

Final Report

Site Selection and Environmental Analysis for Bullhead Area Transit System

Bullhead City, Arizona

April 2020



1.0 Introduction

The City of Bullhead City (Bullhead City) presents this Site Selection and Environmental Analysis Final Report to advance transit operation efficiency, improve customer service, and allow for the systematic growth and improvement of the Bullhead Area Transit System (BATS).

1.1 Background

Bullhead City operates BATS providing general public transportation throughout the city with four fixed routes and a dial-a-ride service that covers the city, providing over 170,000 passenger trips annually.

Looking towards the future, the City would like to develop dedicated transit facilities to accommodate its fleet needs and provide outstanding customer service and well-maintained vehicles for their riders.

Currently, Bullhead City does not have a dedicated facility to park, clean, and provide minor maintenance of its fleet of transit vehicles. Additionally, there is also a desire to develop a passenger transfer facility where fixed route buses can convene allow passengers to transfer between routes and have access to transit customer services and passenger waiting facilities. A facility is desired that can provide office space for transit administrative and customer service staff. This will afford more efficient delivery of services. The selected site will ideally accommodate existing and future operational needs identified in the Bullhead City Short Range Transit Plan (SRTP) completed in January of 2014.

In 2018, Bullhead City initiated this Site Selection and Environmental Analysis study effort to address any needed environmental clearances required to be eligible for future federal funding assistance for construction. Key efforts of the study included: site identification, field visits, site evaluation, and environmental analysis, development of evaluation criteria, technical evaluation and fulfillment of a coordinated Public Involvement Plan with participation from the Arizona Department of Transportation (ADOT) that included two public meeting, Technical Advisory Committee (TAC) Meetings, traditional and electronic media announcements, and on-board surveys.

It is anticipated that Federal Transit Administration (FTA) funds will be used to develop a future transit facility, therefore, this process has followed all relevant federal guidelines on public participation,



BATS Fixed-Route Service Map

including the early involvement of Title VI and environmental justice communities. The Public Involvement Plan (PIP) included close coordination with ADOT's Communications Office and Civil Rights Office, as well as City staff and relevant departments. The study was also guided by the City of Bullhead City Title VI Implementation Plan and the ADOT Public Involvement Plan. Additionally, requirements of the National Environmental Policy Act (NEPA) were also followed.

1.2 Purpose and Needs

The **purpose** of this site selection and environmental analysis is to identify a preferred site to accommodate the development of a maintenance and operational facility, including a transfer facility with passenger amenities where bus routes can convene allowing passengers to transfer between routes, and conduct any needed environmental clearance work necessary to be eligible for federal funding or assistance for construction.

The needs for a transit site and facilities were first identified in the Bullhead City Short Range Transit Plan (2014) and then further investigated in this site selection and environmental analysis study, which included input and recommendations from the Technical Advisory Committee (TAC) and public involvement activities.

Key needs shown are based upon providing more efficient transit services, simplifying operation and maintenance activities, providing space for minor maintenance and cleaning activities, providing an improved rider experience, and providing administrative office space and customer service amenities. Each of these needs will support the existing transit operations, as well as, opportunities to grow transit service in the future.

Specific **needs** identified in this study include a site that can accommodate:

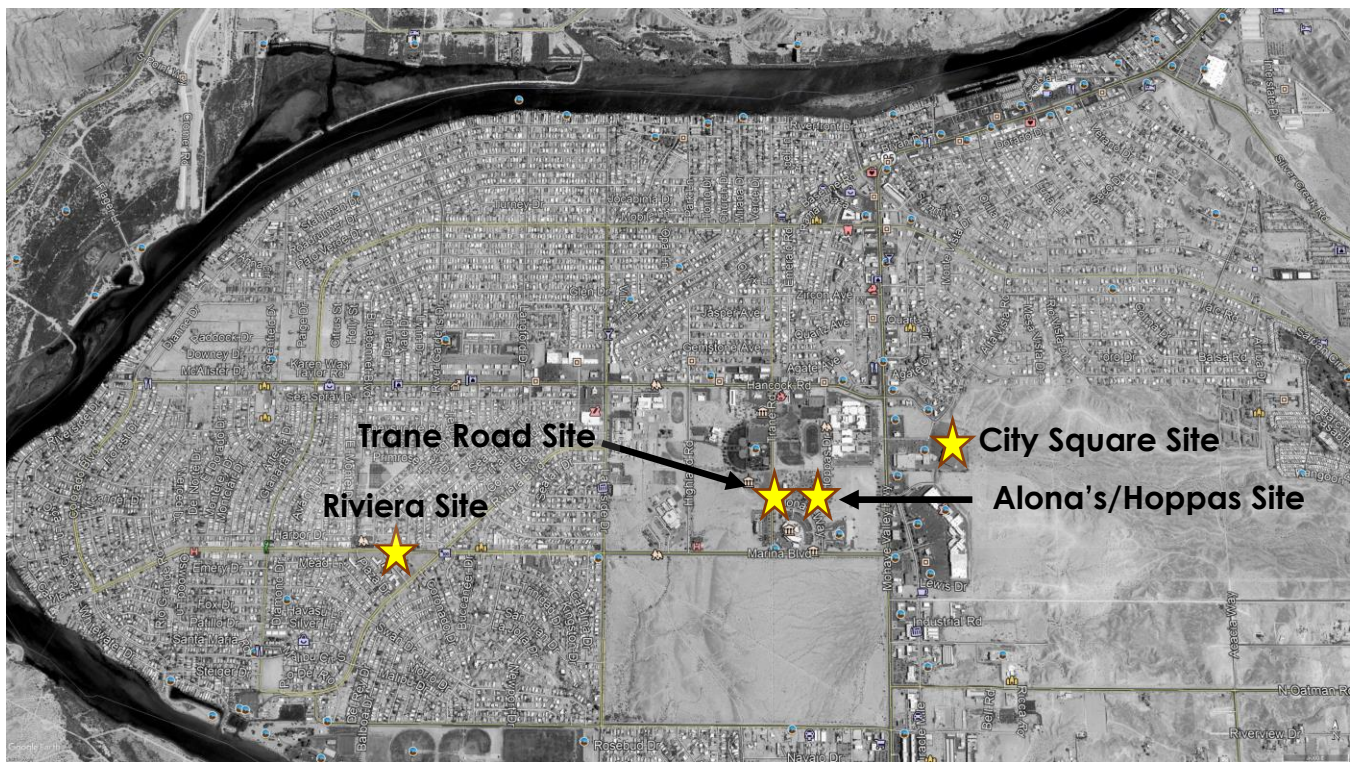
- Fleet storage and storage for support vehicles;
- Transit equipment storage;
- Fleet maintenance bays;
- Fleet cleaning facilities, including a bus wash;
- Transit administrative offices and employee parking; and
- A passenger transfer facility accommodating transfers, multimodal connections and facilities for customer service activities including transit fare sales, waiting areas, and passenger amenities.

2.0 Siting Considerations

For this site selection and environmental analysis study, the consultant team prepared an Existing and Future Conditions Report. This report contains documentation of conditions that may influence site selection during the current timeframe and in the future. Key data includes a comprehensive overview of social, physical, operational, and environmental conditions within a quarter mile of four candidate sites for the operations, maintenance, and transfer facility locations. This approach enlightened project staff and partner agencies, established a baseline of information for site evaluation and prioritization, and ultimately lead to the selection of a preferred facility location.

The Existing and Future Conditions Report provided an evaluation of four sites that were identified by staff, the consultant team, and the technical advisory committee. Additionally, the public was consulted on the viability of the sites and were provided the opportunity to suggest additional sites. However, no additional sites were suggested to be included in the study.

The four sites for consideration include: the Riviera Recreation Center Site (Riviera Site), the Trane Road Site, the Alonna's/Hoppa Site, and the City Square Site. The four sites are shown here below on the aerial map.



Four Candidate Sites

The following sections provide a brief summary for each of the seven elements documented in the Existing and Future Conditions Report. It also includes key distinguishing characteristics that were emphasized by staff, the technical advisory committee, and public input.

2.1 Site Size

A primary consideration when selecting a BATS operations, maintenance, and transfer facility is the physical size of the site. Site size must be large enough to accommodate current and future operations including staff administrative offices and functions, employee parking, transit vehicle storage, equipment storage, maintenance bays, an area to wash vehicles, and adequate space for a transfer facility. The site should also accommodate future multimodal connections including shared ride and active transportation options.

City staff, the TAC, and consultant team determined that each of the sites could accommodate existing service needs and that future growth of the transit system would be best accommodated by either the City Square or Alona's/Hoppas sites, which are both significantly larger in size.

2.2 Land Use Compatibility

Land uses adjacent to potential operational and maintenance facilities are important to the site selection process. The facility should be located on a site that does not conflict with surrounding visitor and resident quality of life. Transit operations and maintenance facilities have the potential to bring

increased commercial vehicle traffic, noise, air pollution, congestion, and visual impacts to an area. The ideal site will need to be located far enough from residential and sensitive populations as to not have a negative impact. The potentially disruptive nature of the operations and maintenance facility will lend itself to an ideal facility location being sited within a larger existing or planned commercial or municipal services district.

Throughout the study, it was recognized that the Riviera Site was in closest proximity to predominately residential land uses and could present negative impacts to adjacent residences. The Trane and Alona's/Hoppas sites are located within an existing municipal complex without residential land uses. The City Square Site, located within a big-box retail center, presents adjacent land uses that are a retail shopping center and an adjacent fitness center.

2.3 Adjacency to Existing Transit Service

The transit operations and maintenance facility will ideally be situated in a location that compliments and capitalizes on current and planned transit routes. Close proximity of the facility to existing and planned transit routes will ensure maximum time and resource conservation, leading to operational efficiencies. Locating the facility along existing and/or planned routes will minimize the amount of time needed for transit vehicles to complete non-revenue travel before and after the service route trips. Minimization of non-revenue travel from routes will help ensure transit service maintains on-schedule service. Additionally, in the event a vehicle experiences mechanical issues during service, the time needed to swap a vehicle will be minimized. Facility siting along existing and planned transit routes will also reduce vehicle miles travelled, pollution created by transit vehicles, and maintain a safer environment for all transportation system users due to minimization of miles travelled that may entail complicated vehicular movements within relatively high-traffic environments.

While it is acknowledged that a future service plan could serve all four of the candidate sites, the opportunity to minimize out-of-direction travel is beneficial to reduce overall service costs. Three candidate sites (Trane Road, Alona's/Hoppas, and City Square) are all within close proximity to all four existing bus routes. The Riviera Site would require out-of-direction travel of approximately one mile for three of the four existing routes.

2.4 User Accessibility

One of the primary components leading to the success of transit systems is ease of use by a wide variety of users. The operations and maintenance facility and transfer facility should be sited in a place that is widely accessible to all populations, including economically disadvantaged and ethnic minority populations (often identified as Environmental Justice populations). It is also important to place transit facilities in locations that are easily and safely accessible to pedestrians, bicyclists, personal automobiles, taxi and ridesharing services, and supplemental transit services. Factors that may impact site accessibility include proximity to existing transit routes; sidewalk access; adjacent bike lanes; proximity to major employers and trip generators, including residences; and compliance with American Disability Act (ADA) accessibility requirements.

The TAC and City staff, together with community input each discussed and provided insight for several factors affecting and influencing user accessibility. Key factors that were identified throughout this study are identified below.

- The Riviera and City Square locations were identified as locations with the closest proximity to existing and future residential populations. This is identified as a benefit to those living in proximity to these sites.

- The TAC identified the Trane Road and Alona's/Hoppas Sites as particularly beneficial for specific populations that utilize services in the municipal complex such as the seniors accessing food, health and wellness services, people accessing park and recreational activities, students and employees accessing the adjacent high school, and city and state employees who work in the municipal complex.
- The greatest concern relating to accessibility and ADA access was the lack of sidewalks surrounding and in the vicinity of the Riviera Site. Continuous access for riders and users of all abilities would be difficult at this location.

2.5 Safety

An important component that will lead to operations and maintenance facility success is overall safety associated with the site. It will be important to locate the facility in a location where significant vehicular, bike/pedestrian, and personal safety issues do not or are not anticipated to exist in insurmountable quantities. Safety considerations include looking at crash data for the past five years to determine the relative safety of an area for people walking, biking, or utilizing vehicles to access the future transit facility. It is likely that the addition of an operations and maintenance facility may make existing transportation system operational safety concerns worse by adding additional vehicles and increased traffic to an area. The project team assessed each site for safety issues associated with all transportation modes, and will locate the facility where minimal impacts are anticipated. This analysis included crash quantities, types, and severity.

Analysis showed that each site was viable; however, the fewest number of collisions and traffic impacts were associated with the Trane Road and Alona's/Hoppas sites. Whereas, conditions on US 95 near City Square exhibited the highest traffic volumes and collisions.

2.6 Environmental Considerations

This study assessed the potential environmental impacts of developing and operating a transit operations and maintenance facility. Each site was analyzed to identify any pre-existing documents demonstrating compliance with the National Environmental Policy Act of 1970 (NEPA), other environmental policies, and clearances including any previously identified necessary mitigation measures. Primary considerations included in the environmental analysis include impacts to Environmental Justice populations, sensitive or protected species, air quality, noise levels, water quality, land use compatibility, and transportation operations. All potential environmental impacts were vetted and discussed with the Project Management Team (PMT), TAC, and the public to educate and determine whether potential environmental impacts are acceptable. This study also complied with Title VI of the Civil Rights Act of 1964, which prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. National Origin under Title VI also protects Limited English Proficiency (LEP) persons. The project team worked closely with Civil Rights staff at ADOT to ensure appropriate review and analysis. Since a major goal of this study is to prepare Bullhead City to obtain federal funds, part of this study is to identify the appropriate level of NEPA documentation necessary to recommend the preferred site for federally funded improvements.

