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<b>Project Title:</b>	Potentia-Viridi Battery Energy Storage System
<b>TN #:</b>	261401
<b>Document Title:</b>	DR Response 2 - Attachment 7, Revised Section 2, Project Description
<b>Description:</b>	This revised section provides a detailed description of the project and its various components; identifies the project's location; project purpose and objectives; and provides details regarding the project's construction, operations, and decommissioning activities
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## **Attachment 7**

Revised Section 2, Project Description



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## 2 Project Description

### 2.1 Facility Description, Design, and Operation

Levy Alameda, LLC (Applicant), a wholly owned subsidiary of Obra Maestra Renewables, LLC, proposes to construct, operate, and eventually repower or decommission the 400-megawatt (MW) Potentia-Viridi Battery Energy Storage System (Project) ~~on approximately 85 acres~~ in eastern Alameda County. A total of 60.7 acres within the approximately 102-acre project area would be permanently disturbed as part of Project implementation. The primary components of the Project include an up to 3,200-megawatt-hour (MWh) battery energy storage system (BESS) facility, an operations and maintenance (O&M) building, a Project substation, a 500-kilovolt (kV) overhead intertie transmission (gen-tie) line, and interconnection facilities within the Pacific Gas and Electric (PG&E) owned and operated Tesla Substation.

The Project would draw electricity from the power grid to charge and store electrical energy and discharge back to the power grid when the stored energy is needed. The Project would provide several benefits to the power grid, including reducing the need to operate natural gas power plants to balance intermittent renewable generation and serving as an additional capacity resource that would enhance grid reliability.

The Project would be remotely operated and monitored year-round and be available to receive or deliver energy 24 hours a day and 365 days a year. During the operational life of the Project, qualified technicians would routinely inspect the Project facilities and conduct necessary maintenance to ensure reliable and safe operational readiness.

#### 2.1.1 Project Location

The Project would be located in Alameda County, California within a portion of Assessor Parcel Number (APN) 99B-7890-002-04 located at 17257 Patterson Pass Road, southwest of Interstate 580 and Interstate 205 (Figure 2-1, Regional Map, Figure 2-2, Project Vicinity, and Figure 2-3, Project Site Aerial). Development of the BESS facility would occur ~~on about~~ within a 70-acre leased area of APN 99B-7890-002-04, which currently consists of fallowed annual grasslands suitable for grazing. Of the approximately 70-acre lease area, approximately 58.8 acres would be permanently disturbed for development of the BESS facility. The gen-tie line would extend southeast from the Project substation, crossing Patterson Pass Rd, and then proceed east to the Point of Interconnection (POI) at the Tesla Substation. The Project's gen-tie line would be sited on APNs 99B-7890-2-4, 99B-7890-2-6, and 99B-7885-12. As shown on Figure 2-3, Project Site Aerial, a gen-tie study area of approximately 32 acres was evaluated. Out of the 32 acres evaluated, only 1.9 acres are expected to be permanently disturbed for installation of the transmission and interconnecting facilities, with 6.7 acres of temporary disturbance (Table 2-4). A total of 60.7 acres within the approximately 102-acre project area would be permanently disturbed as part of Project implementation.

Land uses in the immediate vicinity of the Project include undeveloped rural agricultural lands, multiple high-voltage transmission lines and electrical substations, rural roads, and railroad lines. The nearest municipality to the Project site is the City of Tracy approximately 2.5 miles to the northeast. There are a few single-family residences near the Tesla Substation's southern and eastern boundaries. The nearest residence is about 1,500 feet southeast of the Project site and 560 feet south of the proposed gen-tie line; it is owned by the same landowner leasing the lands for the Project.

The Project location was selected due to it being large enough to support development of the Project, its close proximity to existing electrical infrastructure and the Tesla Substation, thereby minimizing length of the proposed gen-tie line to the POI, and because it is located immediately adjacent to existing roadways for construction and O&M access.

### 2.1.2 Project Objectives

The primary purpose of the Project is to assist the State of California in meeting its goal of reducing statewide annual greenhouse gas emissions from the electric sector to 25 million metric tons by 2035. The Project would help balance electricity generation from renewable sources, such as wind and solar, with electricity demand by storing excess generation from emissions free power sources and delivering it back to the grid when demand exceeds real-time generation supply. The Project displaces the need for additional fossil fuel based generating stations needed to serve peak demand periods when renewable sources may be inadequate or unavailable.

The Project Objectives are:

- Construct and operate an economically viable, and commercially financeable, 400-MW battery energy storage facility in Alameda County with an interconnection at the Tesla Substation.
- Assist California electric utilities in meeting obligations under California's Renewable Portfolio Standard Program and Senate Bills 100 and 1020, which require renewable energy sources and zero-carbon resources to supply 60% of all retail sales of electricity to California end-use customers by December 31, 2030, 90% of all retail sales of electricity to California end-use customers by December 31, 2035, 95% of all retail sales of electricity to California end-use customers by December 31, 2040, and 100% of all retail sales of electricity to California end-use customers by December 31, 2045.
- Assist California utilities in meeting obligations under the CPUC's Mid-Term Reliability Procurement Requirements.
- Develop an electricity storage facility in close proximity to a utility grid-connected substation with existing capacity available for interconnection to minimize environmental impacts.
- Relieve grid congestion, and enhance electricity reliability, without requiring the construction of new regional transmission infrastructure or substantial network upgrades.
- Construct and operate a battery energy storage facility in Alameda County, resulting in economic benefits to the County, creating prevailing wage construction jobs, and facilitating local community benefits.

### 2.1.3 Project Components

The Project would include construction, O&M, and eventual decommissioning of a 400 MW BESS with an energy storage capacity up to 3,200 MWhs. Charging from or discharging to the electrical grid would be a 500kV gen-tie connecting the Project substation to the POI within the existing PG&E Tesla Substation. The BESS Facility would include the following components:

- Battery Energy Storage System (BESS) Enclosures
- Power Conversion Systems (PCS)
- Medium voltage (MV) Collection System
- Project Substation, Control Building, and Telecommunications Facilities
- Access Roads

- Laydown Yards
- Stormwater Facilities and Outfall
- Site Security and Fencing, including fire detection system
- Operations and Maintenance Buildings

Project components are described in the following subsections. Figure 2-4, Project Site Plan, shows the Project layout. Figure 2-5, 3D Aerial Perspective, shows the three-dimensional Project profile. Table 2-1 summarizes the preliminary dimensions of major BESS facility components, and Table 2-2 summarizes the preliminary footprint/disturbance acreage associated with the BESS facility.

