650,000 square foot electric school bus manufacturing facility in the Light Industrial zone. In addition to the proposed development application, the applicant is requesting a general plan amendment and zone change to change the designation and zoning of 160 acres to Light Industrial from Non-Urban Residential and RR-2.5. The proposed development would occur on 30 of the 160 acres. Other projects have been approved and/or submitted within approximately one mile of the project site. These projects are also required to be in accordance with the City's zoning code and General Plan.

IV. Responsible Agency Considerations.

Prior to reaching a decision on the proposed project under ZVI-23-009, the CEC as a responsible agency must consider the environmental effects of the proposed project as shown in the mitigated negative declaration prepared for the proposed project by the lead agency. In its role as responsible agency, the CEC has reviewed the Lead Agency's: MND, EIR and site plan; Mitigation Monitoring Program, Notice of Determination and related documentation.

Under 14 California Code of Regulations, title 14, section 15162, when a negative declaration has been certified for a project, no subsequent negative declaration shall be prepared for that project unless the lead agency determines, on the basis on substantial evidence in the light of the whole record, one or more of the following:

1) Substantial changes are proposed in the project that which will require major revisions of the previous negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3) New information of substantial importance, which was not known and could not have been known with the exercise of due diligence at the time the previous negative declaration was

adopted, shows the project will have one of more significant effects not discussed in the previous negative declaration.

V. Discussion.

Aesthetics:

The City of Lancaster General Plan identifies five scenic areas in the City and immediately surrounding area. Views of these scenic areas are not generally visible from the project site or the immediately surrounding roadways. However, views of the open desert and mountains surrounding the Antelope Valley are available from the project site and nearby roadways. The proposed project consists of the construction and operation of an approximately 650,000 square feet electric school bus manufacturing facility. The building would be of metal construction and the height would be taller than the residential uses; however, it would be required to meet the City's design standards for industrial buildings. This manufacturing facility would be similar in appearance to other existing facilities in the area. While the appearance of the site would change with the manufacturing use and the general plan amendment/zone change which could allow future industrial development, the public views would not change and would continue to be available from the roadways and project site.

The project site is not located along any designated State Scenic Highways. There are no State designated scenic routes or highways within the City of Lancaster and Avenue H is also not considered a locally scenic highway or roadway. The project site is currently vacant and does not contain any historic buildings or rock outcroppings. However, the project site does contain Joshua trees at the southwest corner of the portion of the site proposed for development. These trees would be removed during construction in accordance with State law; however, they would be replaced with other trees and landscaping associated with the proposed project. Since the project is not located along a scenic highway, no impacts would occur.

No lighting is generated currently on the project site. The ambient lighting in the vicinity of the project site is low to moderate to street lights, vehicle headlights, and residential/security lighting. The lighting level immediately surrounding the project site is low due to the handful of residences in the vicinity of the project site. Brighter lighting areas can be seen from the project site coming from the distribution facilities/fairgrounds to the east, the industrial uses from the airport, and the Lancaster Prison complex. Light and glare would be generated from the proposed project in the form of additional street lighting, security lighting and motor vehicles. All street and security lighting within the proposed development would be shielded and focused downward onto the project site. Landscaping provided throughout the development and around the perimeter would also help to diffuse the lighting coming off of the project site. Additionally, the proposed development would not produce substantial amounts of glare as the development would be constructed primarily from non-reflective materials.

The proposed project is consistent with the zoning code as it pertains to this use and zone (see Land and Planning Section) with the approval of the general plan amendment and zone change. The project would comply with the Light Industrial development standards contained within the Lancaster Municipal Code and would also be in conformance the City's Design Guidelines. These guidelines provide the basis to achieve quality design for all development within the City.

Therefore, CEC finds that, on the basis of the entire record before it, that the proposed project impacts would be less than significant on Aesthetics.

Agriculture and Forest Resources:

The Project is expected to have no impact on Agricultural and Forest Resources. The MND found that the project site is in an area zoned as industrial, and does not conflict with existing zoning for agricultural use or a Williamson Act contract. Moreover, the site does not conflict with existing zoning for forest land or timberland, and the proposed project would not cause the loss or conversion of any such lands. Lastly, the MND found that the site is not being used for agriculture and that the Project would not convert agricultural land to non-agricultural use.

