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Comment Received From: Neil Serr
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Risks to I-80 and I-505 Transportation Corridors

Dear Commissioners,

I respectfully submit this letter in opposition to the proposed Corby Battery Energy Storage System (BESS) project, due to its critical proximity to major transportation corridors I-80 and I-505. As one of the largest planned battery storage installations in the state, the proposed site raises serious traffic safety, emergency access, and operational disruption concerns.

Proximity to Key Freeways and Traffic Risks

The project is sited near the intersection of Kilkenny Road and Byrnes Road, immediately south of Interstate 80 (I-80), with Interstate 505 (I-505) just a short distance to the west—an area identified in Solano County's Highway Interchange Study as a strategic focus for future development (I-80 and I-505 & Midway Road corridor)

Potential Risks:

Evacuation & Emergency Response Impact

Should a fire, chemical leak, or thermal runaway event occur at the BESS site, I-80 and I-505 may be disrupted, compromising evacuation routes and delaying emergency response for nearby residents, schools, hospitals, and critical infrastructure.

Increased Hazard at High-Volume Corridors

A large-scale incident—such as a fire—could generate smoke plumes or debris, significantly reducing visibility and increasing collision risk on these high-speed, high-volume freeways.

Traffic Congestion from Construction & Maintenance

Construction of the 1.1-mile, 230 kV gen-tie crossing over I-80 and the installation of PG&E's double-bus substation bay may cause lane closures, delays, and elevated risk of accidents due to traffic congestion in this corridor.

Strain on Local Emergency Services

Any incident near or involving the BESS may overwhelm local fire and first-responder resources—already a concern across the board given Solano County's moratorium intended to allow for improved safety protocols.

Community Sentiment & Planning Context

Solano County planners and residents have expressed concern about siting BESS projects near sensitive land uses and transportation corridors. Many prefer that facilities be located in industrial areas, such as Lambie Industrial Park, rather than near major freeways or communities.

The county imposed and later extended a moratorium on BESS permits to develop safety regulations, especially after incidents at Moss Landing and other sites, recognizing the risks posed by fires and toxic emissions—risks that are magnified when facilities are adjacent to busy freeway corridors.

Recommendations for the Commission

To safeguard regional transportation safety and public welfare, I urge the Commission to:

Deny the current Corby BESS proposal unless its design and siting fully mitigate risks to I-80 and I-505 corridors.

Require a thorough Transportation Risk Assessment within the Environmental Impact Report (EIR) that includes:

Potential traffic disruptions during construction and operation.

Emergency access and evacuation modeling in case of facility incidents.

Air quality and visibility assessments relevant to accident risk on freeways.

Mandate coordination with Caltrans and Solano County to ensure construction and maintenance planning sufficiently protects freeway flow and emergency services.

Prioritize alternative sites removed from major traffic arteries, preferably within industrial zones that reduce exposure to public safety and mobility hazards.

California's energy infrastructure must enhance resilience—not jeopardize community safety or emergency preparedness. The Corby BESS project, as currently proposed, poses elevated risks to two vital transportation lifelines. I urge the Commission to hold it to a higher standard.

Thank you for your attention and consideration.

Sincerely, Neil Serr