**Table 2-1. Preliminary Dimensions of Major BESS Facility Components**

Component	Quantity	Approximate Dimensions
BESS Enclosures	1,000*	20 ft x 8 ft x 10 ft (L x W x H)
PCS	140*	22 ft x 7 ft x 8 ft (L x W x H)
MV Collection system	—	Buried in trenches up to 5 ft x 10 ft (W x D)
Project Substation Area	1	500 ft x 450 ft; (5) 120 ft (H) (lightning masts)
Control Building	1	52 ft x 20 ft x 15 ft (L x W x H)
Wireless Communication Tower	1	18 ft x 18 ft x 199 ft (L x W x H)
Access Roads	—	20 ft (W) internal radii <del>25</del> <u>50</u> ft minimum <del>for outer loop</del>
Laydown Yards	4	Variable
Stormwater Detention Facilities	5	Variable
Stormwater Outfall	1	500 ft x 5 ft x 10 ft (L x W x D)
Security Fencing	1	9 ft (H) 8 ft tall fence topped with 1 ft of barbed/razor wire
Operations and Maintenance Buildings	<del>13</del>	100 ft x <del>50</del> <u>48</u> ft x <del>30</del> <u>24</u> ft (L x W x H)
Fire Water Storage Tank (30,000 Gallon) – Above Ground	<u>2</u>	<u>10</u> ft x <u>24</u> ft (H x D)
Water Storage Tank (10,000 Gallon) – Above Ground	<u>1</u>	<u>11.5</u> ft x <u>11.75</u> ft (H x D)
Wastewater Holding Tank (5,000 Gallon) – Below Ground	<u>2</u>	<u>16.5</u> ft x <u>7.5</u> ft x <u>8</u> ft (L x W x H)
Emergency Generators	<u>2</u>	<u>25</u> ft x <u>10</u> ft x <u>12</u> ft (L x W x H)

**Notes:**

\* The number of BESS enclosures and PCS units would depend on the manufacturer selected. The total number of BESS enclosures and PCS units may increase or decrease in the final design. It is also possible that the BESS units ultimately procured may incorporate the PCS units within the BESS enclosures.

**Table 2-2. Preliminary Permanent Project Footprint of BESS Facility**

Component	Permanent Disturbance
BESS Yards	13.3 acres
Project Substation	<del>5.5</del> <u>5.4</u> acres
Access Roads	<del>6.6</del> <u>7.1</u> acres
Laydown Yards/Storage Areas	<del>15.2</del> <u>14.0</u> acres
O&M Area	<u>1.8</u> acres

**Table 2-2. Preliminary Permanent Project Footprint of BESS Facility**

Component	Permanent Disturbance
Stormwater Detention Areas	9.3 <u>9.0</u> acres
Stormwater Outfall	0.6 acres
<i>Other*</i>	7.2 <u>7.6</u> acres
<b>Total BESS<sup>+</sup></b>	<b>57.7 <u>58.8</u> acres</b>
Transmission and Interconnection Facilities	<u>1.9</u> acres
<b>Total BESS and Transmission and Interconnection<sup>+</sup></b>	<b>60.7 acres</b>

**Notes:**

- \* Other areas include maximum grading limits. The analyses assume that all areas used for the BESS facility are permanently disturbed and kept free of vegetation to comply with fire requirements.
- + The total permanent disturbance acreage is a conservative estimate, and final designs may require fewer acres. Underground components within the BESS facility would be located within the footprint of above ground disturbance areas.

### 2.1.3.1 Battery Energy Storage System

The energy storage facility would utilize a modular and containerized BESS. There are several battery cell technologies commercially available, with one of the most common at present being lithium iron phosphate (LFP) cells (often colloquially referred to as ‘lithium-ion’). LFP technology is considered one of the safest, most efficient, and commercially financeable energy storage technologies available on the market. The initial Project concept has been developed assuming an LFP technology; however, due to the continuous improvement of these energy storage systems, a specific manufacturer and model has not been selected at this time. By the time the Project reaches the procurement stage, it is possible for other battery cell technology with proven safety and performance records to be suitable for the Project. Although the number and dimensions of the containers may change (as it does between LFP technology providers), the technology ultimately procured would result in potential environmental impacts substantially similar to, or less than, those analyzed based on this Project Description.

The BESS enclosures would be prefabricated off-site and arrive at the site ready to be installed and commissioned. Each modular BESS enclosure would include battery packs on racks, a battery management system (BMS), fire protection, and ancillary power electronics within a specialized steel-framed, non-occupiable container. The BESS enclosures would not exceed approximately ~~15~~ 10 feet in height. The BESS enclosures may also have a heating, ventilation, and air conditioning (HVAC) system for optimal performance and safety. Power for the HVAC system, lighting, and other electrical systems would be provided through separate auxiliary power connection to the on-site Project substation with connection lines installed above and/or below ground.

### 2.1.3.2 Power Conversion System

A PCS is a packaged and integrated system consisting of a bi-directional inverter, MV transformers, protection equipment, direct current (DC) and alternating current (AC) circuit breakers, harmonic filters, equipment terminals, and a connection cabling system. A PCS functions to both convert between DC/AC and change the voltage level from the MV collection voltage to the voltage output of the BESS enclosures.

The PCS would convert electric energy from AC to DC when the energy is transferred from the grid to the battery, and from DC to AC when the energy is transferred from the battery to the grid. Each PCS would also include transformers that convert the AC side output of the inverter between low and medium AC voltage to increase the overall efficiency of the BESS. Inverters within the PCS units would be unattended systems designed to operate in

all conditions. The inverters would be monitored and controlled remotely, and there would be on-site disconnects for use in case of an emergency or a situation requiring unscheduled maintenance.

PCS units would be installed on concrete foundations and connected to multiple BESS enclosures with wiring and cables installed underground. All outside electrical equipment would be housed in the appropriate National Electrical Manufacturers Association (NEMA) rated enclosures.

### 2.1.3.3 MV Collection System

The MV collection system would include multiple components that connect the PCS units to the Project substation including underground conductor circuits, switchboards, switchgear, and panels at 34.5kV voltage. The conductors for the MV collection system would be installed underground during construction using trenching.