Therefore, CEC finds that, on the basis of the entire record before it, that the proposed project will have no impact on agricultural or forestry resources.

Air Quality:

Under the City's General Plan, the proposed project would not create air emissions that exceed the Antelope Valley Air Quality Management Plan. The proposed project involves a general plan amendment and zone change to change the project site from a Non-Urban Residential Designation to a Light Industrial designation. This area has been anticipated for industrial development and the emissions accounted for in the Air Quality Management Plan. Much of the area remains undeveloped and as such, the proposed project's emissions would already have been accounted for. Additionally, the proposed project would be required to comply with all Antelope Valley Air Quality Management District Rules and Regulations including those associated with dust control, permitting, and use of hazardous materials. Therefore, the proposed project would not conflict with or obstruct implementation of the Air Quality Management Plan and no impacts would occur.

An air quality study was prepared for the proposed project by MS Hatch Consulting and documented in a report entitled "Air Quality Study – BYD School Bus Manufacturing Plant and construction emissions were calculated using the California Emissions Estimator Model (CalEEMod) with inputs regarding the construction schedule provided by the engineer and are provided in the air quality report. The project would not require the import or export of fill material and construction would comply with the air district rules regarding dust control and VOC content in architectural coatings.

Operational emissions consist of multiple sources of emissions including emissions associated with the manufacturing process (i.e., coating, adhesives, sealants, and solvent application processes), area sources (i.e., re-applying architectural coatings, landscaping equipment), energy (i.e., electricity and natural gas use), mobile sources (i.e., workers commuting, shipping, delivery trips), waste, and water.

Construction of the proposed project is not anticipated to produce significant objectionable odors. Construction equipment may generate some odors, but these odors would be similar to those produced by vehicles traveling on Avenue H, and Avenue I. Most objectionable odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products and other strong-smelling elements used in manufacturing processes, as

well as sewage treatment facilities and landfills. The proposed project is an electric school bus manufacturing facilities. All activities will occur within the proposed building utilizing appropriate equipment. No manufacturing related activities are permitted to occur outside of the building. All painting and other activities which may use chemicals with particular odors or VOCs will be conducted within paint booths inside of the building and the building shall have the appropriate types of filters to prevent any odors from being released.

Based on Lead Agency Findings, the CEC finds that, on the basis of the entire record before it, that the mitigation measures reduce the air quality impacts to less than significant with respect to violation of air quality standards, increase of criteria pollutants, and creation of objectionable odors; and the proposed project has no impact with respect to implementing the applicable air quality plan or exposing sensitive receptors to substantial pollutant concentrations.

Biological Resources:

The MND noted that the project area is characteristic of shadscale-allscale habitat alliance with clay pan and dune topography. Shadscale and allscale were the dominant perennial shrub species throughout the study area while goldfields, and red stemmed filaree were the dominant annual species. Alkali mariposa lilies in vegetative and bud stages were observed throughout most of the project site with the densest presence within the eastern half. Suitable habitat for alkali mariposa lilies existed throughout the study site. Rosamond eriastrum were not observed within the study site and suitable habitat does not appear to be present. Five Joshua trees in good condition were present within the southwest portion of the study site and range in height from one to five feet. Two Joshua trees were present within 30 feet of the southwestern boundary of the study site. One old dead and down Joshua tree was present in the northwest corner of the study site. No Barstow woolly sunflowers, Lancaster milkvetch, or desert cymopterus, or suitable habitat were observed within the study site.

A total of 20 wildlife species or their sign were observed on the project site during the surveys. No desert tortoises or their sign were observed during the field survey. No burrowing owls or their sign were observed within the study site. No desert kit foxes or their dens were observed within the study site. Two old and one recent desert kit fox scat were observed within the study site. No Mohave ground squirrels were observed or detected audibly within the study site. No Northern California legless lizards were observed, however suitable habitat appeared to be present within the study area. No Swainson’s hawk nest sites have been documented within 5 miles of the study site. No bird nests were observed within the study site.