Environmental factors were discussed in detail at TAC meetings, presented to the public for comment, and evaluated during the site selection TAC meeting. Findings of the site evaluation are detailed in Section 4.0.

2.7 Stakeholder and Public Support

Throughout the study, the PMT and TAC weighed the importance of the evaluation criteria for

verification of proper criteria and weighting. The PMT and TAC approved and added evaluation criteria. With 15 evaluation criteria, the TAC did not feel that specific weighting of individual criteria was necessary. Each of the criteria had equal weighting. A preliminary list of sites was taken to the public to garner feedback. Stakeholders and the public reviewed the initial four sites and did not suggest that additional sites be considered or evaluated.

During public outreach, careful consideration was made for LEP populations, including efforts to meaningfully engage potentially affected Environmental Justice populations. Spanish speaking populations in the area necessitated Spanish language meeting boards and input documents. Public outreach also targeted bus riders and considered other interested individuals, communities, and organizations to inform the decision-making process. Section 5 provides a more detailed summary of the public involvement process for this project.

3.0 Candidate Sites

This section provides a succinct but focused description of the four sites that have been evaluated by the PMT, TAC and during outreach meetings. The attributes described are the key elements that were shown and discussed at both public meetings.

3.1 Riviera Recreation Center Site

The first candidate site selected for consideration is the Riviera Recreational Center Site. This site is located on Commercial Way, southwest of the intersection of Riviera and Marina Boulevards at 2047 Commercial Way. This site includes the existing Recreational Center building on the south side of Commercial Way and a portion of vacant parcel on the north side of commercial Way.

3.1.1 Site Size

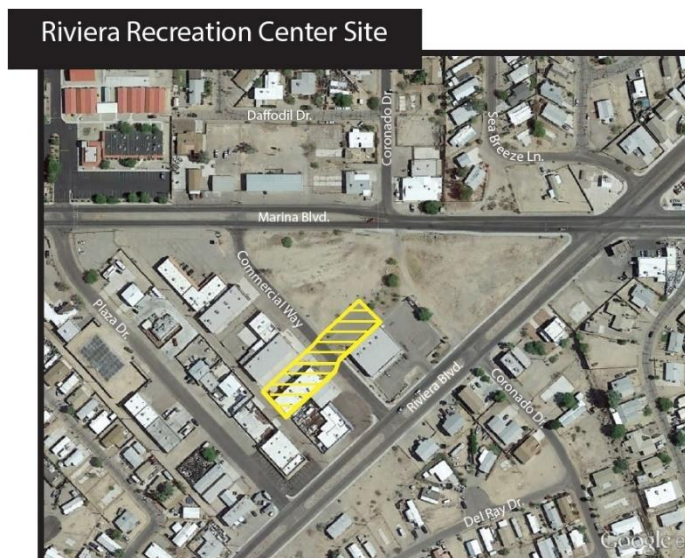
The site consists of a parcel of 11,325 square feet with a 5,900 square foot masonry structure. Additional vacant property on the north side of Commercial Way could be utilized for parking. Currently, it is a 9,500 square foot asphalt parking lot.

3.1.2 Existing Use / Site Ownership

The Riviera Recreation Center Site, owned by Bullhead City, is a Recreation Department facility currently being used for storage of surplus property. This facility could be repurposed for BATS administrative operations, a vehicle maintenance bay, and storage. The vacant triangular parcel, on the north side of Commercial Way, could be used for parking. If this site is selected, the City of Bullhead Recreation Department would be required to find a new storage facility.

3.1.3 Surrounding Area

The surrounding area is predominately residential in nature with a limited number of commercial activities nearby such as the Family Dollar store and Riviera Laundry. The Mohave Accelerated Learning



Center is located to the northwest of the site on the north side of Marina Boulevard. With approximately 250 students, the morning and afternoon student drop-offs create traffic congestions and slowdowns on Marina Boulevard.

3.1.4 Circulation and Access

The site is located on Commercial Way, which is designated a Local Road. Marina Boulevard to the north is designated as a Minor Arterial and Riviera Boulevard to the east is a Major Collector. Many street sections around this site are lacking sidewalks. Marina Boulevard has partial sidewalks on the south side of the street and partial sidewalks on the north side of the street adjacent to the Mohave Accelerated Learning Center. Riviera Boulevard has sidewalks and a center median with breaks that allow turning movements into adjoining streets. Commercial Way has no sidewalks except for a section along the Family Dollar property. Bus circulation and access to and from this site on Marina Boulevard, adjacent to the school, would be delayed during school pick-up and drop-off times.

3.1.5 Site Suitability

There are two primary considerations for site suitability. First, how well does the site serve for minor maintenance of fleet vehicles and storage, and secondly, how well does the site accommodate a multimodal transit center and passenger transfer facility allowing passengers to transfer among multiple routes.

The recreation center building, with improvements, could serve as a maintenance facility for the existing fleet. However, with any future growth of the fleet, this site could be limiting. Vacant land on the north side of Commercial Way could be acquired to expand fleet storage space.

The site does not lend itself well to the placement of a transit center and passenger transfer facility. Lack of sidewalks along Commercial Way and the opportunity for adjacent bus dwelling spaces would be limited. Bus dwelling spaces adjacent to the arterial and collector streets is possible, but would require additional right-of-way acquisition. There is little space for the addition of future routes and drop-off zones for shared ride services.

3.1.6 Site Conditions

The existing site includes a 5,900 square foot building and a paved storage area. The site is served by existing utilities. A paved asphalt parking lot with 20 parking spaces is on the north side of Commercial Way.

3.1.7 Environmental Concerns

This site is approximately 750 feet from a leaking underground storage tank located at the Circle K gas station located at the southeast corner Marina and Riviera Boulevards. This could become a site risk if there is soil contamination that has migrated to the subject site.

3.1.8 Proximity to City Resources

This location is an approximately 1.2 miles from the City municipal facilities.

3.2 Trane Road Site

The second candidate site selected for consideration is the Trane Road Site. This site is located on the northeast corner of Trane Road and Alona's Way, north of the Bullhead City Municipal Court. East of the Trane Road site is the Bullhead City Public Works Department. The potential site is currently vacant.

3.2.1 Site Size

The site consists of a parcel of approximately 20,000 square feet.

3.2.2 Existing Use / Site Ownership

The Trane Road site is owned by the Bureau of Land Management (BLM) and is currently vacant and could be developed to accommodate the Bullhead Area Transit System (BATS) maintenance and operation facility. The BLM is open to leasing this site to Bullhead City for the transit use.

3.2.3 Surrounding Area

The area surrounding the Trane Road Site is predominantly government buildings and institutions for Bullhead City. South of Alona's Way and northeast of the intersection of Trane Road and Marina Boulevard is the Administrative Complex for Bullhead City, which houses City Hall, the Recreation Department, the Police Department and the Municipal Court, among other institutions. Bordering the site to the north is the City of Bullhead City Animal Care and Welfare Shelter. East of the Trane Road Site is the Bullhead City Public Works building. Also, within the vicinity of the Trane Road site is the Senior Center, a Public Park, Mohave High School, the Fire Department and the Riverview Mall, located on Marina Road east of Mohave Valley Highway.

3.2.4 Circulation and Access

The Trane Road site is located on Trane Road, which is a two-lane roadway classified as a Collector Street. Alona's Way, the curvilinear road bordering the site to the south, is a four-lane roadway classified as a Local Road. Trane Road provides both sidewalks and bike lanes in both travel directions and Alona's Way provides sidewalks on either side of the street. Alona's Way has a raised median on the portion of the road fronting the site locations. The median breaks just east of the site to allow access to the Public Works building.

3.2.5 Site Suitability

There are two primary considerations for site suitability. First, how well does the site serve for minor maintenance of fleet vehicles and storage, and secondly, how well does the site accommodate a multimodal transit center and passenger transfer facility allowing passengers to transfer among multiple routes.

The Trane Road site could serve as a maintenance facility for the existing fleet. However, with any future growth of the fleet, this site could be limiting. There is vacant land south of Alona's Way;

Trane Road Site



however, this land belongs to the Bullhead City Municipal Complex and could not be used for expansion of the maintenance facility.

The site provides multiple locations for bus docking areas to load/unload passengers along Alona's Way. There are sidewalks along both sides of the roadway allowing for ease of access for pedestrians accessing the site.

3.2.6 Site Conditions

The existing site is currently vacant. The site is also adjacent to many municipal facilities and has access to utilities and has good transportation access.

3.2.7 Environmental Concerns

There are no known environment concerns for this site.

3.2.8 Proximity to City Resources

This site is adjacent to the Bullhead City Hall and municipal court as well as the Public Works Department, Police Station and many other municipal facilities. This site provides direct pedestrian access to coordinating City Hall departments.

3.3 Alona's/Hoppas Site

The third candidate site selected for consideration is the Alona's/Hoppas Site. This site is located northeast of the Bullhead City Municipal Complex, east of Alona's Way and south of Hoppas Drive. North of Hoppas Drive is the Bullhead City Public Works Department and west of Alona's Way is the Municipal Complex. Bordering the site to the south is the ADOT Motor Vehicle Division (MVD).

3.3.1 Site Size

The site extends from Alona's Way east until the property line extending north from the DMV, adjacent to the park to the east. The total area of the site is approximately 125,000 SF.

3.3.2 Existing Use / Site Ownership

The Alona's/Hoppas site is owned by the BLM, is currently vacant and could be developed to accommodate the BATS maintenance and operation facility. The BLM is open to leasing this site to Bullhead City for the transit use.

3.3.3 Surrounding Area

The area surrounding the Alona's/Hoppas Site is predominantly government buildings and institutions for Bullhead City. West of Alona's Way is the Administrative Complex for Bullhead City, which houses City Hall, the Recreation Department, the Police Department and the Municipal Court among other



institutions. Northwest of the site is the Bullhead City Public Works Department, to the southeast of the site is a community park and to the northeast is vacant land. Bordering the site to the south is the ADOT MVD. Additionally, SR 95 is located east of the eastern border of the site, and east of SR 95 is the Riverview Mall. North of the municipal complex is Mohave High School.

3.3.4 Circulation and Access

The Alona's/Hoppas site is located east of the intersection of Alona's Way and Hoppas Drive. Alona's Way and Hoppas Drive are both classified as Collector Street. Alona's Way is a four-lane roadway with sidewalks on both sides of the road and a raised median along the frontage of the site. Hoppas Drive is a two-lane roadway with sidewalks on both sides of the roadway. Alona's Way provides good circulation to both Trane Road and Marina Boulevard.

3.3.5 Site Suitability

The Alona's/Hoppas site could serve as a maintenance facility for the existing fleet and also has available space for the future fleet size. The future fleet size assumes 30-minute service frequency for the four existing routes. Alona's Way also provides multiple docking locations for loading/unloading passengers. There is a complete sidewalk network along Alona's Way and Hoppas Drive for pedestrians to utilize.

3.3.6 Site Conditions

The existing site is currently vacant. The site is also adjacent to many municipal facilities.

3.3.7 Environmental Concerns

There are no known environment concerns for this site.

3.3.8 Proximity to City Resources

This site is adjacent to the Bullhead City Hall and municipal court as well as the Public Works Department, Police Station and many other municipal facilities. This site provides direct pedestrian access to coordinating City Hall departments.

3.4 City Square Site

The fourth candidate site selected for consideration is the City Square Site. This site is located east of SR 95 at the eastern end of Thunderstruck Drive. There is an existing building (a former K-Mart) and parking lot located on the site. The site is located in the City Square shopping center.

3.4.1 Site Size

The existing Kmart building is approximately 90,000 SF. The adjacent parking lot is approximately 67,000 SF.

3.4.2 Existing Use / Site Ownership

The site consists of a 90,000 SF building, previously occupied by a Kmart until its closing in 2017. The site is privately owned and will need to be redeveloped in order to accommodate the proper facility type. Until recently, all four BATS lines serve this site. Recent communication with the property owner indicated a desire to keep the building as a retail use.

3.4.3 Surrounding Area

West of the City Square site is the City Square shopping center consisting of multiple shops, restaurants and businesses. North of this location are single-family detached homes. Northwest of the site is a recently constructed Hobby Lobby retail store. East and south of the site are vacant land; south of the vacant land is the Riverview Mall. West of SR 95 is Mohave High School; also, within the vicinity of the site is the Mohave County Library, the Western Arizona Regional Medical Center: Surgery Center, and the Bullhead City Municipal Complex.

3.4.4 Circulation and Access

The City Square site is located east of SR 95 at the end of Thunderstruck Drive. The site is served by a two-lane retail access road connecting to the signalized intersection at SR 95. The sidewalks around the site are limited to the building frontages; there are no sidewalks on the retail access road.