### 2.1.3.4 Project Substation

The Project substation would include three main power transformers (MPTs) – two active and a live spare. When the BESS facility is charging, power from the regional electric transmission grid would be stepped down from 500kV to 34.5kV and sent from the Project substation through the MV collection system and PCS units into the battery packs within the BESS enclosures. When the BESS facility is discharging, power from the battery packs within the BESS enclosures would be sent to the PCS units, stepped up to 34.5kV, and transported to the Project substation through the MV collection system before being stepped up to 500kV at the MPTs and delivered back to the regional electric transmission grid. A prefabricated control building would be installed within the Project substation area and contain an energy management system, metering, and telecommunication equipment for communication with PG&E/CAISO facilities and to support remote Project operations monitoring, as well as monitoring by the 18 full-time operations staff members. The Project substation area would also include five static masts for lightning protection and a wireless communication tower mounted with an antenna up to 15 feet in diameter for external telecommunications.

### 2.1.3.5 Access Roads

The Project's roadway system would include two new facility access roads and driveways, a perimeter road, and internal access roads, the Northern Access Road and the Southeast Emergency Access Road. ~~The Northern Access Road~~ One of the new site access roads and driveways would be constructed from an existing private road near the northeastern portion of the site and would serve as the primary access to the site., and the other ~~The Southeast Emergency Access Road~~ would be constructed from Patterson Pass Road near the southwestern southeastern portion of the site and would be used for emergency access only. As such, the majority of Project traffic would not be expected to travel along the unimproved stretches of Patterson Pass Road. The driveway apron of the Southeast Emergency Access Road would be expanded to allow vehicles space to decelerate off the main road and to provide additional visibility for exiting vehicles to enter onto Patterson Pass Road. In addition, this emergency entrance road has been designed according to the Engineering Design Guidelines for Unincorporated Alameda County to provide 100' of straight driveway perpendicular to the centerline of Patterson Pass Road. The grade has been adjusted to provide a maximum 6% grade for 50' from the road edge.

A Project substation access road would be constructed outside of the perimeter fence, connecting the northeast and southwest driveways, to facilitate Project substation access by third parties during operations. All new access roads, driveways, internal and perimeter roads would be bladed, compacted, and surfaced with aggregate. All

internal roadways and private driveways would be constructed to meet access requirements for construction, O&M, and emergency response requirements.

### 2.1.3.6 Laydown Yards/Storage Area

The Project would include up to 4 laydown yards for equipment and material staging and storage during construction. These areas would also be used for worker parking during construction. The primary laydown yard would be located directly adjacent to the Project substation area (see Figure 2-4, Project Site Plan). The primary laydown yards would be cleared of vegetation, bladed, compacted, and surfaced with aggregate, ~~while additional laydown yards would be cleared of vegetation and surfaced with aggregate~~ or other soil stabilizing materials. ~~Portions of additional laydown yards may also be graded, if necessary.~~ Landscape fabric may also be installed under the surface of all laydown yards to prevent vegetation growth, if required to comply with fire prevention standards. ~~The O&M building and required number of parking spaces for O&M staff would be constructed within the primary laydown following construction of the BESS facility components.~~

If the BESS technology ultimately procured prior to construction requires larger BESS yards to accommodate BESS enclosures with larger dimensions, a greater number of BESS enclosures, or greater spacing requirements to comply with regulations, portions of the additional laydown yards may be used to accommodate larger BESS yards than those currently proposed. The proposed Project's preliminary layout, earthwork volumes, and Project component dimensions assumed for environmental analyses in subsequent chapters are conservatively large to allow for design flexibility and Project schedule preservation.

### 2.1.3.7 Stormwater Facilities

The proposed BESS facility site currently consists of annual grassland with rolling topography. Regulatory standards require that volumes and flow rates of stormwater discharge after construction not exceed pre-development conditions. Stormwater generated on-site would flow southwest to northeast to be captured in a detention basin located on the northeast end of the BESS site, and southward to a detention basin located parallel to Patterson Pass Road. Additional detention basins would be located around the perimeter of the site to capture stormwater runoff from side slopes ~~to stormwater detention basins located along the periphery of the BESS facility site~~ (Figure 2-4, Project Site Plan). Stormwater treatment and storage sizing would be designed to hold the anticipated runoff from a 100-year, 24-hour storm event in compliance with applicable regulations. In the event stormwater basins reach capacity, stormwater would be discharged from the detention basins via storm drainpipes and sheet flow at rates no greater than pre-development conditions following natural drainage patterns.

A stormwater drainage outfall utilizing a new 36-inch corrugated metal pipe or bioswale/ditch would be constructed from one or more of the detention basins located in the southwest portion of the site to the inlet of a new or existing culvert on the north side of Patterson Pass Road. Approximately 10 cubic yards of clean riprap would be placed as an energy dissipator at the outfall to discharge clean stormwater at or below current rates at the elevation of the ordinary high water mark of the existing drainage on the south side of Patterson Pass Road.

### 2.1.3.8 Site Security

The BESS facility site would be enclosed with an 8-foot-tall chain link fence topped with 1 foot of three-strand barbed wire or razor wire. The fence would be installed on the outside of the perimeter road. An additional fence with the same specifications would be installed around the Project substation area. The fences would be required to prevent

unauthorized access and to comply with human health and safety regulations. Gates would be installed at various access points along the fence lines and equipped with lock boxes to allow for authorized personnel (e.g., transmission service provider, O&M staff, emergency response) to access appropriate portions of the BESS facility site.

Lighting would only be in areas where it is required for safety, security, or operations. Low-elevation (less than 14 feet) controlled security lighting would be installed at the Project substation and around the BESS yards, in accordance with applicable requirements and regulations. Permanent motion-sensitive, directional security lights would be installed to provide adequate illumination around the substation area and points of ingress/egress. All lighting would be shielded and directed downward to minimize the potential for glare or spillover onto adjacent properties, compliant with applicable codes and regulations. Security cameras would be placed on site and monitored 24/7.

### 2.1.3.9 Fire Protection System

Fire protection would include multiple fire detection systems on-site and within the individual BESS enclosures. An infrared camera system would be installed throughout the BESS facility to achieve 100% of electrical infrastructure and trigger an alarm in case of an onsite fire. Each BESS enclosure would have a fire rating in conformance with the California Fire Code 2022. In addition, each BESS enclosure would contain an onboard battery management system (BMS) that monitors the appropriate state of individual battery cells and relays information 24-7. In the event of an anomaly, the system is designed to shut down and mitigate the hazard.

The Project's fire protection design would comply with California Fire Code 2022, Section 1207 Electrical Energy Storage Systems, which adopts the National Fire Protection Association's Standard for the Installation of Stationary Energy Storage Systems (NFPA 855). BESS enclosures would be Underwriters Laboratories (UL) listed, tested, and certified to the most rigorous international safety standards. UL independently tests equipment for compliance with the latest fire safety code requirements, and the methods were developed to minimize fire risk and safety concerns about battery storage equipment raised by fire departments and building officials in the United States.