No desert tortoise, Mohave ground squirrel, or Rosamond eriastrum were observed on the project site and suitable habitat is not present for these species. Therefore, no impacts would be expected to occur. However, the project site contains Joshua trees and alkali mariposa lilies both of which are considered sensitive plant species. The live Joshua trees are not expected to be removed during construction and a suitable buffer would be placed around them. However, if they do need to be removed mitigation measures have been included in accordance with the Joshua Tree Habitat Conservation Act.

Additionally, appropriate mitigation measures have been included for the alkali mariposa lily. With implementation of these measures, impacts would be less than significant.

While no desert kit foxes, legless lizards, or birds nests were observed on the project site, the

potential exists for these species to be present when construction starts. Therefore, mitigation measures have been included to ensure that impacts are less than significant. With implementation of the mitigation measures, impacts to sensitive plant and wildlife species would be less than significant.

Therefore, CEC finds that, on the basis of the entire record before it and with all mitigation measures noted in the MND implemented, that the biological resources impacts are less than significant with respect to sensitive or special status species, with mitigation incorporated to conduct preconstruction surveys of wildlife and plants; and that there will be no impact with respect to riparian habitat, wetlands, movement/migration of wildlife, or any conservation plan.

Cultural Resources:

While no specific tribal resources were identified on the project site during the AB 52 process, the Fernandeno Tataviam Band of Mission Indians and the Yuhaaviatam of San Manuel Nation (YSMN) both responded to the offer for consultation. Both tribes have requested specific measures to be included to ensure the appropriate treatment of any previously unknown cultural resources and for a tribal monitor. These measures have been identified below.

In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Further work may be warranted if the discovery is significant. Additionally, if human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted. The likelihood of the project area containing human remains is deemed low, and had been previously disturbed with George Air Force Base, the impacts to the aforementioned types of cultural resources are less than significant with the mitigation incorporated.

With incorporation of these measures, impacts would be less than significant. Therefore, CEC finds that, on the basis of the entire record before it, that the cultural resources impacts are less than significant with respect to historical resources or the disturbance of human remains; and that there would be no impact with respect to archaeological resources.

Energy:

The MND found that project construction would consume energy in two general forms: 1) the fuel energy consumed by construction vehicles and equipment and 2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass. Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during site clearing, grading, and construction. Fuel energy consumed during construction would be temporary and would not represent a significant demand on energy resources. In addition, some incidental energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest EPA and CARB engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption.

The project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. The MND also found that the proposed project would consume energy for interior and exterior lighting, heating/ventilation, and air conditioning (HVAC), refrigeration, electronics systems, appliances, and security systems, among other things. The proposed project would be required to comply with Title 24 Building Energy Efficiency Standards and the electricity provider is subject to California's Renewables Portfolio Standard (RPS).

The MND found that with these measures, there would be a less than significant impact with respect to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. Moreover, there would be no impact regarding any state or local plan for renewable energy or energy efficiency.

Therefore, CEC finds that, on the basis of the entire record before it, that the energy resources impacts are less than significant with respect to consumption of such resources; and that there would be no impact with respect to any plan concerning renewable energy or energy efficiency.

Geology and Soils:

The project site is not identified as being in or in proximity to a fault rupture zone. However, the BYD Electric School Bus Manufacturing proposed project would be constructed in accordance with the seismic requirements of the Uniform Building Code, which would render any potential impacts to a less than significant level. The site is generally level and is not subject to landslides.

The project site is rated as having a low risk for soil erosion when cultivated or cleared of vegetation. However, there remains a potential for water and wind erosion during construction. The proposed project would be required, under the provisions of the Lead Agency, to adequately wet or seal the soils to prevent wind erosion.

The MND/IS determined that a soils report for the proposed project shall be submitted to the City by the project developer prior to grading and the recommendations of the report shall be incorporated into the development of the proposed project. Therefore, impacts would be less than significant.

The MND/IS found that the proposed project would be tied into the existing sanitary sewer system. No septic or alternative means of wastewater disposal are part of the proposed project. Therefore, no impacts would occur. Furthermore, the proposed project would not directly or indirectly destroy a unique paleontological resource, or geologic feature. Therefore, no impacts would occur.

