

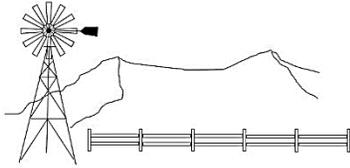
<b>DOCKETED</b>	
<b>Docket Number:</b>	25-OPT-02
<b>Project Title:</b>	Prairie Song Reliability Project
<b>TN #:</b>	268334
<b>Document Title:</b>	Jacqueline Ayer Comments - Supplemental comment letter from Save Our Rural Town
<b>Description:</b>	N/A
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<b>Organization:</b>	Jacqueline Ayer
<b>Submitter Role:</b>	Public
<b>Submission Date:</b>	1/27/2026 4:52:56 PM
<b>Docketed Date:</b>	1/27/2026

*Comment Received From: Jacqueline Ayer*  
*Submitted On: 1/27/2026*  
*Docket Number: 25-OPT-02*

## **Supplemental comment letter from Save Our Rural Town**

Please accept the attached letter into the Prairie Song BESS Project Docket

*Additional submitted attachment is included below.*



# SAVE OUR RURAL TOWN

January 27, 2026

Lisa Worrall, Project Manager  
California Energy Commission  
715 P Street, MS-40  
Sacramento, CA 95814  
Electronic filing of a 4 Page Letter.

Subject: Supplemental Comments by Save Our Rural Town (SORT).

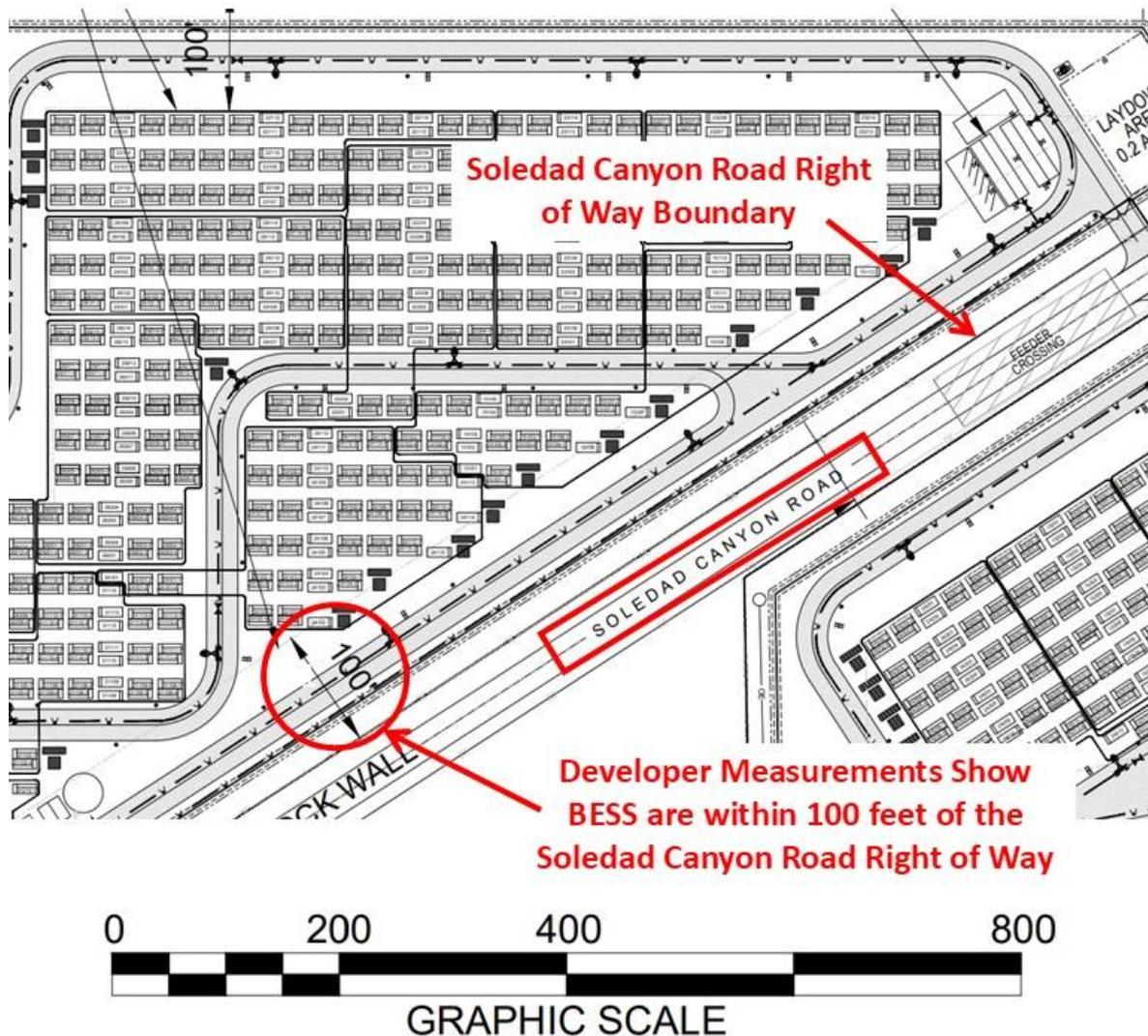
Reference: AB-205 Application Submitted for a Proposed Battery Energy Storage Project in Acton, CA.  
Docket Number 25-OPT-02.  
Email correspondence between Applicant and the Los Angeles County Fire Department posted to the Docket on January 26, 2026.