Faults, mechanical damage, or manufacturing defects in lithium-ion batteries can cause thermal runaway, which can lead to fires or other hazards. Should a thermal runaway event occur, the BESS enclosures are designed and constructed in such a way that fire would not propagate from one enclosure to a neighboring enclosure. The Project's BESS enclosures, as part of the testing and listing process, would be subjected to destructive testing including fire testing. The Project's BESS enclosures would include the following UL certifications:

- **UL 1642** – Standard for Lithium Batteries (cell level certification).
- **UL 1973** – Standard for Batteries for Use in Stationary Applications (module level certification).
- **UL 9540** – Standard for Energy Storage Systems and Equipment (system level certification).
- **UL 9540A** – Test Method for Evaluating Thermal Runaway Fire Propagation in Battery Energy Storage Systems.
- **IEC 62619** – Standard for Battery Safety in Stationary Applications.

Two emergency generators would be installed near the Project Substation to provide supplemental power in the event of a long-term power outage at the project site. The emergency generators would allow the fans within the BESS enclosures to continue running for a minimum of 24 hours to allow air circulation within the enclosures.

The Alameda County Fire District and the California Department of Forestry and Fire Protection (CalFire) would review and comment on the facility fire protection and suppression plans. A Fire Master Plan and a Fire Protection Technical Assistance Report has been prepared by Coffman Engineers specifically for the Project.

### 2.1.3.10 Operations and Maintenance Building Area

Following construction of the BESS facility, three O&M buildings would be constructed a minimum of 20' apart within the primary laydown yard for the Project's anticipated three 18 full-time operations staff. The main O&M building would include ~~parking, outside equipment and laydown areas,~~ basic offices, meeting rooms, and washroom facilities ~~and climate-controlled storage for certain equipment and materials.~~ A 10,000 gallon above ground potable water storage tank would provide water for washroom and sanitary facilities, and sewage/wastewater would be collected in a 2 separate 5,000 gallon below ground sewer holding tanks. Potable water would be trucked to the water storage tank periodically during O&M, and sewage/wastewater would be pumped from the storage tank, transported offsite via truck, and disposed of at a sanitary dump station, as needed, during operations. The remaining two O&M buildings would be used primarily for storage, maintenance and repair activities associated with the Project . Neither of these buildings would have washroom facilities. ~~The All~~ O&M buildings would be powered via a distribution line from the Project substation.

## 2.2 Transmission and Interconnection Description, Design, and Operation

The Project would be interconnected to the regional electrical transmission grid via an approximately 2,884 -foot-long new single-circuit 500kV gen-tie line within a 200-foot-wide corridor between the Project substation and the PG&E Tesla Substation. The Applicant would construct and own the portion of the gen-tie line between the Project substation and the Point of Change of Ownership (POCO) transmission structure, and PG&E would construct and own the remaining portion of the gen-tie from the POCO to the POI within the Tesla Substation. The Project's transmission and interconnection facilities would include the following components:

- 500kV Gen-Tie Line including Transmission Structures and Conductors
- Fiber Optic Telecommunications Utility Poles and Fiber Optic Lines
- Access Paths
- Temporary Work Areas
- Interconnection Facilities within Existing PG&E Tesla Substation Footprint (PG&E constructed and owned)

The proposed route location was selected to minimize the number of existing utility crossings, cross existing utilities at the optimum locations, minimize the total gen-tie line length and number of transmission structures required, minimize the number of turning structures required, and enter the Telsa Substation as close as possible to the POI. The proposed transmission structures were sited to avoid potential impacts to environmental resources. Project components associated with transmission and interconnection facilities are described in the following subsections. Figure 2-6, Transmission Line Route, shows the gen-tie route, scattered rural residences, and existing transmission lines within 1 mile of the proposed route. ~~No parks, recreational areas, or scenic areas are located within 1 mile of the proposed gen-tie route.~~ Table 2-3 summarizes the preliminary dimensions of major transmission components, and Table 2.4 summarizes the preliminary new ground disturbance area associated with construction of the transmission and interconnection facilities. Section 3.13, Visual Resources, includes photographic simulations of a representative above ground section of the gen-tie route prior to construction and after construction.

**Table 2-3. Preliminary Dimensions of Major Transmission Components**

Component	Quantity	Approximate Dimensions
500kV Gen-Tie Line	1	Applicant Owned: 1,557ft long PG&E Owned: 1,327ft long
Substation Bay Dead-End Transmission Structure	2	Applicant Owned: 1 structure; up to 110ft above ground level; two 7-foot-diameter foundations, installed up to 30ft deep; constructed within Project substation area footprint PG&E Owned: 1 structure; up to 110ft above ground level; two 7-foot-diameter foundations, installed up to 30ft deep; constructed within Tesla Substation footprint.
Angled Dead-End Transmission Structure	3	Applicant Owned: 2 structures; Up to 199ft above ground level; three 9-foot-diameter foundations, installed up to 40ft deep, per structure PG&E Owned: 1 structure; Up to 199ft above ground level; three 9-foot-diameter foundations, installed up to 40ft deep.
H-Frame Tangent Transmission Structure	1	Applicant Owned: Up to 199ft above ground level; two 6-foot-diameter foundations, installed up to 30ft deep.
Conductors	6	Two 2,300 kcmil 61W AAC "Pigweed" per phase. 30ft minimum ground clearance.
Overhead Shield Wire	2	Two 3/8-inch extra high strength 7-strand steel
Fiber Optic Utility Poles	16	Up to 40ft above ground level; up to 20in diameter wood poles direct embedded up to 8 ft deep.
Fiber Optic Cables	2	All dielectric self-supporting fiber optic cable. Two redundant and diverse routes. Installed above ground on utility poles by Applicant from Project Substation to POCO. Installed by PG&E underground in trenches up to 2ft wide and 4ft deep between POCO and Tesla Substation.
Transmission Structure Access Path	1	Applicant Owned: 20ft wide; up to 1,750ft long PG&E Owned: 20ft wide; up to 950ft long
Transmission Line Corridor	1	200ft wide

**Table 2-4. Approximate New Ground Disturbance Area Associated with Transmission and Interconnection Facilities**

Component	Permanent Disturbance	Temporary Disturbance
<b>Applicant Portion</b>		
Transmission Structure Pads	0.4 acres	—
Transmission Structure Access Path	0.7 acres	—
Fiber Optic Utility Poles	0.1 acres	—
Tension and Pulling Site	—	3.6 acres
<b>Applicant Total</b>	<b>~1.2 acres</b>	<b>~3.6 acres</b>
<b>PG&amp;E Portion</b>		
Transmission Structure Pad	0.2 acres	—
Transmission Structure Access Path	0.5 acres	—