Therefore, CEC finds that, on the basis of the entire record before it, that the geology and soils impacts of the proposed project are less than significant with respect to seismic hazards, landslides, soil erosion/loss, and soil liquefaction/expansion/collapse. Furthermore, there would be no impact with respect to disposal of wastewater.

Greenhouse Gas Emissions:

This was discussed in the air quality report prepared for the project, and also discussed under the Air Quality section of the IS/MND. As part of the air quality report, an analysis of the projects potential greenhouse gas emissions was calculated for both construction and operation. Estimated CO2e emissions would be less than the established thresholds for the Antelope Valley Air Pollution Control District. Therefore, impacts would be less than significant.

The MND/IS also indicate that the project will be in compliance with the City of Lancaster's Climate Action Plan, with the project being consistent with measures in the plan to utilize renewable energy and battery storage, install water saving irrigation and plant landscaping that is native and/or drought tolerant. Therefore, impacts with respect to conflicts with an agency's plan, policies, or regulations would Be less than significant.

Therefore, CEC finds that, on the basis of the entire record before it, that the GHG emissions impacts of the proposed project with mitigation measures are less than significant, and that there would be no impact with respect to any plan, policy or regulation adopted for the purpose of reducing GHG emissions.

Hazards and Hazardous Materials:

The proposed project is expected to have less than significant impacts on hazards and hazardous materials with mitigation incorporated. The MND/IS indicates that Construction of the proposed project would require typical construction materials to install the proposed building, parking lots, and other associated improvements. The project would not involve the demolition of any structures, and therefore, would not expose individuals or the environment to asbestos-containing materials or lead-based paint.

The MND indicates the routine transport, use, and disposal of hazardous materials for facility operations, including various chemicals associated with the manufacturing process for the electric school buses. These routine activities would be conducted in compliance with applicable regulations to minimize potential hazards to the public and to the environment. Any hazardous waste products produced would be transported offsite to appropriate disposal facilities. The facility would also be equipped with safety mechanisms, such as fire protection and sprinkler systems, dust suppression systems, detectors/alarms, shutdown systems, and temperature monitoring and controls. Any additional safety mechanisms necessary would be determined as part of the engineering design and be in accordance with all applicable regulations.

The project site is not located within a quarter mile of an existing or proposed school. The closest schools to the project site are Westwind Elementary and Sundown Elementary, both approximately 2.5 miles southeast and southwest, respectively, of the project site. Therefore, no impacts would occur.

A survey of the project site was conducted on April 2, 2023. During the site visit no evidence of environmental concern was observed on the subject property. No hazardous materials/waste, solid waste, wastewater, drains, sumps, clarifiers, underground or above ground storage tanks, wells, stained vegetation, pits, ponds, lagoons, or odors were observed. Windblown debris and trash was observed on the project site.

The MND/IS also indicates that the proposed project is approximately 1.25 miles south of the General William J. Fox Airfield and is located within the airport land use plan for this airport. The project site is located in Zone E “Other Airport Environs” of this plan and has minimal restrictions with respect to development on the site. The proposed project would not exceed any of the restrictions identified in the plan and the operations at the airport are not likely to result in a safety hazard for people working or visiting the project site. Therefore, no impacts would occur.

The traffic generated by the proposed project is not expected to block the roadways in the vicinity of the project. Improvements have been conditioned as part of the project that would ensure that traffic operates smoothly. Therefore, the proposed project would not impact or physically block any identified evacuation routes and would not interfere with any adopted emergency response plan. Impacts would not occur.

The subject property and most of the surrounding property is vacant and the project site is located within the service area of Fire Station No. 130, located at 44558 40th Street West, which would serve the site in the event of an emergency.

Therefore, CEC finds that, on the basis of the entire record before it, that the hazards and hazardous materials impacts of the proposed project are less than significant regarding the routine use, transportation, or disposal of hazardous materials, or from the release of such materials into the environment. CEC further finds that with the adoption of the proposed mitigation measures, the proposed project would have a less than significant impact with respect to being located on a site included on a list of hazardous materials sites and thus posing a significant risk to the public or the environment. CEC also finds that the proposed project would have no impact with respect to any emergency evacuation or response plan, or with any hazardous emissions/materials handling within one-quarter mile of a school, or regarding any exposure to a significant risk of wildland fires.