3.4.5 Site Suitability

The City Square site would need to be redeveloped in order to accommodate the existing and future fleet sizes, however, there is ample space on the site to allow for the growth of the existing fleet. The existing building would need to be retrofitted in order to meet the needs of the facility. Due to the size of the building, it is possible to develop a portion of the building for City purposes/activities in order to offset the cost of redevelopment. There are multiple vehicle docking locations on site.

3.4.6 Site Conditions

The existing site is currently occupied by a vacant Kmart building and an adjacent parking lot. The Kmart building is approximately 90,000 SF and would need to be modified in order to meet the needs of the facility. The site has utilities.

3.4.7 Environmental Concerns

There are no known environment concerns for this site.

3.4.7 Proximity to City Resources

The City Square site is approximately a ½-mile from City Hall and the Bullhead City Municipal Complex.

City Square Site



4.0 Site Evaluation

This section identified the site evaluation criteria used for the study evaluation, documents the site evaluation and results. Ultimately, it identifies the Alona's/Hoppas Site as the preferred site for the Bullhead City Transit facility.

4.1 Evaluation Criteria

On June 19, 2019 the TAC was presented with an initial list of 13 evaluation criteria to review and discuss. The TAC identified the need for two additional evaluation criteria. The first new criteria addressed the need for the site to be in close proximity to resources at City Hall. The second new criteria addressed the ability of the site to accommodate growth and future condition, not just accommodate the existing fleet. The 15 criteria used for the site evaluation are shown in the table below.

Criteria	Criteria information
Conformance with General Plan Land Use Designation	This was selected to assure that the proposed use is in conformance with the City's General Plan. The General Plan Land Use Element is the basis for local zoning and establishes a set of land use categories and places them in harmony with each other. A goal of the project is to assure that the development is a good neighbor and does not create a nuisance for adjacent parcels' activities.
Synergy with Surrounding Land Uses	Will a transit facility contribute to the economic viability of nearby retail land uses by contributing to their market share? Will the transit riders gain access to needed goods and services due to the proximity?
Direct Access to Arterial or Collector Roadways	The transit center should not increase traffic on local streets. Ideally, the site should access directly onto an arterial roadway. If this is not feasible, access to a collector roadway for a short distance is acceptable.
Adjacent to One or More BATS Routes	Being adjacent to service corridors is a must. Being adjacent to more than one route is ideal. With this said, it is easier to make routing adjustments to transit service than to move a facility. The importance of this criteria needs to be balanced with the other criteria.
Suitable for Use as Transfer Facility as well as Maintenance and Operations Center	Locations that do not provide direct access to service routes should be ranked poorly. Provide space for passenger amenities such as seating, shade, drinking water and restrooms.

Criteria	Criteria information
Ease of NEPA Environmental Clearance	As federal funds will likely be used to develop the site, an environmental clearance is required. Some sites (BLM properties) already have a clearance, others will need one. If the site appears to have environmental challenges, the difficulty of obtaining an environmental clearance will increase.
Insulated from Residential Properties	The site location should avoid creating traffic or noise directly adjacent to homes. Such an activity next door to home is not the best option.
Difficulty and Cost of Structural Remodeling (if necessary)	If existing structures are on the site, can they be reused in a cost-effective fashion? If not, demolition costs will be part of the financial equation for the site.
Difficulty of Site Clearance (if necessary)	Is the site level, and is debris easily cleared?
Ease of Obtaining Ownership or Long-Term Lease	Some sites are currently publicly owned. For others, acquisition via purchase or lease would need to be negotiated.
Planning Level Cost Estimate for Site Acquisition	What is the value and cost to acquire of the property?
Existing Utility Access	Are utilities presently on site or immediately adjacent, or will they have to be extended from some distance?
Adequate and Appropriate Size of Site	Does the site have adequate space for future expansion, internal circulation and parking?
Proximity to Administrative Resources at City Hall	Transit staff has close interaction with the City Finance Department, city cashiers, and other department staff. Being in close proximity to City hall provides efficiency and safety benefits for transit staff.
Ability to Accommodate Growth and Future Conditions	Would the site accommodate growth and future conditions assuming greater federal and local funding? Specifically, will the facility accommodate 30-minute transit service in the future.

4.2 Site Evaluation and Results

On October 1, 2019, members of the PMT and the TAC convened in person and via teleconference to conduct the site evaluation of the four sites. The evaluation was conducted in the following manner. First, each of the 15 evaluation criteria was discussed. Then for each site and each criterion, the evaluator scored the site on a scale of one to five, with one being the lowest and five being the highest (or best ranking). Before scoring each criterion, attendees were given the opportunity to discuss the criteria and ask questions or get clarification. Below is an example of one of the scoring sheets criteria used for the site evaluation.

Riviera Recreation Center Site		
Criteria	Criteria information	Score (1 - 5)
Insulated from Residential Properties	The site location should avoid creating traffic or noise directly adjacent to homes. Such an activity next door to home is not the best option.	

Following the Site Evaluation TAC meeting, scoring sheets were collected and tallied. Average scores for each criterion was determined, as was a cumulative average for each of the sites. The table below shows the results of the site evaluation. The Alona's/Hoppas site was the highest scoring alternative. **Based upon the cumulative scores of the site evaluation scoring, the Alona's/Hoppas Site was recommended to present to the community as the preferred site and location for the transit facility.** Members of the PMT and the TAC did not believe that a weighted scoring factor was needed for this evaluation.

Technical Advisory Committee Site Evaluation	Riviera	Trane	Alona's/Hoppas	City Square
Conformance with General Plan Land Use Designation	2.17	4.33	5.00	3.17
Synergy with Surrounding Land Uses	1.83	4.00	4.50	3.83
Direct Access to Arterial or Collector Roadways	1.67	4.67	4.83	3.83
Adjacent to one or more BATS Routes	2.50	4.50	4.67	4.00
Suitable for use as Transfer Facility & maintenance and operations center	2.33	4.67	5.00	3.67
Ease of NEPA Environmental Clearance	1.67	4.83	5.00	2.83
Insulated from Residential Properties	1.50	4.67	5.00	3.33
Difficulty and Cost of Structural Remodeling (if necessary)	3.67	4.33	4.33	1.50
Difficulty of Site Clearance (if necessary)	3.17	4.67	5.00	3.00
Ease of Obtaining Ownership or Long-Term Lease	5.00	4.00	4.17	1.67
Planning Level Cost Estimate for Site Acquisition	4.83	4.83	4.83	1.17
Existing Utility Access - Acceso a las utilidades existentes	4.60	4.20	4.20	4.40
Adequate and Appropriate Size of Site	2.00	4.17	4.83	3.33
Proximity to Administrative Resources at City Hall	1.50	4.83	4.83	2.00
Ability to Accommodate Growth and Future Conditions	1.17	4.67	5.00	2.50
Cumulative Average	2.64	4.49	4.75	2.95

> than 4
 3.01 to 4.0
 2.01 to 3
 < 2.01

Site Evaluation Findings

5.0 Public Involvement

Public involvement was an essential and important part of this site selection process and environmental analysis. A Public Involvement Plan (PIP) was prepared that coordinated public outreach and

involvement efforts with participation from ADOT, the consultant team, a TAC, and City staff. This public outreach effort used surveys and two planned public meetings to gather public comment on candidate sites and the preferred site.

5.1 Background and Demographics

Because this study was funded by grant funds from the FTA and anticipates future federal funding for construction, the outreach and involvement followed all relevant federal guidelines including the early involvement of Title VI and environmental justice communities, including low income and minority populations. The PIP was executed with close coordination with ADOT's Communications Office and Civil Rights Office, as well as City staff and relevant departments. The study was also be guided by the City of Bullhead City Title VI Implementation Plan and the ADOT Public Involvement Plan.

Public outreach documents and meeting flyers included the following Title VI and ADA non-discrimination language (in English and Spanish):

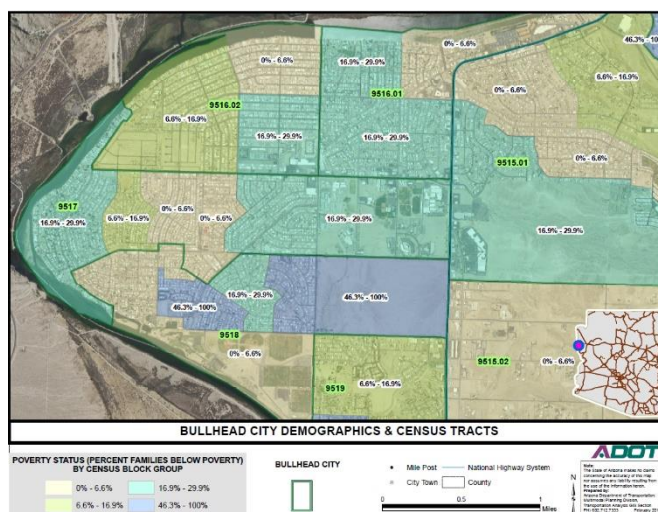
Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA)

*Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, the City of Bullhead City does not discriminate on the basis of race, color, national origin, sex, age or disability. Persons that require a reasonable accommodation based on language or disability should contact **Michael Peluso, Transit Manager at 928-704-2287, (TTY 928-763-0143); email transit3@bullheadcity.com; or visit our administrative office at 2355 Trane Road, Bullhead City, AZ 86442.** Requests should be made as early as possible to ensure the City has an opportunity to address the accommodation.*

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From the start of the project, the consultant team reviewed socio-economic and demographic information to identify traditionally underserved populations, such as communities with minority, low-income, people with disabilities, and Limited English Proficiency (LEP) populations. There is a significant low-income population in the study area. The green areas represent 16.9% to 29.9% of families living below the poverty level. Providing access and opportunities for low-income persons was a priority for the study.

Additional demographics were also considered in developing the PIP. Bullhead City is the second largest City in Mojave County behind Lake Havasu City (52,527 population) and larger than Kingman (population 28,068). Bullhead City has a greater



Percent of Families Below Poverty

minority population and greater poverty level than the County as a whole. The median household income is also significantly less than County average, as shown in the table below.

Bullhead City Demographic Characteristics

	Bullhead City	Mohave County
Total population	39,540	200,186
Minority (%)	19.1%	13.1%
Below the poverty level (%)	20.5%	16.1%
Median Household Income	\$30,221	\$39,785

Source: U.S. Census Bureau, 2010

Minority populations of Mohave County and Bullhead City are consistent with the exception of those people self-reporting as Hispanic or Latino. Hispanic or Latino populations in Bullhead City are nearly double of those of the County. This identifies a strong Hispanic and/or Latino community presence.

Minority Populations in the Study Area

	White	Black or African American	American Indian & Alaska Native	Asian	Native Hawaiian/ other Pacific Islander	Hispanic or Latino	Other/ Two or more races
Bullhead City	81.9%	1.3%	1.1%	1.4%	0.1%	23.7%	3.0%
Mohave County	86.9%	0.9%	2.2%	1.1%	0.2%	14.8%	2.7%

Source: U.S. Census, 2010

The 2010 census for Bullhead City shows 3,363 Spanish speaking households, 584 households speaking other Indo-European languages, 323 households speaking Asian and Pacific Island languages, and 12 households speaking all other languages, out of a total of 27,906 households. Spanish is the only language group greater than 5% or greater than 1,000 persons (whichever is less) that would necessitate translation for this study effort, per LEP guidance.

Percent of Languages Spoken in Bullhead City

	Percent (%)
Spanish	12.05%
Indo-European	2.09%
Asian	1.57%
Others	<0.01%

Source: U.S. Census, 2010

5.2 Public Involvement Guiding Principles

The PIP identified the follow six guiding principles to ensure a robust, equitable and transparent public involvement activities.

- The affected community members will have the opportunity to be involved in the decision process. This includes providing information in Spanish and available Spanish translation services at public meetings.

- The public's input will influence or be considered in the decision-making process.
- The public will be provided with adequate information needed to form opinions on the site selection.
- The public will be involved in the public meetings and asked to review site location information and provide comments and input.
- The benefits of each of the site locations will be identified for community review, consideration, and soliciting input.
- The public meetings will be an open house format with the following elements: an introduction of the project and study process, information boards for each of the potential sites, a short presentation of the sites and key attributes with the opportunity for questions and answers with the community.

5.3 Technical Advisory Committee

A Technical Advisory Committee (TAC) was formed to provide review and advisory direction to the study. The TAC was instrumental in providing guidance and insight towards implementation of the PIP. A summary of TAC meetings and their contributions are detailed below.

TAC Meeting #1 was held on June 19, 2019. Attendees included:

- Sarah Fitzgerald, ADOT
- Felicia Beltran, ADOT*
- Jesus Zaragoza, ADOT*
- Jason Bottjen, ADOT*
- Justin Hembree, WACOG
- Connie Averett, WACOG
- Jim Roberts, BATS Transit Commission
- Jeff Tipton, City of Bullhead City
- Michael Peluso, City of Bullhead City
- Samantha Houts, City of Bullhead City
- George Simonian, City of Bullhead City
- Mike James, CivTech
- Noelle Sanders, Del Sol Group*

* Attended telephonically

The importance of the first TAC meeting was to discuss, review and seek guidance for the Public Involvement Plan, the site evaluation criteria, and review and provide input for each of the four candidate sites. The input gained from this TAC meeting was used to develop and inform the public outreach efforts, update the evaluation criteria, and inform the understanding and evaluation of the four sites.