**Table 2-4. Approximate New Ground Disturbance Area Associated with Transmission and Interconnection Facilities**

Component	Permanent Disturbance	Temporary Disturbance
Tension and Pulling Site	—	3.1 acres
PG&E Total	~0.7 acres	~3.1 acres
Total	~1.9 acres	~6.7 acres

### 2.2.1 500kV Gen-Tie Line

The 500kv gen-tie line would originate at the Project substation within the BESS facility site and extend southeast, crossing Patterson Pass Rd overhead until reaching the POCO structure. After reaching the POCO structure the route would proceed east to an angled dead-end structure outside of the Tesla Substation fence line before extending north to a new substation dead-end structure at the POI bay within the Tesla Substation footprint. The 200-foot-wide transmission corridor would be within the BESS facility lease area on APN 99B-7890-2-4 and within an easement on APN 99B-7890-2-6 until reaching the parcel's eastern boundary about 255 feet east of the POCO structure. Both parcels comprising the BESS facility lease area and transmission corridor easement are private lands owned by the same landowner. After crossing the eastern boundary of APN 99B-7890-2-6, the remaining portion of the gen-tie would be on the same PG&E-owned parcel that includes the 500kV Tesla Substation and POI. Table 2. -1 includes the approximate number and dimensions of the three different types of transmission structures that would be used. The gen-tie would be designed consistent with the Suggested Practices for Avian Protection on Power Lines: The State of the Art in 2006 (Avian Power Line Interaction Committee 2006), where feasible.

### 2.2.2 Transmission Structure Access Path

A transmission structure access path would be located within portions of the transmission corridor outside of the BESS facility and Tesla Substation footprints and generally follow the centerline of the gen-tie. The portion of the transmission structure access path between Patterson Pass Road and the POCO structure would include an Arizona dry-crossing of Patterson Run and require clean fill material (e.g., large cobbles, clean, native gravel, prefabricated mats) to be placed beneath the ordinary high water mark elevation for stabilization and erosion and sedimentation control.

### 2.2.3 Telecommunication Facilities

Telecommunications equipment would be installed between the control building at the Project substation and the Tesla Substation to facilitate communication with PG&E/CAISO facilities. PG&E interconnection policies require two redundant fiber optic cables to be installed on diverse paths without a single point of failure (i.e., both fiber optic lines cannot be installed on a single set of structures). Between the control building within the Project substation area and the POCO structure, the Applicant would install the two fiber optic lines above ground on separate utility structures within the transmission corridor. One route would be installed near the northern boundary of the transmission corridor and the other would be installed near the southern boundary of the transmission corridor. The fiber optic utility poles would be accessed via overland travel from the transmission structure pads or the transmission structure access path during construction and maintenance. At the POCO structure, each of the fiber optic cables would be brought down to an underground pull box. PG&E would install the fiber optic cables underground from the pull boxes to the PG&E control building at the Tesla Substation. A microwave antenna

installed on a communications tower within the Project substation area, an optical ground wire installed on the 500kV structures, or placed underground within the transmission structure access path, between the Project substation and POCO may be used in lieu of a second set of utility poles, if feasible.

### 2.2.4 Interconnection Facilities within Existing PG&E Tesla Substation Footprint

To facilitate interconnection of the BESS facility to the electric transmission grid, PG&E would need to install a substation bay dead-end transmission structure and expand the POI's 500kV breaker-and-a-half bay with a new circuit breaker.

### 2.2.5 Transmission System Impact Studies

The Applicant filed an Interconnection Request with CAISO in the Cluster 13 Interconnection Request window. CAISO, in cooperation with PG&E, prepared the Phase I Interconnection Study (February 12, 2021), and Phase II Interconnection Study (November 22, 2021). The Applicant entered into a Large Generator Interconnection Agreement (LGIA) with CAISO and PG&E on October 31, 2022. No Affected Systems controlled by CAISO or PG&E were identified during the interconnection study process. Non-CAISO systems potentially affected by the Project and other Cluster 13 projects are Western Area Power Administration and Modesto Irrigation District. The Applicant is working with both system operators to identify specific impacts and will take all reasonable steps to address potential reliability system impacts prior to the initial synchronization of the Project.

## 2.3 Construction

The following sections detail the approximate construction schedule and workforce, construction activities, estimated water use, and materials handling proposed by the Project.

### 2.3.1 Schedule and Workforce

The Project is anticipated to be built over an approximately 18-month period from the onset of site preparation activities through energization. Following energization, testing and commissioning would take place over 6 months. Initial mobilization and site preparation is anticipated to begin no later than Q1 Q4 2026 and testing and commissioning is anticipated to conclude no later than Q2 2028. It is anticipated that construction crews would work 8 to 10 hours per day, with work occurring Monday through Friday. Overtime, night work, and weekend work would be used only as necessary to meet the Project schedule or complete time-sensitive or safety critical work. All work schedules would comply with applicable California labor laws, county regulations, and the Project Labor Agreement. Estimated durations of construction activities are presented in Table 2-5. However, the duration of particular construction activities may be affected by weather, unanticipated site conditions, the supply chain, and coordination between the different activities.

The expected average workforce for each construction activity is also included in Table 2-5.

**Table 2-5. Estimated Construction Activity Duration and Average Workforce Expected**

Construction Activity	Estimated Duration	Average Workforce Expected (Number of Employees)
Site Preparation	8 Weeks	25
Civil Work and Grading	24 Weeks	55
Foundations and Underground Equipment	16 Weeks	50
BESS Equipment Installation	20 Weeks	60
Project Substation Installation	32 Weeks	20
Gen-Tie Foundations and Structure Erection	8 Weeks	10
Gen-Tie Line Stringing and Pulling	2 Weeks	10
Testing and Commissioning	22 Weeks	10
PG&E Interconnection Facility Upgrades within Tesla Substation	26 Weeks	10

### 2.3.2 Sequencing

During construction activities, multiple crews would be working on the site with various equipment and vehicles. The total number of construction workers (consisting of laborers, craftsmen, supervisory personnel, support personnel, and construction management personnel) would range from approximately 5 to 200 workers, depending on the phase of construction. It is estimated that construction would require the vehicle trips and equipment listed in Table 2-6.

