

DOCKETED

Docket Number:	24-OPT-03
Project Title:	Soda Mountain Solar
TN #:	266468
Document Title:	Report of Conversation - Second Request for Information Following Determination of a Complete Application
Description:	N/A
Filer:	Marichka Haws
Organization:	California Energy Commission
Submitter Role:	Commission Staff
Submission Date:	10/10/2025 3:10:02 PM
Docketed Date:	10/10/2025



*Siting, Transmission and
Environmental Protection
Division*

FILE: n/a

PROJECT TITLE: Soda Mountain
Solar Project

Docket: 23-OPT-
03

TECHNICAL AREA(s): Biological Resources, Visual Resources, Water
Resources, Hazardous Materials, Project Description

☐ Telephone

☒ Email

☐ Meeting Location:

NAME(s): L. Worrall, CEC Project
Manager

DATE: Sept. 16, 17,
Oct. 6, 7, and 8,
2025

TIME:

WITH: *Hannah Arkin, Resolution Environmental (applicant's representative)*

SUBJECT: *Second Request for information following determination of a complete
application*

COMMENTS:

CEC staff identified several data requests since the application was deemed complete on July 31, 2025. This Report of Conversation memorializes the requests. The applicant's responses will be filed to the project's docket.

1. On September 16, 2025, the Project Manager requested the following:

I was reading the following from the updated project description and wanted to check this was accurate. Would the project connect to the Mead-Adelanto transmission line or the Marketplace-Adelanto transmission line 1?

The two high voltage electrical transmission lines to the west of I-15 are a 115-kV subtransmission line owned by SCE and the Mead-Adelanto 500-kV transmission line operated by LADWP. The project would interconnect into and bisect the LADWP's 500-kV Marketplace-Adelanto Transmission Line 1 as the primary point of interconnection, which has ample unused capacity therefore eliminating the need for new transmission lines to be constructed off-site.

I was going through the project description and wanted to make sure I am clear that the new proposed access road (CL 8847 and CL7682 from Zzyzx Road) northwest of I-15, would be used for construction and operations. Is that correct?

If not, how will LADWP access the new switchyard for operations and maintenance?

The applicant responded via email on September 17, 2025 with the following:



The project would connect to the Marketplace-Adelanto 500kV transmission line. For clarification, the entirety of the full transmission line is referred to as the Mead-Adelanto 500KV line. The project will connect directly to the Marketplace-Adelanto 500kV transmission line section, which is a subsection of the greater Mead-Adelanto 500kV transmission line.

Yes, CL 8847 and CL 7682 will be utilized during the construction, operation and decommissioning of the project. Additionally, LADWP has an existing access roadway that travels from the Zzyzx exit to the new switchyard area. This access roadway is used currently by LADWP for any operations and maintenance needs along the Marketplace-Adelanto 500kV transmission line.

2. On October 6, 2025, the Project Manager requested the following on behalf of staff:

- a. *Please provide an aerial figure and corresponding GIS shapefiles showing the current alignment of Rasor Road, with respect the project components within the figure frame, with the proposed Rasor Road modifications, including alignment changes and increased width.*
- b. *Please provide the shape files and attribute tables for the most recent Rincon delineation. We would like to see how they calculated linear feet and acreages for each of the drainages.*

Figure 2-9. in the revised Project Description docketed in July showing a simulated view of the project from KOP 6. This simulation has changed (panel footprint) since they were originally provided to the CEC.

- c. *Please provide the revised "high resolution" images of KOP 6 from both the east-facing panels image and the west-facing panels image.*

Additionally, the revised Project Description includes a new KOP 10, which captures the Gen-Tie span of I-15 with the panels facing west.