The TAC agreed that July or August is a good time to hold the first public meeting and November is a good time for the second public meeting. The TAC discussed holding the first public meeting with any other city events or activities and City staff agreed to look into these opportunities. The TAC also discussed conducting outreach at a high use bus stop, such as the current transfer facility. The TAC then reviewed and discussed the public involvement guiding principles, federal responsibilities, such as adherence to National Environmental Policy Act (NEPA) regulations, Title VI requirements and environmental justice directives.

City staff provided background information regarding past public involvement efforts for transit. In summary, engaging the public has been very difficult. Transit has not been an issue that has garnered a lot of public input. For the most recent transit route restructure meetings, the City held ten public meetings in which only four residents participated in the meetings.

The TAC discussed various outreach tools including the use of on-bus annunciators notices for public meetings, on bus handouts, newspaper, and social media notices, all of which were used in this study. Tabling at the library and other community activity centers was discussed. The TAC then reviewed and discussed the evaluation criteria for the study. A significant outcome of this discussion was adding two new evaluation criteria for the site evaluation. The new criteria identified are:

- Proximity to Administrative Resources at City Hall
- Ability to Accommodate Growth and Future Conditions

The first TAC Meeting concluded with the attendees discussing each of the four sites under consideration.

TAC Meeting #2 was held on October 1, 2019. Attendees included:

- Sarah Fitzgerald, ADOT
- Felicia Beltran, ADOT
- Jason Bottjen, ADOT*
- Darin Allen, FTA*
- Michael Peluso, City of Bullhead City*
- Samantha Houts, City of Bullhead City*
- Mike James, CivTech
- Mario Marquez, CivTech

* Attended telephonically

The second TAC meeting started with a summary of the comments and discussion that occurred at Public Meeting #1 on August 29, 2019. Those comments are presented in section 5.4. The TAC then discussed the logistics for the second public meeting that was to be held on November 4, 2019.

As discussed in section 4.2, the primary emphasis of this TAC meeting was to conduct a scoring evaluation of the four sites for consideration. Each criterion was reviewed by the TAC. Any questions or clarifications were discussed. TAC members then scored each of the four sites. Results of the evaluation are shown in section 4.2. Darin Allen did not submit a scoring evaluation; however, Jim Roberts (a member of the BAT Transit Commission) did submit an evaluation despite not being in attendance.

TAC Meeting #3 was held on March 31, 2020. This meeting was conducted telephonically. Attendees included:

- Sarah Fitzgerald, ADOT
- Felicia Beltran, ADOT
- Sarita Douglas, ADOT
- Justin Hembree, WACOG
- John Wennes, ADOT
- Darin Allen, FTA
- Jeff Tipton, City of Bullhead City
- Michael Peluso, City of Bullhead City
- Samantha Houts, City of Bullhead City
- Mike James, CivTech
- ViVi Somphon, CivTech

The third TAC meeting was held to review the Draft Final Report and provide comments and questions to the consultant team to revise and address. All of the comments received by the TAC have been addressed and incorporated into this Final Report.

5.3 Public Meetings

The PIP for this project included two public meetings. The first public meeting was an opportunity to introduce the four sites for consideration and the justification for inclusion to be evaluated. Members of the public were provided an opportunity to suggest additional sites and provide an opportunity to provide their input and rank the sites based upon their preferences. The public were presented with the evaluation criteria and findings in the Existing and Future Conditions Report. At the second public

meeting, the preferred site was introduced and the selection criteria and determination were displayed and explained. A second opportunity was provided for public comment on the recommendation. Additional information about the specifics of each meeting is presented below.

Public Meeting #1 was held on August 29, 2019, at 5:30 pm in the Bullhead City Council Chambers. This meeting location was in close proximity to the four sites under consideration, had ADA and transit accessibility, free parking, and the capacity and technology to accommodate the meeting. This meeting was advertised on BAT buses, on the City webpage, in the Mohave Daily News newspaper and online website. Nine people signed into the meeting. A couple additional people attended, but chose not to sign in. Comment forms were available for attendees to write and submit comments. No comment forms were received.



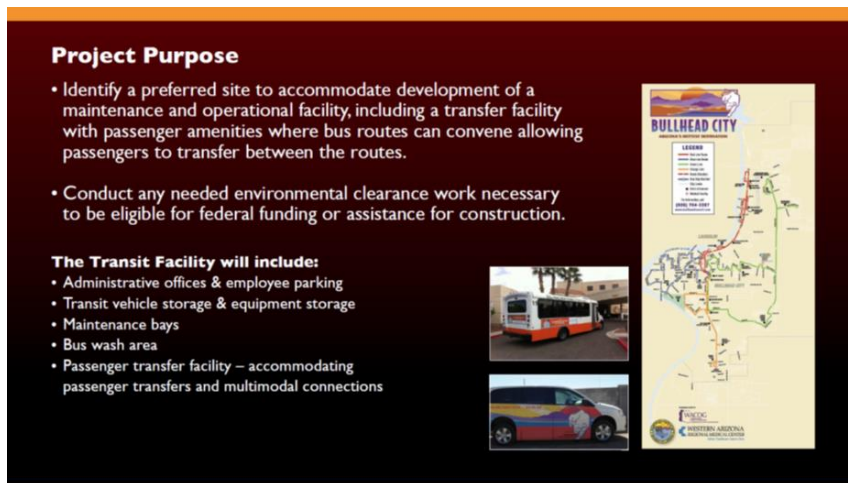
**You are Invited to attend
PUBLIC MEETING
to discuss
SITE SELECTION FOR A TRANSIT FACILITY
August 29, 2019 ♦ 5:30 PM
Bullhead City Council Chambers
1255 Marina Blvd
Call 928-704-2287 for more info**

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Public Meeting #1 – Flyer with Title VI Information

Mike James, Project Manager from the consultant team presented the project purpose, gave an overview of the four sites being considered, presented the project schedule and next steps, and provided an overview of the evaluation criteria. Each of the boards shown below were 24"x36" in size.






Project Purpose


- Identify a preferred site to accommodate development of a maintenance and operational facility, including a transfer facility with passenger amenities where bus routes can convene allowing passengers to transfer between the routes.
- Conduct any needed environmental clearance work necessary to be eligible for federal funding or assistance for construction.

The Transit Facility will include:

- Administrative offices & employee parking
- Transit vehicle storage & equipment storage
- Maintenance bays
- Bus wash area
- Passenger transfer facility – accommodating passenger transfers and multimodal connections

Project Purpose Board (English)



Riviera Recreation Center Site

Key Site Attributes

Site ownership: • Bullhead City, AZ

Surrounding area: • Predominately residential with limited commercial (Family Dollar)
• Near Mohave Accelerated Learning Center

Circulation and access: • 2-lane collector and local road access
• Fragmented sidewalk network

Suitability for transfer location & maintenance facility: • multiple bus docking locations are limited by street size
• maintenance facility would serve existing fleet size

Environmental: • site is near leaking underground storage tank

Site conditions: • Existing building, parking, and paved storage area
• Existing utilities in place

Proximity to administrative resources at City Hall: • Approximately one mile from City Hall

Riviera Recreation Center Site Board (English)

Transit Facility Site Selection and Environmental Analysis Study




Sitio "Riviera" Centro de recreo

Atributos claves del Sitio

Dueños del Sitio • Bullhead City, AZ

Area cercana • Predominante residencial con comercio limitado (Family Dollar) cerca de
• Mohave Accelerated Learning Center

Circulación y Acceso • Acceso a calles de dos carriles o menos
• Cadena de banquetas no contiguas

Local apropiado para el complejo de Transbordar y Mantenimiento • Paradas múltiples del autobús son limitadas por lo angosto de la calle
• El complejo de mantenimiento si serviría el tamaño de la calle existente


Ambiental • El sitio esta cerca de un tanque acumulador subterráneo

Condiciones del sitio • Estacionamiento de edificios existentes, y áreas de acumulador
• Servicios públicos existentes

Proximidad a los Recursos Administrativos • Aproximadamente una milla del ayuntamiento

Riviera Recreation Center Site Board (Spanish)

Transit Facility Site Selection and Environmental Analysis Study

Trane Road Site

Key Site Attributes

Site ownership: • Bureau of Land Management

Surrounding area: • Government and institutional uses
• Near City Hall, Senior Center, Park, and High School

Circulation and access: • Served by 3 and 4-lane major collector streets
• Complete sidewalk network

Suitability for transfer location & maintenance facility: • Multiple bus docking locations along Alona's Way
• Maintenance facility would serve existing fleet size

Environmental: • No known issues

Site conditions: • Vacant parcel
• Adjacent to municipal facilities

Proximity to administrative resources at City Hall: • Located at City Hall

Trane Road Site Board (English)

Transit Facility Site Selection and Environmental Analysis Study



Trane Road Site Board (Spanish)



Sitio de la Calle Trane

Atributos claves del Sitio

- Dueños del Sitio**
 - Departamento de Administración de Terrenos
- Area cercana**
 - Oficios del gobierno e instituciones
 - Cerca del ayuntamiento, parque central, de Seniors, y escuela preparatoria
- Circulación y Acceso**
 - Alcanzado por calles de 3-4 carriles
 - Cadena de banquetas completadas
- Local apropiado para del complejo de Transbordar y Mantenimiento**
 - Paradas múltiples para el autobús por la calle Alona's Way
 - La facilidad de Mantenimiento servirá el número de autobuses existente
- Ambiental**
 - No hay asuntos conocidos
- Condiciones del sitio**
 - Es una parcel vacante
 - Contiguo con las facilidades Municipales
- Proximidad a los Recursos Administrativos**
 - Se encuentra en el Ayuntamiento

Transit Facility Site Selection and Environmental Analysis Study



Alona's/Hoppas Site

Key Site Attributes

- Site ownership:**
 - Bureau of Land Management
- Surrounding area:**
 - Government and institutional uses
 - Near City Hall, Motor Vehicle Department, and High School
- Circulation and access:**
 - Served by 3 and 4-lane major collector streets
 - Complete sidewalk network
- Suitability for transfer location & maintenance facility:**
 - Multiple bus docking locations along Alona's Way
 - Maintenance facility would serve existing fleet size
 - Maintenance facility would serve future fleet size*
- Environmental:**
 - No known issues
- Site conditions:**
 - Vacant parcel
 - Adjacent to municipal facilities
- Proximity to administrative resources at City Hall:**
 - Located at City Hall

* Future fleet size assumes 30-minute service frequency

Transit Facility Site Selection and Environmental Analysis Study



Alona's/Hoppas Site Board (English)



Sitio de Alona y Hoppas

Atributos claves del Sitio

- Dueños del Sitio**
 - Departamento de Administración de Terrenos
- Area cercana**
 - Oficios del gobierno e instituciones
 - Cerca del Ayuntamiento, Departamento de vehículos, y una Escuela Preparatoria
- Circulación y Acceso**
 - Alcanzado por calzadas de 3-4 carriles
 - Cadena de banquetas completa
- Local apropiado para del complejo de Transbordar y Mantenimiento**
 - Paradas múltiples para el autobús por la calle Alona's Way
 - El complejo de Mantenimiento serviría el número de buses existente
 - El complejo de Mantenimiento serviría el numero de buses en el futuro*
- Ambiental**
 - No hay asuntos negativos conocidos
- Condiciones del sitio**
 - Es una parcel vacante
 - Junto a facilidades municipales
- Proximidad a los Recursos Administrativos**
 - Se localiza en el Ayuntamiento!

* El tamaño futuro de la flota asume una frecuencia de servicio de 30 minutos

Transit Facility Site Selection and Environmental Analysis Study



Alona's/Hoppas Site Board (Spanish)

City Square Site Board (English)



City Square Site

Key Site Attributes

- Site ownership:**
 - Privately owned (former Kmart building)
- Surrounding area:**
 - Retail shopping center
 - Near Hobby Lobby, Mad Dog Fitness, Smart & Final
- Circulation and access:**
 - Served by 2-lane retail access road with signal at SR 95
 - Sidewalks limited to building frontages
- Suitability for transfer location & maintenance facility:**
 - Multiple bus docking locations on site
 - Maintenance facility would serve existing fleet size
 - Maintenance facility would serve future fleet size*
- Environmental:**
 - No known issues
- Site conditions:**
 - Existing building would need structural modifications
 - Site would require long-term lease or acquisition
- Proximity to administrative resources at City Hall:**
 - Approximately 1/2-mile from City Hall

*Future fleet size assumes 30-minute service frequency

Transit Facility Site Selection and Environmental Analysis Study



City Square Site Board (Spanish)



Sitio de la plaza municipal

Atributos claves del Sitio

- Dueños del Sitio:**
 - Propietario particular (anteriormente de K-Mart)
- Area cercana:**
 - Centro de tiendas de por menor
 - Cerca de Hobby Lobby, Mad Dog Fitness, Smart & Final
- Circulación y Acceso:**
 - Acceso por calle de dos carriles con un semáforo en SR 95
 - Banquetas limitadas – solo en frente de los edificios
- Local apropiado para el complejo de Transbordar y Mantenimiento:**
 - Paradas múltiples de los autobuses en el sitio
 - El complejo de Mantenimiento esta preparado para servir el número de buses existente
 - El complejo de Mantenimiento es capaz de servir un aumento de buses en el futuro*
- Ambiental:**
 - No hay asuntos conocidos
- Condiciones del sitio:**
 - El edificio existente necesitara modificaciones estructurales
 - Se necesitará adqirización o un contrato de arrendamiento de largo plaza
- Proximidad a los Recursos Administrativos:**
 - Aproximadamente 1/2 milla del Ayuntamiento

*El tamaño futuro de la flota asume una frecuencia de servicio de 30 minutos

Transit Facility Site Selection and Environmental Analysis Study



Project Schedule Board (English)

Project Schedule

Task	Completed Tasks	2019					2020		
	Sep. 2018 - Jul 2019	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Project Kick-off	██████████								
Existing & Future Conditions Report	██████████								
List of Candidate Sites	██████████								
TAC Meeting #1	██████████								
Public Meeting #1	██████████	██████							
Preferred Site and Justification	██████████	██████	██████						
TAC Meeting #2	██████████			██████					
Public Meeting #2	██████████				██████				
NEPA Environmental Document	██████████					██████			
Draft Final Report	██████████						██████		
TAC Meeting #3	██████████							██████	
Final Report / NEPA comments	██████████								██████

Transit Facility Site Selection and Environmental Analysis Study



Horario del Proyecto

	Trabajo Terminado Sep. 2018- Julio 2019	2019						2020	
		Agosto	Sep	Oct	Nov	Dic	Enero	Feb	Marzo
Empiezo del Proyecto									
Reporte de condiciones existentes y futuras									
Lista de sitios candidatos									
Sesión TAC #1									
Reunión pública #1									
Sitio preferido y justificación									
Sesión TAC #2									
Reunión pública #2									
NEPA – Documento ambiental									
Bosquejo reporte final									
Sesión TAC #3									
Reporte final/NEPA comentarios									

Project Schedule Board (Spanish)

Transit Facility Site Selection and Environmental Analysis Study



Next Step



Next Steps Board (English)

Transit Facility Site Selection and Environmental Analysis Study



Proximo Paso



Next Steps Board (Spanish)

Transit Facility Site Selection and Environmental Analysis Study



Site Evaluation Criteria

The following evaluation criteria is used to identify attributes of each site and inform the selection of the most beneficial location for siting the Transit Operation and Maintenance Facility.