**Table 2-6. BESS Project - Construction Equipment and Usage Assumptions**

Construction Phase	One-Way Vehicle Trips			Equipment		
	Average Daily Worker Trips	Average Daily Vendor Truck Trips	Total One-Way Haul Truck Trips	Equipment Type	Quantity	Usage Hours
Site Preparation	50	10	600	Graders	2	8
				Rubber Tired Loaders	2	8
				Skid Steer Loaders	2	8
				Tractors/Loaders/Backhoes	2	8
Site Grading and Civil Work	110	76	30,240	Graders	4	8
				Rollers	4	8
				Rubber Tired Loaders	4	8
				Skid Steer Loaders	4	8
				Tractors/Loaders/Backhoes	4	8
				Pavers	2	8
				Paving Equipment	2	8

**Table 2-6. BESS Project - Construction Equipment and Usage Assumptions**

Construction Phase	One-Way Vehicle Trips			Equipment		
	Average Daily Worker Trips	Average Daily Vendor Truck Trips	Total One-Way Haul Truck Trips	Equipment Type	Quantity	Usage Hours
				Rollers	2	8
				Plate Compactors	1	8
				Cement and Mortar Mixers	1	4
				Rock Crushers	4	8
Foundations and Underground Equipment Installation*	100	10	20	Paving Equipment	2	8
				Rollers	2	8
				Plate Compactors	2	8
				Cement and Mortar Mixers	2	8
				Bore/Drill Rig	3	8
				Tractors/Loaders/Backhoes	6	8
				Excavators	2	8
				Rubber Tired Dozers	2	8
				Trenchers	4	8
				Skid Steer Loaders	2	8
BESS Installation*	160	20	2,636	Air Compressors	2	8
				Cranes	3	8
				Generator Sets	4	8
				Rough Terrain Forklifts	2	8
				Skid Steer Loaders	2	8
Project Substation Installation	40	20	0	Air Compressors	2	8
				Aerial Lifts	6	8
				Cranes	2	8
				Generator Sets	2	8
				Rough Terrain Forklifts	2	8
Gen-tie foundation and tower erection	28	2	0	Bore/Drill Rig	1	8
				Cranes	2	8
				Forklifts	2	8
				Boom Truck	1	8
				Flat Bed Truck	1	8
				Cement and Mortar Mixer	1	8
				Bucket Lift Truck	1	8
Gen-tie stringing and pulling	24	2	0	Heavy-duty Truck (Puller)	1	8
				Heavy-duty Truck (Tensioner)	1	8

**Table 2-6. BESS Project - Construction Equipment and Usage Assumptions**

Construction Phase	One-Way Vehicle Trips			Equipment		
	Average Daily Worker Trips	Average Daily Vendor Truck Trips	Total One-Way Haul Truck Trips	Equipment Type	Quantity	Usage Hours
				Forklifts	2	8
				Generator Sets	2	8
				Tractors/Loaders/Backhoes	2	8
				Boom Truck	1	8
				Trencher	1	8
PG&E Interconnection Facility Upgrades	40	20	0	Air Compressors	4	8
				Cranes	2	8
				Excavators	2	8
				Generator Sets	4	8
				Rough Terrain Forklifts	2	8
				Skid Steer Loaders	2	8
				Tractors/Loaders/Backhoes	2	8
				Trencher	1	8
Testing and Commissioning	52	0	0	Rough Terrain Forklift	1	8
				Off-Highway Trucks	3	8
Decommissioning	40	2	2,640	Concrete/Industrial Saws	2	8
				Cranes	2	8
				Rubber Tired Dozers	2	8
				Tractors/Loaders/Backhoes	2	8

**Notes:**

\* The Project layout depicted in Figure 2-4 shows the “End of Life” configuration of the BESS, meaning it shows the equipment layout after all augmentation units are implemented. The numbers in this table conservatively assume that foundations and BESS equipment installation related to augmentation occurs during initial construction of the facility. Construction of foundations and BESS equipment installation for augmentation may occur during O&M periodically within the BESS facility footprint.

### 2.3.3 Site Preparation

Environmental clearance surveys would be performed at the Project site prior to commencement of construction activities. The limits of construction disturbance areas delineated in the final approved engineering design packages would be surveyed and staked. Initial ground disturbing activities in preparation for construction would include installation of erosion and sediment control measures prior to start of major earthworks activities. Rough grading and grubbing/vegetation removal would be performed where required to accommodate site drainage and allow construction equipment to access the site. Detention basins and stormwater facilities would be created for hydrologic control. The construction contractor would be required to incorporate applicable best management practices (BMPs) including the guidelines provided in the California Stormwater Quality Association’s Construction BMP Handbook (CASQA 2019), as well as a soil erosion and sedimentation control plan to reduce potential impacts

related to construction of the proposed Project. Stabilized construction entrances and exits would be installed at driveways to reduce tracking of sediment onto adjacent public roadways.

Site preparation would be consistent with applicable BMPs and the Bay Area Air Quality Management District's Fugitive Dust Rules. Site preparation would involve the removal and proper disposal of existing debris that would unduly interfere with Project construction or the health and safety of on-site personnel. Dust-minimizing techniques would be employed, such as placement of wind control fencing, application of water, and application of dust suppressants. All applicable governmental requirements and BMPs would be incorporated into the construction activities for the Project site.

Vegetation on the site would be removed where necessary to ensure the BESS facility is free from combustible vegetation to allow for fire protection and defensible space. Where feasible, in compliance with fire protection requirements, vegetation root mass within appropriate portions of the BESS facility lease area on the outside of the perimeter and substation access roads would be left in place for soil stabilization. However, the environmental analyses in subsequent sections conservatively assume that all areas within the maximum anticipated grading limits of the BESS facility would be permanently disturbed.

### 2.3.4 Site Grading and Civil Work

Following site preparation activities, grading and civil work would commence. Construction activities during this phase would include excavation and grading of the Project site. Earthwork on the site is ultimately anticipated to result in nearly balanced cut and fill volumes, but the preliminary designs conservatively assume that grading would include up to approximately 588,018 cubic yards (cy) of cut and up to approximately 344,900 cy of fill, resulting in up to approximately 243,118 cy of export material. As appropriate, all, or a portion of, of the Project's excess material resulting from earthwork may be used beneficially used on-site for the construction of berms or other onsite needs. Where appropriate, excess material would be processed in one or more different types of rock crushing equipment depending on the requirements of the various potential beneficial uses onsite. ~~Blasting may be required if large boulders are encountered during excavation and grading.~~

Conventional grading would be performed throughout the Project site but minimized to the maximum extent feasible to reduce unnecessary soil movement that may result in dust. Land-leveling equipment, such as a smooth steel drum roller, would be used to even the ground surface and compact the upper layer of soil to a value recommended by a geotechnical engineer for structural support. Following major civil work within the BESS facility site, site access roads and driveways, the perimeter and substation access roads, and interior roadways to access the laydown areas and BESS yards would be graded, compacted, and surfaced with gravel or aggregate. Class II road base would be imported to create necessary compaction under the equipment, as determined by geotechnical testing and Project specifications. Once the roadways have been constructed, the Project perimeter fence and access gates would be constructed.