Dear Ms. Worrall;

Save Our Rural Town (SORT) respectfully files the following supplemental comments pertaining to the referenced Licensing Application (Application) submitted by the Project Developer (Developer or Applicant) to the California Energy Commission (Commission) for the Prairie Song Battery Energy Storage System Project (BESS Project). These comments are prompted by records that were submitted into the referenced docket by the Applicant on January 26, 2026 which pertain to recent communication between the Applicant and the Los Angeles County Fire Department (LACoFD). In these communications, the developer assures LACoFD that the BESS project maintains a minimum 444 foot setback from the nearest highway and that the project is set back approximately 200 feet from the closest rail line; in response, LACoFD informs the Developer that, based on these project parameters, LACoFD does not anticipate that road closures will be required when BESS deflagration events occur at the facility. Unfortunately however, and as explained below, *the project **DOES NOT** maintain a setback of more than 444 feet from the nearest highway and it **DOES NOT** maintain a setback of approximately 200 feet from the closest rail line.*

Figure 1 is an excerpt from the Developer’s recently revised site plan<sup>1</sup> and it shows that the project is *immediately adjacent to a major highway* (Soledad Canyon Road) which serves as a critical commuter corridor and is mapped on the County Highway Plan<sup>2</sup>. In fact, the Developer’s own measurements show that the BESS units themselves are located within 100 feet of the right of way of this major commuter highway, and the perimeter wall appears to be approximately 20 feet from the right of way.

Figure 1. Proximity of the BESS Project to the Adjacent Major Highway.



<sup>1</sup> This figure contains excerpts from the “General Arrangement” Figure that was included with the Applicant’s revised Site Plan (specifically, drawing number PSR-SE-101 sheet 1 of 2; Revision 0E). The revised Site Plan was submitted into the Commission Docket on October 15, 2025 as Attachment 28 in the file titled “Data Request 2\_Part 5”

[<https://efiling.energy.ca.gov/GetDocument.aspx?tn=266608&DocumentContentId=103665>].

<sup>2</sup> See Figure 7.3 of the Los Angeles County General Plan. [[https://planning.lacounty.gov/wp-content/uploads/2022/11/7.1\\_Chapter7\\_Figures.pdf](https://planning.lacounty.gov/wp-content/uploads/2022/11/7.1_Chapter7_Figures.pdf)].