Conformance with General Plan Land Use Designation	This was selected to assure that the proposed use is in conformance with the City's General Plan. The General Plan Land Use Element is the basis for local zoning and establishes a set of land use categories and places them in harmony with each other. A goal of the project is to assure that the development is a good neighbor and does not create a nuisance to adjacent properties.
Synergy with Surrounding Land Uses	Will a transit facility contribute to the economic viability of nearby retail and land uses by contributing to their market share? Will the transit riders gain access to needed goods and services due to the proximity of the transfer facility?
Direct Access to Arterial or Collector Roadways	The transit center should not increase traffic on local streets. Ideally, the site should access directly onto an arterial roadway. If this is not feasible, access to a collector roadway for a short distance is acceptable.
Adjacent to one or more BATS Routes	Being adjacent to service corridors is a must. Being adjacent to more than one route is ideal. However, it is easier to make routing adjustments to transit service than to move a facility. The importance of this criteria needs to be balanced with the other criteria.
Suitable for use as Transfer Facility as well as maintenance and operations center	Locations that do not provide direct access to service routes should be ranked poorly. Provide space for passenger amenities such as seating, shade, drinking water and restrooms.
Ease of National Environmental Policy Act (NEPA) Environmental Clearance	As federal funds will likely be used to develop the site, an environmental clearance is required. Some sites (BLM properties) already have a clearance, others will need one. If the site appears to have environmental challenges, the difficulty of obtaining an environmental clearance will increase.
Insulated from Residential Properties	The site location should avoid creating traffic or noise directly adjacent to homes. Such an activity next door to residential homes is not the best option.
Difficulty and Cost of Structural Remodeling (if necessary)	If existing structures are on the site, can they be reused in a cost-effective fashion? If not, demolition costs will be part of the financial equation for the site.
Difficulty of Site Clearance (if necessary)	Is the site level, and is debris easily cleared?
Ease of Obtaining Ownership or Long-Term Lease	Some sites are currently publicly owned. For others, acquisition via purchase or lease would need to be negotiated.
Planning Level Cost Estimate for Site Acquisition	What is the value and cost to acquire of the property?
Existing Utility Access	Are utilities presently on site or immediately adjacent, or will they have to be extended from some distance?
Adequate and Appropriate Size of Site	Does the site have adequate space for future expansion, internal circulation and parking?
Proximity to Administrative Resources at City Hall	Transit staff has close interaction with the City Finance Department, city carriers, and other department staff. Being in close proximity to City Hall provides efficiency and safety benefits for transit staff.
Ability to Accommodate Growth and Future Conditions	Would the site accommodate growth and future conditions assuming greater federal and local funding? Specifically, will the facility accommodate 30-minute transit service headways in the future?

Site Evaluation Criteria Board (English)

Transit Facility Site Selection and Environmental Analysis Study



Criteria de la Evaluación del Sitio

La siguiente criterio de evaluación se usa para identificar cada sitio e informar la selección del local más beneficioso para el emplazamiento del complejo de tránsito, operación y mantenimiento.

Conformidad con el Plan General Designación del uso de terrenos	Esto fue seleccionado para asegurar que el uso propuesto está en conformidad con el Plan General de la Ciudad. El Plan General designación del uso de terrenos y la base para zonas locales y establece un conjunto de categorías para el uso de terrenos y los pone en armonía con cada uno. La meta del proyecto es asegurar que el desarrollo del proyecto no sea dañino a la vecindad.
Sinergia con el uso de terrenos alrededor	¿Contribuirá el complejo de Tránsito a la economía del comercio cercano, y uso de terrenos, en contribuir a su parte del mercado? ¿Tendrán acceso los que viajan a los servicios en la proximidad del complejo de Tránsito?
Acceso directo a las calzadas arteriales o colectivas	El centro de Tránsito no debe causar aumento de tráfico en las calles locales. El sitio debe de tener acceso directamente a la calzada arterial. Si esto no es posible, entonces el acceso a una calzada colectiva será aceptable por una corta distancia.
Contiguo a una o más rutas de BATS	¿Está contiguo a corredores de servicios en Menester? ¿Está contiguo con más de una ruta es ideal. Sin embargo, es más fácil hacer ajustes de rutas que cambiar el sitio del complejo de tránsito. La importancia de esta criterio necesita ser balanceada con los demás criterios.
Adecuado para el uso del complejo de traslado tanto como para el uso del centro de mantenimiento y operación	Locales que no proveen acceso directo a las rutas de servicios deberían ser categorizadas des pobremente. Proveer espacio para comodidades de los pasajeros, como asientos, bancas, fuentes de agua, y servicios (baño).
Alojamiento de la política Ambiental Nacional (NEPA) Autorización Ambiental	Mientras que fondos Federales tal vez son usados, para desarrollar el sitio una autorización ambiental es requerida. Algunos sitios (propiedades BLM) ya tienen esta autorización, mientras que otros sitios van a necesitarla. Si el sitio aparece tener desafíos ambientales, la dificultad en obtener la autorización es aumentada.
Insulado de propiedades residenciales	El local del sitio no debería crear problemas de tráfico, ni hacer ruido a las casas directamente a los lados del sitio. Tales actividades junto a las casas residenciales no es la mejor opción.
Dificultad y costo de remodelas estructurales (si es necesario)	¿Si las estructuras existentes en el sitio pueden ser reutilizadas, a que costo más efectivo sería? Si no se puede, entonces el costo de la demolición será parte de la ecuación financiera del sitio.
Dificultad de Autorización del sitio (si es necesario)	¿Está el sitio nivelado, y puede ser la basura fácilmente desechada?
Alojamiento en obtener propiedad o arrendamiento de plazo largo	Algunos sitios actualmente son propiedades del público. En cuanto a otros se necesitaría negociar la compra o el arrendamiento de tal sitio.
Planeando el calculo aproximado nivel del costo de la adquisición del sitio	¿Cuál es el valor y el costo en adquirir el sitio?
Acceso a las utilidades existentes	¿Están las utilidades (luz, agua) existentes en el sitio o contiguas del sitio, o tendrán que ser extendidos de larga distancia?
Tamaño adecuado ya apropiado para el sitio	¿Tiene el sitio bastante espacio para expansión futura, circulación interna y para estacionamiento?
Proximidad a recursos administrativos del palacio civil	El personal del proyecto de tránsito tiene interacción íntima con el departamento de finanzas de la ciudad, cajeros y con otros departamentos. Esta relación provee eficiencia y beneficios de seguridad para el personal del tránsito.
Habilidad en adaptar crecimiento y condiciones futuras	¿Podría el sitio acomodar el crecimiento y condiciones futuras asumiendo que habrá más fondos federales y locales? Específicamente, ¿podría el sitio adaptarse a servicios tránsito de 30 minutos más en el futuro?

Site Evaluation Criteria Board (Spanish)

Transit Facility Site Selection and Environmental Analysis Study



Following the presentation, the meeting attendees engaged in Questions and Answers with the consultant team, City and ADOT staff and the following points summarize the discussion.

- One attendee suggested scheduling a post meeting bus so attendees could also get a transit ride home from the meeting. This was performed for Public Meeting #2.
- One attendee asked where funding for the operations and maintenance facility would come from. The presenters from ADOT and the City discussed opportunities, particularly as a rural designee up to 90% of the project could be funded by federal grants. The remaining funding would come from the city, other grants, and transit advertising revenues.
- One attendee inquired how a passenger facility could be located at the Trane Road Site. This led to a discussion about on-street bus bays and off-site facilities that include an indoor passenger waiting facility as a part of the design. The Coolidge transit facility was indicated as a potential model.

- One attendee, Harvey Pryor offered the following comments: he indicated his preference for the Riviera Recreation Center Site, acknowledging that it would endure significant traffic from the adjacent Mojave Accelerated Learning Center during school drop off and pick up times; the City Square Site would likely have a higher cost, as a privately owned site; he also expressed concerns for the size of the sites, with the exception of the Alona's/Hoppas Site which could be expanded to the north, if needed; and finally, he suggested that Bullhead City, BATs, and the school district work together to reduce the duplication of any transportation services or infrastructure.

During the morning of the August 29, from approximately 9 am to 11 am, consultant staff were at the transit hub in City Square handing out cold bottled water and talking to transit riders about the proposed sites for a new transit facility. Staff spoke to approximately 20 transit riders. About half of the riders preferred a location near City Hall, either the Trane Road or the Alona's/Hoppas Site. The other half preferred a location at the City Square Site. No riders indicated a preference for the Riviera Recreation Center Site.

Public Meeting #2 was also held in the Bullhead City Council Chambers on November 4, 2019, from 3 pm to 5 pm and included food and refreshments provided by the City (not using project funds). Free bus trips to and from the meeting were advertised on-board the buses and in meeting flyers. This meeting was also advertised on BAT buses, on the City webpage, in the Mohave Daily News newspaper, and online website. Three people attended the meeting, but chose to not sign the sign in sheet. Comment forms were available for attendees to write and submit comments. No comment forms were received.

Project Manager Mike James presented the preferred site to the attendees. He discussed the preferred Alona's/Hoppas Site, key evaluation criteria that supported the recommendation, what the team heard at Public Meeting #1 and the from the TAC during the site evaluation. He discussed examples of a passenger transfer facility, and the next steps for the study process. At this meeting, we introduced four new boards, shown below. The Riviera Recreation Center, Trane Road, and City Square Site boards were also displayed at the meeting. These boards can be viewed on pages 21, 22, and 23 above.

PREFERRED SITE



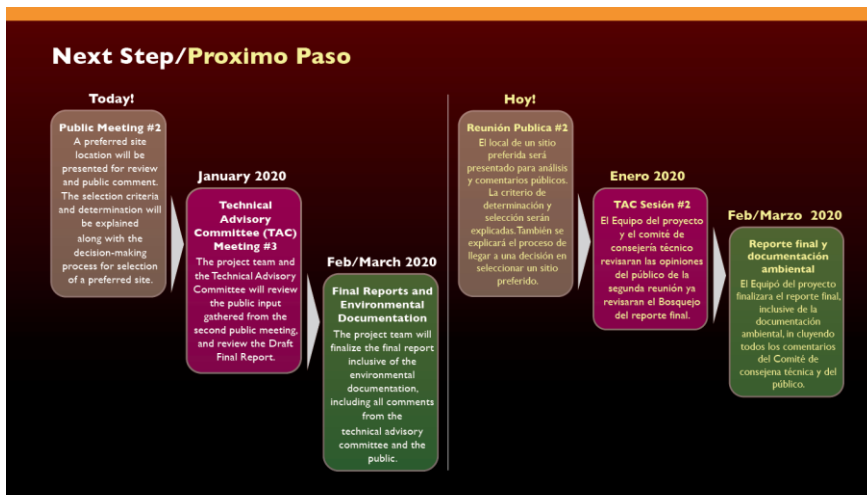
Alona's/Hoppas Site

Key Site Attributes

- Site ownership:
 - Bureau of Land Management
- Surrounding area:
 - Government and institutional uses
 - Near City Hall, Motor Vehicle Department, and High School
- Circulation and access:
 - Served by 3 and 4-lane major collector streets
 - Complete sidewalk network
- Suitability for transfer location & maintenance facility:
 - Multiple bus docking locations along Alona's Way
 - Maintenance facility would serve existing fleet size
 - Maintenance facility would serve future fleet size*
- Environmental:
 - No known issues
- Site conditions:
 - Vacant parcel
 - Adjacent to municipal facilities
- Proximity to administrative resources at City Hall:
 - Located at City Hall

*Future fleet size assumes 30-minute service frequency

**Preferred Site Board
(English)**



Next Steps Board (English & Spanish)

Transit Facility Site Selection and Environmental Analysis Study



Only one meeting attendee provided comments. After reviewing each of the boards, he stated that the preferred Alona's/Hoppas Site appears to be the best location for the new transit facility. No other comments or questions were received.