Hydrology and Water Quality:

The MND evaluated the risk of the proposed project violating any water quality standards or waste discharge requirements, or degrading surface water or groundwater quality. The MND noted that construction of the proposed project would require compliance with the National Pollutant Discharge Elimination System (NPDES) statewide general permit, which would include the development of a stormwater pollution prevention program employing best management practices – and that this would render any impacts less than significant.

With respect to operation of the proposed project, compliance with the Regional Water Quality Control Board’s requirements would necessitate the preparation of a water quality management plan. This would ensure compliance with the City of Victorville’s requirements, as well as the storm sewer systems permit for the Mojave River Watershed. The plan would detail stormwater treatment during project operations, and direct runoff either into the ground similar to pre-project conditions, or into a retention pond. The plan would also incorporate best management practices to maintain water quality and waste discharge requirements, and reduce impacts to a less than significant level.

The above measures would also serve to render any impacts to the existing draining pattern of the site (both during construction and operation of the hydrogen production facility) to a less

than significant level. Moreover, the projected use of water during the construction and operation of the proposed project would not increase water usage to a point where it interfered with the implementation of any local water quality control or management plan. Any impacts in such regards would be less than significant. There would be a less than significant impact on groundwater supplies or recharge. There would be no risk of tsunami, seiche, or inundation due to the project's location – it is not in a floodplain, and it is far from any ocean or lake.

Therefore, CEC finds that, on the basis of the entire record before it, that the hydrology and water quality impacts of the proposed project are less than significant with respect to violation of water quality standards or waste discharge requirements; less than significant with respect to decreasing groundwater supplies or interfering with groundwater recharge; less than significant with respect to altering the existing draining pattern of the site; less than significant with respect to the implementation of any water quality control plan or groundwater management plan; and that there is no impact regarding tsunami, seiche, or inundation risks.

Land Use and Planning:

No impacts are expected for land use and planning. The MND noted that the project site is on land already zoned for industrial use, and nothing about the proposed project would physically divide an established community – thus there would be no impact in that regard. The project site is on parcels of land located in the Southern California Logistics Airport (SCLA) area, built on the former George AFB. Development in this area is covered by the SLCA Specific Plan, adopted by the City. The Project is in compliance with the land use provisions of the SCLA Specific Plan. Thus, there would be no impact due to conflict with any land use plan, policy, or regulation.

Therefore, CEC finds that, on the basis of the entire record before it, that the proposed project would have no impact with respect to land use and planning, as there would be no division of established communities, and no conflict with any land use plan, policy, or regulation.

Mineral Resources:

No mitigation measures were identified for mineral resources and all impacts are expected to be less than significant.

The MND noted that the project site is located in a zone designated Mineral Resource Zone (MRZ) 3A – i.e., an area with known mineral occurrences of undetermined mineral resource significance – by the California Department of Conservation's Division of Mines and Geology. There are no active mines on the site and no mining activities have occurred in the past. Additionally, it is not considered likely that the Lancaster area has large, valuable mineral and aggregate deposits. Therefore, no impacts to mineral resources would occur.

Therefore, CEC finds that, on the basis of the entire record before it, that the proposed project would have no impact with respect to mineral resources, as there would be no loss of availability of known mineral resources that would be of value to the region and the residents of the state.

Noise:

The MND states that a noise study was prepared by Christopher Jean & Associates, Inc. Acoustical Consulting Services dated June 9, 2023. Scattered residential uses exist around the perimeter of the project site. These sensitive noise receptors are currently exposed to a certain amount of environmental noise generated by activities in the project area. The general noise levels at the nearby residences were calculated and currently range between 44 A-weighted decibels, or decibels audible to the human ear (dBA) and 46 dBA.