### 2.3.5 Foundations and Underground Equipment Installation

Following completion of major site grading and civil work, equipment foundations and below grade equipment would be installed. A grounding grid and underground conduit would be installed below grade beneath the Project substation area and BESS components. Typical ground grids consist of direct-buried copper conductors with copper-clad ground rods arranged in a grid pattern. After installation of the grounding grid, the area would be backfilled, compacted, and leveled followed by application of an aggregate rock base. A containment area within

the MPT foundations would be sized to hold the full volume of oil within the MPTs. The MPT foundations within the substation area are anticipated to be concrete slab foundations poured into excavations up to 10 feet deep. Foundations for the control building, static masts, other aboveground substation equipment, O&M building, BESS enclosures, PCS units, DC/DC converters, and BESS auxiliary transformers and panels are anticipated to be pile foundations embedded up to 40 feet below ground level. Depending on soil conditions, the piles may be drilled or driven and set with a slurry. However, some of these Project components may be installed on concrete slab foundations depending on the geotechnical conditions at the final locations.

Additional underground work would include trenching for the placement of underground electrical and communications lines, including the MV collection system, AC and DC cables, and fire alarm cable. The wires would either be installed in conduit, cable-trays, or direct-buried, depending upon final design and application

### 2.3.6 BESS and Project Substation Equipment Installation

Where possible, major equipment would be delivered directly to its permanent location and offloaded directly into place with a crane or heavy equipment. Where staging or sequencing does not allow, equipment would be stored at one of the laydown areas near its permanent location and installed at a later date. Major aboveground equipment would be the MPTs and other Project substation components, control building, BESS enclosures, PCS units, DC/DC converters, BESS auxiliary transformers and panels, and O&M buildings.

Electrical work would include installing cables, terminations, and splices. Electrical wiring would be installed underground, at-grade, and above ground, depending on the application and location. The wires would either be installed in conduit, cable-trays, or direct-buried, depending upon final design and application.

### 2.3.7 Gen-Tie Structure Erection

Environmental clearance surveys would be performed within the gen-tie corridor prior to commencement of construction activities. The gen-tie corridor boundaries, gen-tie centerline, telecommunications route centerlines, and transmission structure access path would be surveyed and flagged. Initial activities would include the installation of erosion and sediment control measures and materials to facilitate the dry crossing of Patterson Run, and preparation of the transmission structure and fiber optic utility pole work areas. The transmission structure access path may be bladed, compacted, and surfaced with gravel where necessary to facilitate transmission structure deliveries and construction equipment access. The surface of the access path would be at-grade to allow water to sheet flow across the gen-tie corridor, as it currently does. Access to the fiber optic utility pole locations would be via overland travel from the transmission structure pads or access path. Overland travel and temporary construction activities associated with the gen-tie and telecommunications facilities may occur anywhere within the 200-foot-wide transmission corridor and 50 feet on either side of the transmission corridor boundary. Vegetation at the transmission and fiber optic utility pole work areas would be trimmed, mowed, or removed to the minimum extent necessary to safely complete the work. At locations where gen-tie line structures and fiber optic utility poles would be installed, minor cuts may be required where the foundation would be installed.

Cast-in-place concrete foundations would be installed by placing reinforcing steel and a structure stub or anchor bolt cage into the foundation hole, positioning the stub, and encasing it in concrete. Each transmission structure foundation would be set on anchor bolts on top of the foundation with cranes. Fiber optic utility poles would be direct embedded in holes up to 8 feet deep. Holes would be excavated using a truck-mounted drill rig or standalone auger rig. Poles would be delivered on a flat-bed trailer and hoisted into place with a crane. The annular space

between the poles and holes would be backfilled with concrete or soil. Excavated spoil material not used for backfilling would be spread around the structure work areas.

### 2.3.8 Gen-Tie Stringing and Pulling

Conductors would be strung between transmission structures with heavy duty trucks and a telescoping boom lift. Cables would be pulled through one segment of the transmission line at a time. To pull cables, truck-mounted cable-pulling equipment is placed alongside the first and last towers or poles in a segment. Power pulling equipment is used at the front end of the segment, while power braking or tensioning equipment is used at the back end. The conductors are then pulled through the segment and attached to the insulators. Equipment is then moved to the next segment; the front end pull site previously used becomes the back end pull site for the next segment. After conductors have been pulled into place in a section, the conductor tension is increased to achieve a ground clearance of at least 30 feet prior to moving to the next section.

Three tension and pulling sites are anticipated to facilitate construction of the gen-tie: one within the BESS facility footprint near the first angled dead-end structure, one at the POCO structure, and another at the PG&E-constructed angled dead-end structure near the Tesla Substation fence line. As vegetation removal and soil compaction may be more likely at tensioning and pulling sites, these areas are identified as temporary disturbances to be revegetated following construction.

### 2.3.9 PG&E-Owned Gen-Tie Segment and Interconnection Facilities within Tesla Substation Footprint

PG&E would construct the segment of the gen-tie between the POCO and the POI within the Tesla Substation, and the fiber optic routes between the POCO and the PG&E control building within the Tesla Substation footprint. The Applicant would bring the fiber optic cables to underground pull boxes at the POCO structure, and PG&E would install the segment of the fiber optic cables between the POCO and control building in conduit placed in underground trenches. The trenches are anticipated to be up to 3 feet wide, and the trenches for the redundant routes would need to be at least 10 feet apart to meet PG&E's diverse path requirements. It is anticipated that PG&E would install the trenches within the access road to the angled dead-end structure outside the Tesla Substation fence line. However, PG&E may install the cables within existing roadways or other pre-disturbed areas along the perimeter of the substation fence depending on final design and routing.

PG&E would also construct the interconnection upgrades within the Tesla Substation footprint at the POI. These upgrades would include erection of a new substation bay dead-end transmission structure and expanding the POI's existing 500kV substation bay-and-a-half bay with a new circuit breaker. Other activities within the Tesla Substation footprint and/or property boundary may include relocation or modification of existing PG&E infrastructure. Additional potential disturbance acreage associated with PG&E's work to facilitate interconnection of the Project to the grid are not anticipated to exceed 5 additional acres of disturbance beyond the estimates in Table 2-2.