A BATS Transit Commission meeting and public hearing was scheduled to immediately follow Public Meeting #2 at 5:30 pm. The Bullhead City Transit Facility Site Selection Study was on the agenda. City staff and the consultant team were prepared to present the preferred site location and study information. Unfortunately, the BATS Transit Commission was cancelled due to lack of a quorum.

The Bullhead City Transit Facility Site Selection Study was on the agenda for the subsequent BATS Transit Commission meeting to be held on February 3, 2020. City staff and the consultant team were prepared to present the preferred site location and study information. Unfortunately, the BATS Transit Commission was cancelled due to lack of a quorum.

In lieu of the Commission presentation, a recording of the Site Selection presentation was recorded by the City of Bullhead television channel for local broadcast and posted on the City Website for broad access to the community. This presentation by Mike James of the consultant team outlined the study process and identified the preferred site location for the transit facility.



Mike James presenting at Public Meeting #2

Following FTA approval of the environmental clearance for this project, the City will post notification of approval on its website and continue to keep the community and BATS Transit Commission informed of next steps and project progress.

6.0 Environmental Clearance

On April 8, 2010, a Categorical Exclusion (CE) was approved by the FTA for the Bullhead City Transit Facility on the Alona's/Hoppas Site. Bullhead City working in coordination with the ADOT is seeking a review and re-approval of the CE that would allow the development of a transit facility. The red area in the map below shows the areas that was subject to the environmental clearance in 2010.

The yellow area in the map to the right is the Alona's/Hoppas site evaluated in this current site selection and environmental analysis process (2018 to 2020) and is smaller in size than that of the original CE. The original site identified was 13.4 acres. The Alona's/Hoppas site is 3.0-acre portion of the larger original site. The Alona's/Hoppas site currently identified is entirely inclusive of the 2010 Categorical Exclusion site area. Additional clearance area has been included for potential changes in the design and for construction staging.

Since the 2010 CE, the transit site has remained vacant and unused. The area southeast of the site (the northwest corner of Marina Road and Mohave Valley Highway) has been developed as a community park. There have been no other land use or development changes on adjacent properties.

Because there have been no changes to the vacant property, Bullhead City is seeking a review and re-approval of the previous CE. The following section provides additional or updated information for consideration.

6.1 Additional Notes

While the CE continues to correctly identify all the on-site conditions of the subject property, there is off-site transit information that needs to be noted for clarity. Additionally, we have provided updated biological and hazardous material information. These additional notes and information are shown on the following pages. The page number refers to the page of the 2010 CE.

- **Page 2 (Project Description)** - The project area remains 13.4 acres. The City anticipates developing a smaller 3-acre site for the transit facility.



The red delineation is the area included in the 2010 CE. The yellow area is the portion of the property identified for the Transit Facility.



The relocated transfer facility in the Riverview Mall

- **Page 2 (Purpose and Need for the Project)** – Bullhead City's BATS transfer station is no longer outside the Kmart in the City Square retail center. It has been relocated to Riverview Mall, approximately a quarter of a mile to the south along Lewis Drive, east of Miracle Mile, and south of the Big Lots store.
- **Page 2 (Project Contact)** – The project contact is Jill Dusenberry, phone (602) 712-8243, email jdusenberry@azdot.gov
- **Page 7 (Environmental Justice)** – The Hispanic or Latino population in the project study area is approximately 23.7% compared to approximately 14.8% for Mohave County. This is no longer double the percentage of the County. The updated response for this section is:

The Hispanic or Latino population in the project study area is approximately 23.7% compared to approximately 14.8% for Mohave County. However, since the project will enhance transit for the surrounding areas, those living in and around the project study area will benefit from these improvements and there should be no disproportionate adverse effects on minority or low-income populations. The elderly, disabled, and female head of household populations within the project study area will not experience disproportionate adverse impacts; therefore, further consideration for those groups is not required.

- **Page 7 (Environmental Justice)** – Public involvement activities for this Site Selection study included Spanish language materials (surveys, announcements, and public meeting boards). Access to and from public meeting #2 for this project included free transit rides for low-income residents, visitors, and riders of all ages.
- **Page 8 (Hazardous Materials)** – A review of records with the Arizona Department of Environmental Quality (ADEQ) indicates presence of one (1) open case Leaking Underground Storage Tank (LUST) site southeast of the parcel (~1mile) at Riverview Drive & US95 (Fac ID: 0-006234), priority level 2. Due to the distance of this LUST site, this case is not likely to impact the development of the site. If any additional hazardous materials are encountered during site preparation or construction, work should cease and the appropriate entities notified so that arrangements can be made to properly assess the situation.
- **Page 9 (Cultural)** – A Class I cultural resource investigation was previously conducted by Archaeological Consulting Services Inc. (ACS) to current professional standards. The report, titled A Class I Cultural Resource Literature Review for a New City of Bullhead Federal Transit Authority Transit Facility, City of Bullhead, Mohave County, Arizona (Luhnow 2010), identified two archaeological sites within the APE: AZ F:14:123(ASM) and AZ F:14:140(ASM). AZ F:14:123(ASM) has been determined eligible for inclusion in the National Register of Historic Places (NRHP) under criterion D and AZ F:14:140(ASM) has been recommended as not eligible for the NRHP. Neither of the sites is considered Section 4(f) resources. Del Sol Group has been informed by the Arizona State Historic Preservation Office (SHPO) that the Federal Transit Authority should be able to rely on the Class I report prepared by ACS in 2010 for Section 106 consultation. However, if there have been any changes to the Area of Potential Effects or other project constraints, an update to the Class I report may be necessary.

If any cultural resources are encountered during project construction activities, the ADOT Environmental Planning Group shall be contacted immediately to make arrangements for the proper treatment of the resources. If human remains are encountered during any phase of the project, all work must stop and the ADOT Environmental Planning Group must be notified immediately pursuant to state law.

- **Page 9 (Biological)** –The project team has reviewed an updated list of the special status species list from the Arizona Game & Fish Department (AGFD)'s Heritage Data Management System (HDMS) for the project area in April 2020, which indicates several species occur within three (3) miles of the project site including, include three fish species and Sonoran desert tortoise. As tortoises may be present, none are expected within the parcel as its surrounded by existing development and is not located adjacent to tortoise corridors.

6.2 Federal Transit Administration – Categorical Exclusion Worksheet

The FTA CE Worksheet for the Bullhead City Transit Facility is shown on the following pages.

**Federal Transit Administration
Categorical Exclusion Worksheet**

BULLHEAD CITY TRANSIT FACILITY

BULLHEAD CITY, ARIZONA

APRIL 2010

CATEGORICAL EXCLUSION and DOCUMENTED CATEGORICAL EXCLUSION WORKSHEET

Note: The purpose of this worksheet is to assist sponsoring agencies in gathering and organizing materials for environmental analysis required under the National Environmental Policy Act (NEPA), particularly for projects that may qualify as a documented Categorical Exclusion (DCE).

Submission of the worksheet by itself does not meet NEPA requirements. FTA must concur in writing in the sponsoring agency's NEPA recommendation. Project activities may not begin until this process is complete. Contact the FTA Region 9 office at (415) 744-3133 if you have any questions or require assistance. If this is the first time you have filled out this form, FTA encourages you to contact us for guidance. Attached to this document is a list of topical resource information.

I. PROJECT DESCRIPTION

Sponsoring Agency City of Bullhead City, Arizona	Date Submitted	FTA Grant Number(s) (if known)
Project Title Bullhead City Transit Facility		
Project Description (brief, 1-2 sentences) The project includes a transit facility that will include office space, break room, locker room, storage room, restrooms, repair bays, and bus parking spaces. The project area is 13.4 acres.		
Purpose and Need for Project (brief, 1-2 sentences, include as an attachment if adopted statement is lengthy) To purpose of the project is to provide a bus transfer station, transit administrative offices and bus facility that is centrally located and therefore convenient to major bus lines and city services; to provide a safer, air conditioned environment for customers waiting for rides; to provide a designated bus shop and secured storage facility close by; and to provide adequate space for employees in which to dispatch and train. Bullhead City's Bullhead Area Transit System (BATS) transfer station is currently outside of K-mart. With average summer temperatures over 110 degrees, customers are forced to wait in the heat or wait in K-mart hoping they don't miss the bus. The BATS offices are currently located in a small modular unit with cramped quarters for dispatchers and training. This facility is not big enough to allow for public access. This location also requires drivers to park personal vehicles across the street creating a possible safety issue for those leaving late at night. The buses are not stored immediately adjacent to the office so there are safety issues late at night when drivers are leaving buses with fare boxes are walking in the dark to the office. Buses are now stored in an open yard in direct sun. The proposed new bus facility will have covered parking for buses which will prolong the life of upholstery at the very minimum. The City currently prioritizes repairs on law enforcement vehicles and our buses often have to wait to be repaired. This sometimes put us in the precarious position of having to use a car to pick up passengers. The proposed facility will have its own bus repair shop and bays with a designated bus mechanic which should prevent this. The development of a transit facility is considered in the BATS five year plan final report dated January 2009.		
Project Location (include City and Street address) The project is located at the corner of Alona Way and Hoppas Drive on property leased by the City of Bullhead City from the Bureau of Land Management within Bullhead City, Mohave County, Arizona.		
Project Contact (include phone number and email address) Sam Chavez, phone (602)712-7465, email SChavez@azdot.gov		
If your project involves construction, include the following maps: <ul style="list-style-type: none"> • Project Vicinity • Project Site Plan- The site has only been designed conceptually. Additional clearance area has been included for potential changes in the design phase and for construction staging. • USGS quad 		

II. NEPA Class of Action

Answer the following questions to determine the project's potential class of action. If the answer to any of the questions in Sections A or B is "YES", contact the FTA Regional office to determine whether the project requires preparation of a NEPA environmental assessment (EA).

A. Will the project significantly impact the natural, social and/or economic environment?

- YES (contact FTA Regional office)
 NO (continue)

B.1 Is the significance of the project's social, economic or environmental impacts unknown?

- YES (contact FTA Regional office)
 NO (continue)

B.2 Is the project likely to require detailed evaluation of more than a few potential impacts?

- YES (contact FTA Regional office)
 NO (continue)

B.3 Is the project likely to generate intense public discussion, concern or controversy, even though it may be limited to a relatively small subset of the community?

- YES (contact FTA Regional office)
 NO (continue)

C. Does the project appear on the following list of potential Categorical Exclusions (CEs)?

The projects listed below are generally categorically excluded from further NEPA analysis under 23 CFR 771.117(c) unless certain circumstances exist, such as the presence of wetlands, historic buildings and structures, parklands and floodplains in the project area.

- YES (If checked AND there are no special circumstances, as described above, mark the applicable activity and proceed to the signature block on the back page.)
 NO (continue to Section D)

- Activities not involving or directly leading to construction (technical studies, planning, preliminary engineering, etc.)
- Utility installations along or across a transit facility
- Construction of bicycle and pedestrian facilities, excluding those requiring construction in new right-of-way
- Installation of noise barriers or alterations to existing publicly-owned buildings to provide for noise reduction

- Landscaping
- Installation of fencing, signs, pavement markings, toll facilities, control centers, vehicle test centers, small passenger shelters, traffic signals, railroad warning devices, and signal controls with no substantial land acquisition or traffic disruption
- Emergency repairs under 23 USC 125
- Acquisition of scenic easements
- Ridesharing activities
- Bus, ferry, and rail car rehabilitation (including conversions to alternative fuels)
- Alterations to facilities or vehicles to make them accessible to elderly or handicapped persons
- Program administration (including safety programs), technical assistance, and operating assistance to continue existing service or increase service to meet routine changes in demand
- Purchase and lease of vehicles and equipment for use on existing facilities or new facilities that also qualify as CEs (including the capital cost of contracts for transit services)
- Track, railbed, and wayside system maintenance and improvements when carried out in existing right-of-way
- Purchase and installation of operating, maintenance and Intelligent Transportation Systems (ITS) equipment to be located solely within the transit facility and with no significant off-site impacts
- Mitigation banking
- Resurfacing and restriping
- Routine maintenance

D. Does the project appear on the following list of potential documented Categorical Exclusions?
 These projects may be categorical exclusions under 23 CFR § 771.177(d), but require additional documentation demonstrating that the specific conditions or criteria for the CEs are satisfied and that significant effects will not result.
 YES (Check and continue to Part III)
 NO (Contact FTA Regional Office)

- Grade separations requiring land acquisition to replace existing at-grade railroad crossings and bridge rehabilitation (including approaches to bridges and excluding historic bridges or bridges providing access to ecologically sensitive areas)
- Corridor Fringe Parking facilities (generally located adjacent to a mass transportation corridor such as an Interstate highway system)
- Carpool programs and activities requiring land acquisition and construction

- Safety improvements including seismic retrofit and mitigation of wildlife hazards
- Construction of new bus storage and maintenance facilities and new ITS control centers in areas used predominantly for industrial or transportation purposes where such construction is consistent with existing zoning and located on a street with adequate capacity to handle anticipated traffic
- Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users
- Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks, and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic
- Construction of rail storage and maintenance facilities (or other similarly sized support facilities) in areas used predominantly for industrial or transportation purposes where such construction is consistent with existing zoning and where there is no significant noise impact on the surrounding community
- Area-wide coordination of multiple ITS elements
- Advance land acquisition including:
 - Acquisition of underutilized private railroad rights-of-way (ROW) to ensure that adjacent land uses remain generally compatible with the continued transportation use of the ROW
 - Acquisition of land for hardship or protective purposes, consistent with 23 CFR 771.117 (D)(12)

(Note: the eligibility of hardship and protective buys is very limited and must be approved, in writing, by the Regional FTA office before proceeding with any acquisition activities. Failure to do so will render the project ineligible for Federal participation.)