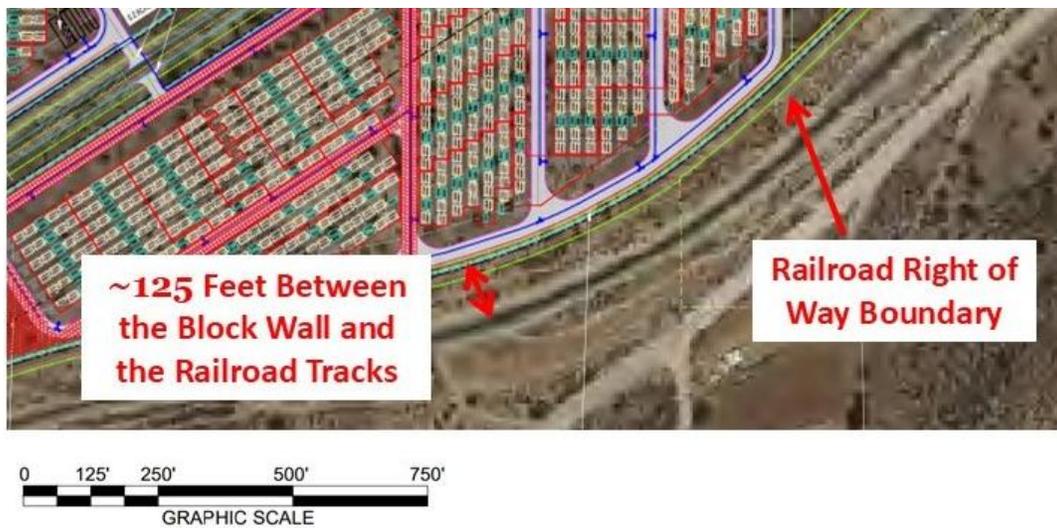
Remarkably, the Applicant does not even mention to LACoFD that the project is adjacent to the 14 Freeway. In fact, and as Figure 2 indicates, the developer’s site plan<sup>3</sup> reveals that the project boundary is actually *within 250 feet* of the 14 Freeway boundary.

Figure 2. Proximity of the BESS Project to the Adjacent Freeway.



Finally, and as shown in Figure 3, the Developer’s most recent site plan<sup>4</sup> indicates that the project boundary coincides with the right of way boundary of the adjacent railway, and that the project’s block wall is actually within 125 feet of the railway tracks.

Figure 3. Proximity of the BESS Project to the Adjacent Railway.



<sup>3</sup> This figure is excerpted from the “Project Site Plan” provided as a component of the Applicant’s revised Site Plan filed October 15, 2025 (specifically, drawing number PSR-SE-101 sheet 2 of 2; Revision 0F). Id.

<sup>4</sup> Ibid.

SORT cannot fathom why the developer would misrepresent the location of the project to LACoFD and claim that the project maintains setbacks exceeding 444 feet from any highway when in fact the entire project “fronts” on a major highway which is heavily used by commuters (particularly when the adjacent Freeway is congested); it is also unclear why the Developer would tell LACoFD that the project setbacks from an existing railway are approximately 200 feet when the property actually abuts the rail right of way. We also cannot understand why the developer would not inform LACoFD that the project site is quite close to the 14 Freeway. It is perhaps understandable why LACoFD would accept such information without question because the record set forth in the Commission’s Docket does not indicate that the Applicant has substantively engaged LACoFD regarding the project. To ensure that LACoFD has a more accurate understanding of the BESS Project facilities and their proximity to critical transportation infrastructure, SORT is copying Chief Richard Stillwagon on this email.

Respectfully submitted;

/S/Jacqueline Ayer  
Jacqueline Ayer, Director  
Save Our Rural Town

cc: Assistant Chief-Fire Marshal Richard Stillwagon [[richard.stillwagon@fire.lacounty.gov](mailto:richard.stillwagon@fire.lacounty.gov)].