Construction noise sources could include pile drivers, bulldozers, graders, backhoes, loaders, dump trucks, water trucks, rollers, compactors, jack hammers, air compressors, pneumatic tools, hammers, saws, etc. Construction noise will also include truck deliveries and worker's vehicles driving on and off the site. Since no structures can exist at the time of the grading process, it is difficult to mitigate the noise associated with grading and excavation. Best management practices have been identified to reduce noise levels during construction to the greatest extent possible. Mitigation measures include use of electric equipment when available, use of mufflers and silencers for internal combustion engines and use of horns, whistles, and alarms for safety purposes only.

The project will be used to manufacture electric powered school buses. The manufacturing process could involve a variety of process including installing pre-made body parts onto a truck chassis manufactured off site, to a complete in-house manufacture of the chassis and drive train, stamping, painting and installing body parts, as well as upholstering the bus interiors. manufacturing process occurring on site. Noise levels for different manufacturing noise sources were identified in the study and range from 81 dBA to 96 dBA at 50 feet. Depending on the number of sources operating at one time, it would not be surprising for combined noise levels as high as 100 dBA to occur inside the project building. The building structure will provide around 10 dBA of interior to exterior noise reduction with the roll-up doors open. Thus, the project can be expected to produce worst-case noise levels as high as 90 dBA at a distance of 50 feet outside the building. These noise levels were projected out to the nearest residential uses. The results show that noise from the manufacturing process inside the project building will not exceed the existing maximum ambient noise levels and will not exceed the City's 65 dBA residential noise limit. Keeping the roll-up doors closed when not actually in use would reduce the project noise another 10 dBA. Additionally, the City requires all manufacturing process to occur within an enclosed building and a mitigation measure has been included to ensure that they only time the roll-up doors are open is when buses are being moved in or out.

In addition to the manufacturing process noise sources, vehicle movements on site will create noise. These vehicles could include employee vehicles and truck deliveries. Since truck deliveries tend to be single trucks accessing the site at one time, the most significant potential noise impact will be due to the maximum noise level. The loudest noise source during this process is the air brake at 92 dBA at a distance of 50 feet. Projecting this level from the nearest site entry driveway out to the nearest receptor results in a maximum level of 75 dBA. This level does not exceed the existing ambient maximum noise level but does exceed the City's 65 dBA limit. Therefore, with the inclusion of best management practices and requirements for the doors on the facility to be closed during manufacturing, impacts associated with noise would be less than significant.

Therefore, CEC finds that, on the basis of the entire record before it and with mitigation measures in place, that the noise and vibration impacts of the proposed project are less than

significant with respect to generation of excessive ground-borne noise or vibration levels; less than significant regarding exposure of employees to excessive noise levels; and less than significant in generating an substantial increase in ambient noise levels in excess of the standards established in the local noise ordinance.

Population and Housing:

The MND noted that the project site is vacant, and no housing or people would be displaced necessitating the construction or replacement of housing elsewhere. Therefore, no impacts would occur.

The MND also notes that the proposed project would result in an incremental increase in population growth through the construction and operation of a 650,000 square foot electric school bus manufacturing facility. The proposed project is anticipated to employ 650 permanent positions and it is expected that these positions would be filled by current residents of the Antelope Valley. Additionally, while it is likely that individuals involved in the construction of the proposed project or residing at the proposed project would come from the Antelope Valley, it is possible that people could move to the Antelope Valley for work or to live. However, while any increase in population would contribute, on an incremental basis, to the population of the City, it will fall within both the City's and the Southern California Association of Government's (SCAG's) projections. As such, impacts would be less than significant.

Therefore, CEC finds that, on the basis of the entire record before it, that the population and housing impacts of the proposed project are less than significant with respect to inducing substantial unplanned population growth, and would have no impact with respect to displacement of existing housing.

Public Services:

The proposed project is expected to have less than significant impacts for public service resources. The MND indicates that the project would increase the need for fire and police services during construction and occupancy of the development; however, the project site is within the current service area of both these agencies and the additional time and cost to service the sites is minimal. The proposed project would not induce substantial population growth and therefore, would not increase the demand on parks or other public facilities. Therefore, impacts would be less than significant.