III. Information Required for Documented Categorical Exclusions

If you checked "Yes" to any of the options in Part II, Section D, complete Part III and submit to FTA.

A. Detailed Project Description

Include a project description and explain how the proposal satisfies the purpose and need identified in Part I.

The project includes a transit facility that will include office space, break room, locker room, storage room, restrooms, repair bays, and bus parking spaces. The project has not been designed and the site plan represents a conceptual design.

B. Location and Zoning

Attach a map identifying the project's location and surrounding land uses. Note any critical resource areas (historic, cultural or environmental) or sensitive noise or vibration receptors (schools, hospitals, churches, residences, etc). Briefly describe the existing zoning of the project area and indicate whether the proposed project is consistent. Include a description of the community (geographic, demographic, economic and population characteristics) in the vicinity of the project.

The proposed project is located on a parcel of land with a BLM Recreation and Public Purposes Lease to the City. The proposed project meets the intended public purpose of the lease. The surrounding area is characterized by vacant land and buildings associated with the existing use of the parcel. The project is consistent with the existing lease and will have no impact on the existing land use pattern. A school is located north of the project area.

C. Traffic

Describe potential traffic and parking impacts, including whether the existing roadways have adequate capacity to handle increased bus or other vehicular traffic. Include a map or diagram if the project will modify existing roadway configurations. Describe connectivity to other transportation facilities and modes.

The existing roadways (Alona Way and Hoppas Drive) can accommodate the anticipated bus traffic and will not be modified. Buses will make a right turn into the facility on Hoppas Drive and will exit on Alona Way. Adequate parking facilities will be included in the project and traffic generation from the facility is not anticipated to be significant.

D. Aesthetics

Will the project have an adverse effect on a scenic vista?

- No
- Yes, describe

Will the project substantially degrade the existing visual character or quality of the site and its surroundings?

- No
- Yes, describe

Will the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

- No
- Yes, describe

E. Air Quality

Does the project have the potential to impact air quality?

- NO
- YES, describe

The project is not located in an Environmental Protection Agency (EPA) designated non-attainment or maintenance area. The activities that will be generated by the facility would not cause an appreciable change in traffic patterns that can lead to a measurable increase in air pollutants caused by vehicle emissions. It is not anticipated that the project would violate national air quality standards or other applicable regulations.

Is the project located in an Environmental Protection Agency (EPA)-designated non-attainment or maintenance area?

- NO
- YES, indicate the criteria pollutant and contact FTA to determine if a hot spot analysis is necessary.

- Carbon Monoxide (CO)
- Ozone (O₃)
- Particulate Matter (PM₁₀)

If the non-attainment area is also in a metropolitan area, was the project included in the MPO's Transportation Improvement Program (TIP) air quality conformity analysis?

- NO
- YES

Date of USDOT conformity finding

F. Coastal Zone

Is the proposed project located in a designated coastal zone management area?

- No
- Yes, describe coordination with the State regarding consistency with the coastal zone management plan and attach the State finding, if available.

G. Environmental Justice

Indicate whether the project will have disproportionately high and adverse impacts on minority or low-income populations. Describe any potential adverse effects. Describe outreach efforts targeted specifically at minority or low-income populations.

The Hispanic or Latino population in the project study area is approximately 27.3% compared to approximately 11.0% for Mohave County (more than double the percentage of the County). However, since the project will enhance transit for the surrounding areas, those living in and around the project study area will benefit from these improvements and there should be no disproportionate adverse effects on this group. The elderly, low income, disabled, and female head of household populations within the project study area will not experience disproportionate adverse impacts; therefore, further consideration for those groups is not required.

H. Floodplains

Is the proposed project located within the Federal Emergency Management Agency (FEMA) 100-year floodplain?

No

Yes, describe potential impacts and include the FEMA map with the project location identified.

I. Hazardous Materials

Is there any known or potential contamination at the project site?

No, describe the steps taken to determine whether hazardous materials are present on the site.

A Preliminary Initial Site Assessment (PISA) was completed and the database search revealed several facilities within the search radius; however, these facilities are of sufficient distance from the site and have been remediated. Also, the depth to groundwater (approximately 70-100 feet) further removes these facilities from being considered environmental concerns. No further assessment is warranted at this time.

Yes, note mitigation and clean-up measures that will be taken to remove hazardous materials from the project site.

J. Navigable Waterways

Does the proposed project cross or have the potential to impact a navigable waterway?

No

Yes, describe potential impacts and any coordination with the US Coast Guard.

K. Noise and vibration

Does the project have the potential to increase noise or vibration?

NO

YES, describe impact and provide map identifying sensitive receptors such as schools, hospitals, parks and residences. If the project will result in a change in noise and vibration sources, you must use FTA's "Transit Noise and Vibration Impact Assessment" methodology to determine impact.

FTA's "Transit Noise and Vibration Impact Assessment" was utilized and the sensitive receptor (school) was determined to be of sufficient distance from the source of noise that no further noise analysis is needed.

L. Prime and Unique Farmlands

Does the proposal involve the use of any prime or unique farmlands?

No

Yes, describe potential impacts and any coordination with the Soil Conservation Service of the U.S. Department of Agriculture.

M. Resources
 Does the project have the potential to impact any of the resources listed below?

NO

YES, if checked, describe resource and impacts. Impacts to cultural, historic, or recreational properties may trigger Section 4(f) evaluation, which requires consideration of avoidance alternatives.

Natural

Cultural

A Class I cultural resource investigation documenting previous archeological investigations within the project area was completed, A Class I Cultural Resource Literature Review for a New City of Bullhead Federal Transit Authority Transit Facility, City of Bullhead, Mohave County, Arizona (Luhnow 2010). The report indicates that approximately 90% of the Area of Potential Effect (APE) for this project has been previously surveyed for cultural resources. In addition, the report indicates that two archaeological sites fall within or are immediately adjacent to the APE. The entire APE is located within the boundaries of a large prehistoric site [AZ F:14:123 (ASM) a.k.a. 'Big Bend Quarry'] which has been determined eligible for inclusion in the National Register of Historic Places (NRHP) under criterion D. The second site [AZ F:14:140 (ASM)] is a prehistoric artifact scatter that has been recommended as not eligible for the NRHP. Both sites are surface manifestations. Neither of the sites is considered Section 4(f) resources.

The original topography within the APE has been obliterated by grading, erosion and other disturbances. The recommendation in the Class I report is that no additional archaeological work is necessary and the undertaking should have 'no adverse effect' to either AZ F:14:123 or AZ F:14:140 (ASM).

If any cultural resources are encountered during project construction activities, work shall stop immediately at that location and steps shall be taken to secure the preservation of the resources. The ADOT Environmental Planning Group shall be contacted immediately at 602-712-7767 to make arrangements for the proper treatment of the resources. If human remains are encountered during any phase of the project, all work must stop and John Madsen at the Arizona State Museum 502-621-4795 and the ADOT Environmental Planning Group must be notified immediately pursuant to state law.

Historic—Indicate whether there are any historic resources in the vicinity of the project. Attach photos of structures more than 45 years old that are within or adjacent to the project site.

Recreational

The school located north of the project area includes tennis courts that are used by the public. These tennis courts are considered a 4(f) resource; however, there will be no transportation use of this resource.

Biological--The project sponsor must obtain a list of threatened and endangered species in the project area from the US Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration-Fisheries (NOAA-Fisheries). Attach species map, if available. Describe any critical habitat, essential fish habitat or other ecologically sensitive areas. See appendix for more information.

Other, describe

N. Seismic

Are there any unusual seismic conditions in the project vicinity? If so, indicate on project map and describe the seismic standards to which the project will be designed.

- No
- Yes, describe

O. Sole Source Aquifers

Are there any sole source aquifers in the project vicinity?

- No
- Yes, include a project map and a description of the necessary hydrogeological and other information needed for the Sole Source Aquifer petition review process.

P. Water Quality

Does the project have the potential to impact water quality, including during construction?

- No
- Yes, describe potential impacts

An Arizona Pollutant Discharge Elimination System (AZPDES) permit will be required for the project and will minimize the risk of potential water quality impacts during construction.

Will there be an increase in new impervious surface or restored pervious surface?

- No
- Yes, describe potential impacts and proposed treatment for stormwater runoff.

Appropriate stormwater treatment will be incorporated into the project design and applicable permits will be obtained by the City of Bullhead City.

Is the project located in the vicinity of an EPA-designated sole source aquifer?

- No
- Yes, describe potential impacts and include a map of the sole source aquifer with project location identified.

Q. Wetlands

Does the proposal temporarily or permanently impact wetlands or require alterations to streams or waterways?

- No
- Yes, describe potential impacts

R. Construction Impacts

Describe the construction plan and identify impacts due to construction noise, utility disruption, debris and spoil disposal, and staging areas. Address air and water quality impacts, safety and security issues, and disruptions to traffic and access to property.

Minor temporary impacts that are commonly associated with a construction project of this type will be created during the construction period. The following effects were evaluated.

Noise. Construction noise will be of short duration and will not substantially affect any sensitive noise receptors.

Disruption of Utilities. No disruption of utilities is expected to occur. There are no utilities in the area that will require relocation.

Disposal of Debris and Spoil. Minor amounts of debris that result from the construction will be trucked from the site and disposed of properly.

Water Quality and Runoff. The construction will not result in erosion or the introduction of sediments, wastewater, or chemicals into any water bodies.

Access and Distribution of Traffic. The existing roadways (Alona Way and Hoppas Drive) will not be modified. Buses will make a right turn into the facility on Hoppas Drive and will exit on Alona Way. Adequate parking facilities will be included in the project and traffic generation from the facility is not anticipated to be significant. No major streets will be disrupted.

Air Quality and Dust Control. Fugitive dust generated during construction will be controlled in accordance with Arizona Department of Transportation Standard Specifications for Road and Bridge Construction.

Disruption of Businesses. No businesses will be affected by the construction. There will be no restrictions on access to businesses.

S. Cumulative and Indirect Impacts

Are cumulative and indirect impacts likely?

No

Yes, describe the reasonably foreseeable:

a) Cumulative Impacts, which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

b) Indirect impacts, which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect impacts may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air, water and other natural systems, including ecosystems.

T. Property Acquisition
If property is to be acquired for the project, indicate whether acquisition will result in relocation of businesses or individuals.
Note: To ensure the eligibility for federal participation, grantees may not acquire property with either local or federal funds prior to completing the NEPA process and receiving written concurrence in the NEPA recommendation. For acquisitions over \$250,000, FTA concurrence in the property's valuation is also required.
N/A

U. Public Notification
Describe public outreach efforts undertaken on behalf of the project. Indicate opportunities for public hearings, (e.g. board meetings, open houses, special hearings). Indicate any significant concerns expressed by agencies or the public regarding the project.

Scoping letters were sent to the USFWS, BLM and AGFD.

V. Mitigation Measures
Describe all measures to be taken to mitigate project impacts.

If any cultural resources are encountered during project construction activities, work shall stop immediately at that location and steps shall be taken to secure the preservation of the resources. The ADOT Environmental Planning Group shall be contacted immediately at 602-712-7767 to make arrangements for the proper treatment of the resources. If human remains are encountered during any phase of the project, all work must stop and John Madsen at the Arizona State Museum 502-621-4795 and the ADOT Environmental Planning Group must be notified immediately pursuant to state law.

If any additional hazardous materials are encountered during site preparation or construction, work should cease and the appropriate entities notified so that arrangements can be made to properly assess the situation.

If any Sonoran desert tortoises are encountered during construction, the contractor shall adhere to the attached Arizona Game and Fish Department's Guidelines for Handling Sonoran Desert Tortoises Encountered on Development Projects (Revised October 23, 2007).

No other mitigation measures would be required except for potential construction impacts, which would be mitigated according to the Arizona Department of Transportation Standard Specifications for Road and Bridge Construction.

W. Other Federal Actions
Provide a list of other federal NEPA actions related to the proposed project or in the vicinity.
N/A

X. State and Local Policies and Ordinances
Is the project in compliance with all applicable state and local policies and ordinances?
 No, describe

 Yes

Y. Related Federal and State/Local Actions

- Corps of Engineers (Section 10, Section 404)
- Coast Guard Permit
- Coastal Zone Management Certification
- Critical Area Ordinance Permit
- ESA and EFH Compliance
- Flood Plain Development Permit
- Forest Practice Act Permit
- Hydraulic Project Approval
- Local Building or Site Development Permits
- Local Clearing and Grubbing Permit
- National Historic Preservation Act-Section 106
- National Pollutant Discharge Elimination System Baseline General for Construction
- Shoreline Permit
- Solid Waste Discharge Permit
- Section 4(f) or 6(f) (Recreational and Historic Properties)
- Section 106 (Historic Properties)
- Stormwater Site Plan (SSP)
- Temporary Erosion and Sediment Control Plan (TESC)
- Water Rights Permit
- Water Quality Certification—Section 401
- Tribal Permits (if any, describe below)
- Other

Describe as applicable:

Local Building or Site Development Permits -Applicable local development permits will be required prior to construction.