- d. *Please provide a "high resolution" existing view and simulation images for the new KOP 10.*

Please provide the following documents:

- e. *Panorama Environmental, Inc., 2014. Groundwater Well Test Report. November.*
- f. *Terra Physics, 2010. Geophysical Characterization of Subsurface Physical Properties, Caithness LLC—Soda Mountain Solar Facility, Southwest of Baker, San Bernardino County, California, dated December 10, 2010, Project No. 09-63, 58 p. Prepared for Wilson Geosciences, December 2011.*



Hazardous Materials staff has found conflicting information on water tanks and buildings in the application materials and has a question related to the response to DR HAZ-1:

Worker Safety Fire Protection Section 1.2.4.5.4 General Facility Fire Safety and Suppression (TN 259876) identifies an approximately 22,500-gallon tank would be located near the operation and maintenance building to provide storage of fire suppression water. The revised Project Description (TN 261595) Section 2.6.3 -- states there will be three 10,000-gallon tanks on site.

The revised Project Description (TN 261595) states in 2.4.6.1 that "Three buildings related to operations, maintenance, and storage would be constructed as part of the project. One building would be 2,400 square feet, and the other two buildings would each be 5,000 square feet in area. Each building would be painted Sudan Brown. These buildings would be in the northwest portion of the site next to the BESS facilities. All of these facilities would be monitored by on-site O&M personnel and/or remotely."

Section 2.4.6.2 states that "A 13,200-square-foot parking area would be located adjacent to the buildings described above (Section 2.4.6.1), in the southwest corner of the site. They would be composed of compacted soil covered with filter fabric and 4-12" of compacted Class II aggregate base. The parking areas are not expected to exceed approximately 0.33 acre, or 13,200 square feet. Parking would be provided for the anticipated employees during project operation, for visitors, and for other equipment anticipated to be on-site at any time."

g. Please provide a site plan that shows the approximate locations of the buildings on the project site. Additionally, locate on the site plan the approximate location of the proposed water tanks (including size), groundwater wells and the 13,200 sq/ft parking area.

DR HAZ-1 requested the quantities of hazardous materials stored on site during construction and operation of the project. Upon further review of the response to DR HAZ-1 (TN 259700) the response does not provide the quantities of hazardous materials on site during construction and operation but focuses upon the amount of hazardous waste generated (Tables 3.9.3 and Table 3.9.4) rather than the quantities of hazardous materials on site during construction and operation.

h. Please provide quantities of hazardous materials that will be stored on site during construction and operation.



The applicant acknowledged the requests via email on October 6, 2025.

4. On October 7, 2025, the Project Manager requested the following:

a. In the Caltrans encroachment permit application (TN 264907), I saw the following that I would like to confirm is accurate as I believe it may not be:

CONSTRUCTION OF A TEMPORARY COMMERCIAL DRIVEWAY AND ACCESS ROAD OFF THE BOTH SOUTHBOUND AND NORTHBOUND SIDES OF I-15, ROUGHLY 440-FT EAST OF EXISTING OPAH DITCH LOCATED AT POST MILE MARKER R126.86.

THE TEMPORARY DRIVEWAYS AND ACCESS ROADS WILL SERVE TO PROVIDE DIRECT ACCESS TO A SWITCHING YARD FOR CONSTRUCTION OF SWITCHING STATION, GENTIE.

I understood that the temporary access road off I-15 was only from the southbound direction only.

b. Also, regarding the optional access via Zzyzx Road along CL 8847 and CL7682 to access the utility switchyard and gen-tie line is proposed for operation use as well

c. If the temporary driveway and access road off I-15 were the selected route to access the utility switchyard and gen-tie, how would these project components be accessed during operations? I am not aware of a proposed access route for operation.

The applicant provided the following email responses on October 8, 2025:

- a. Temporary access from I-15 would be from the southbound direction only. The reference to the northbound side of I-15 is a typo.
- b. Yes, during operation the gen-tie line and utility switchyard will be accessed by using the existing roads CL 8847 and CL 7682.
- c. The temporary driveway from I-15 would be for construction only. During operation, the facility would not need construction or oversized vehicles because the facility is remotely operated. Employees would use normal vehicles to drive along CL 8847 and CL 7682, if they need to access the switchyard of gen-tie components.



cc:

Signed:

Name: Lisa Worrall, Senior Environmental
Planner
Siting, Transmission and Environmental
Protection Division