Construction of the proposed project may result in an incremental increase in population as indicated in the Population and Housing section and may increase the number of students in the Westside Union School District and Antelope Valley Union High School District. Proposition 1A, which governs the way in which school funding is carried out, predetermines by statute that payment of developer fees is adequate mitigation for school impacts. Therefore, impacts would be less than significant.

Therefore, CEC finds that, on the basis of the entire record before it, that the public services impacts of the proposed project are less than significant with respect to adverse impacts resulting from the need for new or altered facilities for fire protection, police protection, schools, parks, or other public services.

Recreation:

The MND noted that the proposed project would generate additional population growth and would contribute on an incremental basis to the use of the existing park and recreational facilities. It is likely that many of the individuals who will be employed by the development would come from the Antelope Valley and would already be utilizing the existing recreational facilities. Therefore, no additional impact would be anticipated. The recipient would also be required to pay park fees which would offset the impacts of the development on the existing parks. The development of the proposed project would not require construction of additional offsite recreational facilities or the expansion of existing ones. Therefore, impacts would be less than significant.

Therefore, CEC finds that, on the basis of the entire record before it, that the recreation impacts of the proposed project are less than significant with respect to any increase in usage of existing parks and recreational facilities; and that there would be no impact with respect to the construction or expansion of such facilities.

Transportation and Traffic:

The MND noted that the proposed project would not conflict with or impede to alternative modes of transportation Specifically, the proposed project is for the construction of an electric school bus manufacturing facility. While it is not immediately nearby public transportation options, it is in close proximity to the freeway and would also help further implement other alternative transportation options. Therefore, no impacts would occur.

The proposed project does not meet any of the screening criteria and a VMT analysis was conducted for the proposed project as part of the traffic study prepared by Ruettgers & Schuler. The specific VMT analysis was prepared by LSA Associates. This analysis determined that the proposed project needs to reduce its vehicle miles traveled by 3,702 VMT in order to be 15% below the City's thresholds. However, on January 24, 2023, the City of Lancaster City Council adopted the Vehicle Miles Traveled Impact Fee Mitigation Program and certified the accompanying Final Program Environmental Impact Report, Findings, and Statement of Overriding Considerations. The VMT mitigation program allows developers to pay $150 per VMT to mitigate their VMT impacts and tier off of the Program EIR. The fee associated with the 3,702 VMT reduction needed is $555,300. With payment of the fee, the proposed project's VMT impacts would be less than significant.

Regarding additional mitigation measures, street improvements required as conditions of approval would ensure that traffic flows smoothly in the vicinity of the project site. No hazardous conditions would be created by these improvements. Therefore, no impacts would occur. Additionally, the project site will have adequate emergency access from two driveways on Avenue H and driveways from the project access roadway on the eastern boundary of the project site. Therefore, no impacts would occur.

Therefore, CEC finds that, on the basis of the entire record before it and with implemented mitigation measures, that the traffic and transportation impacts of the proposed project are less than significant with respect to any program, plan, ordinance, or policy addressing traffic circulation; less than significant regarding VMT; and that there would be no impacts regarding a substantial increase in hazards/incompatible uses, or inadequate emergency access.

Tribal Cultural Resources:

The MND noted that several Native American tribes lived in the territory around the project site before contact with Europeans. No cultural resources are present on the project site. Additionally, no specific tribal resources were identified during the AB 52 process; however, both the YSMN and FTBMI responded to the offer to consult. Both tribes requested specific measures be included to ensure the proper treatment of any cultural resources found during construction activities and for a tribal monitor. These measures have been included in the cultural resources section. As such, no impacts to Tribal Cultural Resources would occur.

Therefore, CEC finds that, on the basis of the entire record before it, that the tribal cultural resources impacts of the proposed project are less than significant, with mitigation incorporated and indicated under the Cultural Resources Section, with respect to any substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code section 21074.

Utilities and Service Systems:

The MND noted that the proposed project would be required to connect to the existing utilities such as electricity, natural gas, water, wastewater, telecommunications, etc. These services already exist in the vicinity of the project site. Connections would occur on the project site or within existing roadways or rights-of-way. Connections to these utilities are assumed as part of the proposed project and impacts to environmental resources have been discussed throughout the document. As such, impacts would be less than significant.