National Historic Preservation Act-Section 106-The recommendation in the Class I report is that no additional archaeological work is necessary and the undertaking should have 'no adverse effect' to either AZ F:14:123 or AZ F:14:140 (ASM).

Submit two paper copies of this form, attachments, and a transmittal letter recommending a NEPA finding to the address below. Submit an electronic version to your area FTA Community Planner. Contact FTA at the number below if you are unsure who this is or if you need the email address. Modifications are typically necessary. When the document is approved, FTA may request additional copies.

Federal Transit Administration, Region 9

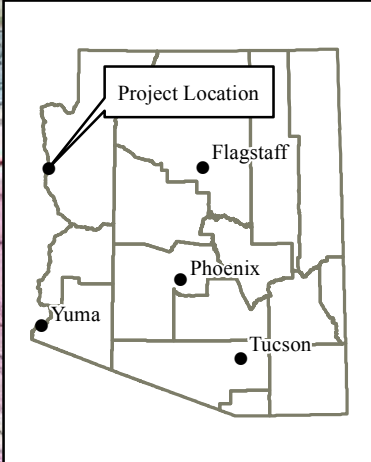
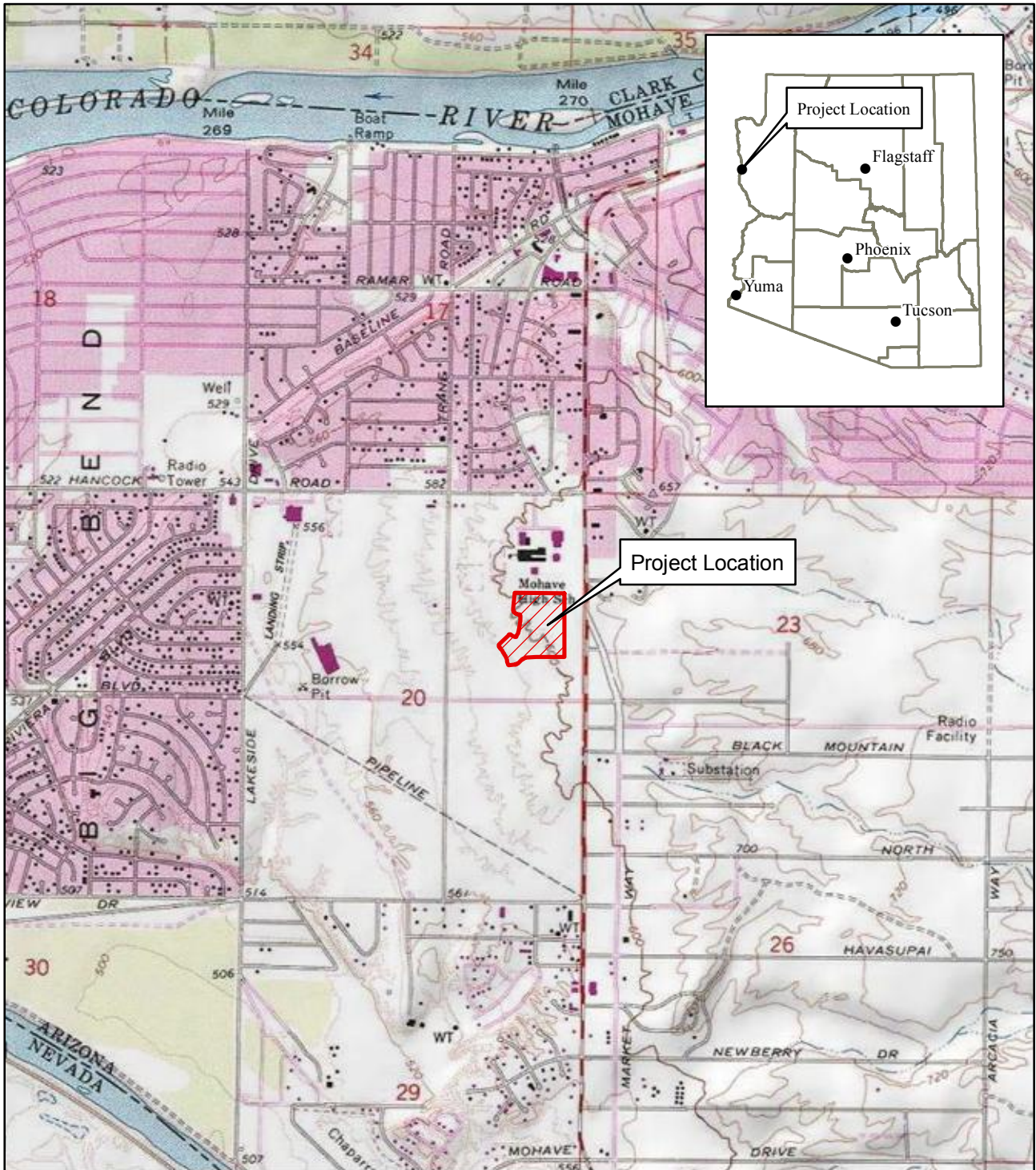
201 Mission Street, Suite 1650
San Francisco, CA 94105-1839

Telephone: (415) 744-3133; Fax: (415) 744-2726

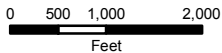
Print Name: Jennifer Simpkins

Sign Name: 

Date : April 8, 2010



Data Source:
USGS 7.5' Davis Dam Ariz. 1983

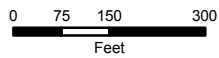


Bullhead City Transit Facility Site
Mohave County, Arizona

Figure 1. State Location and
Vicinity Map

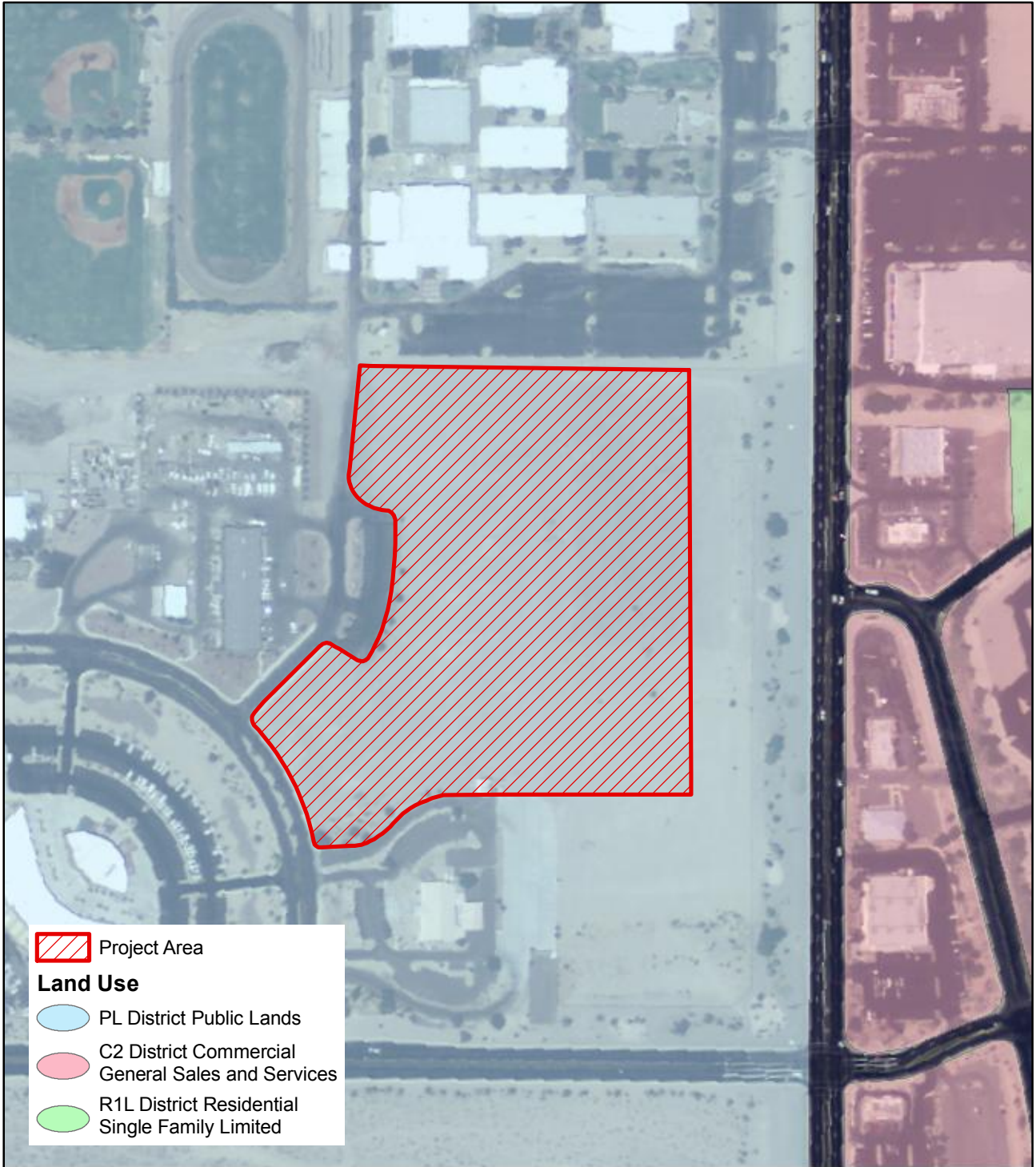






Data Source:
NAIP Image 2007



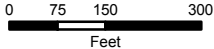
Bullhead City Transit Facility Site
Mohave County, Arizona

Figure 2. Project Area Map



 Project Area
Land Use
 PL District Public Lands
 C2 District Commercial
 General Sales and Services
 R1L District Residential
 Single Family Limited

Data Source:
NAIP Image 2007



Bullhead City Transit Facility Site
Mohave County, Arizona

Land Use Map

GUIDELINES FOR HANDLING SONORAN DESERT TORTOISES
ENCOUNTERED ON DEVELOPMENT PROJECTS
Arizona Game and Fish Department
Revised October 23, 2007

The Arizona Game and Fish Department (Department) has developed the following guidelines to reduce potential impacts to desert tortoises, and to promote the continued existence of tortoises throughout the state. These guidelines apply to short-term and/or small-scale projects, depending on the number of affected tortoises and specific type of project.

The Sonoran population of desert tortoises occurs south and east of the Colorado River. Tortoises encountered in the open should be moved out of harm's way to adjacent appropriate habitat. If an occupied burrow is determined to be in jeopardy of destruction, the tortoise should be relocated to the nearest appropriate alternate burrow or other appropriate shelter, as determined by a qualified biologist. Tortoises should be moved less than 48 hours in advance of the habitat disturbance so they do not return to the area in the interim. Tortoises should be moved quickly, kept in an upright position parallel to the ground at all times, and placed in the shade. Separate disposable gloves should be worn for each tortoise handled to avoid potential transfer of disease between tortoises. Tortoises must not be moved if the ambient air temperature exceeds 40° Celsius (105° Fahrenheit) unless an alternate burrow is available or the tortoise is in imminent danger.

A tortoise may be moved up to one-half mile, but no further than necessary from its original location. If a release site, or alternate burrow, is unavailable within this distance, and ambient air temperature exceeds 40° Celsius (105° Fahrenheit), the Department should be contacted to place the tortoise into a Department-regulated desert tortoise adoption program. Tortoises salvaged from projects which result in substantial permanent habitat loss (e.g. housing and highway projects), or those requiring removal during long-term (longer than one week) construction projects, will also be placed in desert tortoise adoption programs. *Managers of projects likely to affect desert tortoises should obtain a scientific collecting permit from the Department to facilitate temporary possession of tortoises.* Likewise, if large numbers of tortoises (>5) are expected to be displaced by a project, the project manager should contact the Department for guidance and/or assistance.

Please keep in mind the following points:

- . These guidelines do not apply to the Mojave population of desert tortoises (north and west of the Colorado River). Mojave desert tortoises are specifically protected under the Endangered Species Act, as administered by the U.S. Fish and Wildlife Service.
- . These guidelines are subject to revision at the discretion of the Department. We recommend that the Department be contacted during the planning stages of any project that may affect desert tortoises.
- . Take, possession, or harassment of wild desert tortoises is prohibited by state law. Unless specifically authorized by the Department, or as noted above, project personnel should avoid disturbing any tortoise.

This report was funded in part through grants from the Federal Transit Administration, U.S. Department of Transportation. The contents of this report reflect the views of the authors, who are responsible for the facts and the accuracy of the data, and for the use or adaptation of previously published material, presented herein. The contents do not necessarily reflect the official views or policies of the City of Bullhead City, Arizona Department of Transportation, Federal Transit Administration, U.S. Department of Transportation.

This report does not constitute a standard, specification, or regulation. Trade or manufacturers' names that may appear herein are cited only because they are considered essential to the objectives of the report. The U.S. government and the State of Arizona do not endorse products or manufacturers.



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