The Los Angeles County Waterworks District No. 40 has not indicated any problems in supplying water to either phase of the proposed project from existing facilities and the applicant is responsible for acquiring water in accordance with established procedures. No new construction of water treatment or new or expanded entitlements would be required. Therefore, water impacts would be less than significant.

The project site is located outside the jurisdictional boundaries of District No. 14; however, the District can provide service upon annexation. All wastewater would be treated at the Lancaster Water Reclamation Plant which has a design capacity of 18 million gallons per day (mgd) and currently produces an average recycled water flow of 13.9 mgd. The proposed project would discharge to a local sewer line for the proposed project would generate 26,250 gallons of wastewater per day. The proposed project would not require the expansion of existing facilities or the construction of new facilities. Therefore, impacts would be less than significant.

Solid waste generated within the City limits is generally disposed of at the Lancaster Landfill. This landfill is a Class III landfill which accepts agricultural, nonfriable asbestos construction/demolition waste, contaminated soil, green materials, industrial, inert, mixed municipal, sludge, and waste tires. It does not accept hazardous materials. The proposed project would generate solid waste during construction and operation, which would contribute to an overall impact on landfill service although the project's contribution is considered minimal and the existing landfill has capacity to handle the waste generated by the project. Additionally, the proposed project would be in compliance with all State and local regulations regulating solid waste disposal. Therefore, impacts would be less than significant.

Therefore, CEC finds that, on the basis of the entire record before it, that the utilities and service systems impacts of the proposed project are less than significant with respect to relocation or construction of new/expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunication facilities. The proposed project would have a less than significant impact on available water supplies and the capacity of the local wastewater treatment provider to meet its existing commitments.

Wildfires:

The MND noted that the project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. The project site is located within the service boundaries of Fire Station No. 130, located at 44558 40th Street West, which can adequately serve the project site. Other fire stations are also located in close proximity to the project site which can provide service if needed. Therefore, no impacts would occur.

Therefore, CEC finds that, on the basis of the entire record before it, that the wildfire risks and impacts of the proposed project are less than significant with respect to relocation or construction of new/expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunication facilities.

Mandatory Findings of Significance:

Cumulative impacts are the change in the environment, which results from the incremental impact of the project when added to other closely related past, present and reasonably foreseeable projects. The proposed project would not create any impacts with respect to: Agriculture and Forest Resources, Mineral Resources, Tribal Resources and Wildfire. The project would create impacts to other resource areas and mitigation measures have been identified for Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Noise, and Transportation. Many of the impacts generated by projects are site specific and generally do not influence the impacts on another site. All projects undergo environmental review and have required mitigation measures to reduce impacts when warranted. These mitigation measures reduce environmental impacts to less than significant levels whenever possible. Therefore, the project's contribution to cumulative impacts would not be cumulatively considerable.

VI. Conclusion.

Pursuant to my work in developing the proposed project, including the Scope of Work for the proposed project, I have reviewed the MND, including the mitigation measures, Site Plan, filed Notice of Determination, and other related documentation.

Based on my review and consideration of the above documents, it is my independent and professional opinion that, since the above CEQA documents have been finalized, there have been no new project changes, and no new, additional, or increased significant environmental impacts have occurred. Furthermore, I have not identified any new information which would change the conclusions of the City’s CEQA documents or render those conclusions inadequate. It is also my independent and professional opinion that the work to be performed under the proposed project falls within the scope of the MND, and that the proposed project will not result in any new significant environmental impacts. Finally, I have not identified any

new mitigation measures, within the Commission's authority, that would lessen or further mitigate the impacts of the proposed project.

The reasons for my conclusions are as follows:

As discussed above, the project analyzed in the MND will have a less than significant impact of the environment. Furthermore, the battery electric school busses that will be manufactured under the proposed project will generate zero emissions when used and will provide a substantial decrease to greenhouse gas emissions by displacing gasoline and/or diesel use in school busses, thereby protecting vulnerable populations that use these busses. The proposed project would also provide jobs to the local community and reduce the need to rely on fossil fuels. Finally, the proposed project would provide social, economic, and environmental benefits to the City of Lancaster, school districts throughout the state and to California.