### 2.3.10 Construction Water Use

During construction, an estimated 16,000,000 million gallons (~49.1 acre-feet) of untreated water would be required for common construction-related purposes, including but not limited to dust suppression, soil compaction, and grading. Dust-control water may be used during ingress and egress of on-site construction vehicle equipment traffic and during the construction of the Project. A sanitary water supply line would not be required during

construction because restroom facilities would be portable units, serviced by licensed providers, and water and sewage from the restroom facilities would be stored in onsite tanks and serviced by trucks. Drinking water would be provided via portable water coolers. Construction water is anticipated to be purchased from a local water purveyor and trucked to the site.

### 2.3.11 Solid and Non-hazardous Waste

The Project would produce a small amount of solid waste from construction activities. This may include paper, wood, glass, plastics from packing material, waste lumber, insulation, scrap metal and concrete, empty nonhazardous containers, and vegetation waste. This waste would be segregated, where practical, for recycling. Non-recyclable waste would be placed in covered dumpsters and removed on a regular basis by a certified waste-handling contractor for disposal at a Class III (non-hazardous waste) landfill.

### 2.3.12 Hazardous Materials

The hazardous materials used for construction would be typical of most construction Projects of this type. Materials may include small quantities of gasoline, diesel fuel, oils, lubricants, solvents, detergents, degreasers, paints, ethylene glycol, dust palliatives, herbicides, and welding materials/supplies. A hazardous materials business plan would be prepared prior to commencement of construction activities. The hazardous materials business plan would include a complete list of all materials used on site and information regarding how the materials would be transported and in what form they would be used. This information would be recorded to maintain safety and prevent possible environmental contamination or worker exposure. During Project construction, material safety data sheets for all applicable materials present at the site would be made readily available to on-site personnel.

### 2.3.13 Hazardous Waste

Small quantities of hazardous waste would most likely be generated over the course of construction. This waste may include waste paint, spent construction solvents, waste cleaners, waste oil, oily rags, waste batteries, and spent welding materials. Workers would be trained to properly identify and handle all hazardous materials. Hazardous waste would be either recycled or disposed of at a permitted and licensed treatment, recycling, or disposal facility in accordance with law. All hazardous waste shipped off site would be transported by a licensed hazardous waste hauler.

### 2.3.14 Commissioning

As part of Project construction activities, and after installation, equipment will be tested and commissioned. Commissioning work will be completed by qualified personnel, and in accordance with various codes, standards and specifications including IEEE Institute of Electrical and Electronic Engineers, NEC National Electrical Code (NFPA 70), NETA International Electrical Testing Association, specific provisions of NFPA National Fire Protection Association, and the relevant OEM / manufacturers installation and commissioning manuals. Documentation necessary for commissioning will include (but is not limited to) complete sets of electrical plans, itemized equipment descriptions, control narratives, and other procedural requirement such as persons or entities to notify when equipment has become available for acceptance tests.

Commissioning will include testing of mechanical, electrical, fire protection, and other systems at substantial completion. Systems to be commissioned and tested include (but are not limited to) BESS enclosures, PCS units,

auxiliary service transformers, MV collection system, DC cables, Supervisory Control and Data Acquisition (SCADA) systems, power backup systems, and fire protection system. Performance testing will also be completed to ensure charge and discharge performance of the systems as designed and in accordance with the utility requirements. Full details of the commissioning activities will be made available in a commissioning plan, prepared by the BESS supplier and construction contractor and reviewed by the Engineer of Record (EOR), as part of the construction documentation package.

## 2.4 Operations and Maintenance

Once constructed, the Project would operate 7 days per week, 365 days per year. The facility would be remotely monitored by the original equipment manufacturer or an affiliated company. Project operations would be monitored remotely through the SCADA system and by the Project's anticipated ~~three~~ 18 full-time operations staff members located onsite.

Onsite maintenance would be required, which would include replacement of inverter power modules, filters, and miscellaneous electrical repairs on an as-needed basis. During operation of the Project substation, O&M staff would visit the substation periodically for switching and other operation activities. Maintenance trucks would be utilized to perform routine maintenance, including but not limited to equipment testing, monitoring, repair, routine procedures to ensure service continuity, and standard preventative maintenance. Typically, one major maintenance inspection would take place annually.

Batteries within utility-scale BESS facilities degrade with use over time, leading to a loss of capacity. To maintain the Project's capacity in compliance with interconnection requirements and commercial contracts, periodic augmentation by installing new batteries and related equipment within the Project site would occur to maintain the capacity over an approximate 35-year life. The Project is designed to be able to charge and discharge up to 3,200 MWh of electricity. As batteries slowly lose their capacity to store energy, extra batteries will be installed up front and at several intervals through the Project life, which is referred to as augmentation. Augmentation would include constructing new foundations, installing BESS equipment on the foundations, and completing electrical work within the existing Project footprint. The preliminary site layout depicted on Figure 2-4 shows an "end of life" configuration, meaning it shows the equipment layout after all augmentation units are implemented. Accordingly, the Project would have up to 3,600 MWh of storage when first constructed, and up to 8,100 MWh added at intervals during the life of the facility to maintain the nominal 3,200 MWh at the POI. The construction sequencing and equipment usage assumptions in Tables 2-5 and 2-6 above, and environmental analyses in subsequent chapters, conservatively assume that all initial BESS equipment and augmentation BESS equipment are constructed at the same time.

### 2.4.1 Solid and Non-hazardous Waste

The Project would produce a small amount of waste associated with maintenance activities, which could include broken and rusted metal, defective or malfunctioning electrical materials, empty containers, and other miscellaneous solid waste, including typical refuse generated by workers. Most of these materials would be collected and delivered back to the manufacturer or to recyclers. Non-recyclable waste would be placed in covered dumpsters and removed on a regular basis by a certified waste-handling contractor for disposal at a Class III landfill.

## 2.4.2 Hazardous Materials

Limited amounts of hazardous materials would be stored or used on the site during operations, including diesel fuel, gasoline, and motor oil for vehicles; mineral oil to be sealed within the transformers; and lead-acid-based batteries for emergency backup. Appropriate spill containment and cleanup kits would be maintained during operation of the Project. A spill prevention control and countermeasures plan would be developed for site operations.

## 2.4.3 Hazardous Waste

Fuels and lubricants used in operations would be subject to the spill prevention control and countermeasures plan to be prepared for the proposed Project. Solid waste, if generated during operations, would be subject to the material disposal and solid waste management plan to be prepared for the proposed Project.

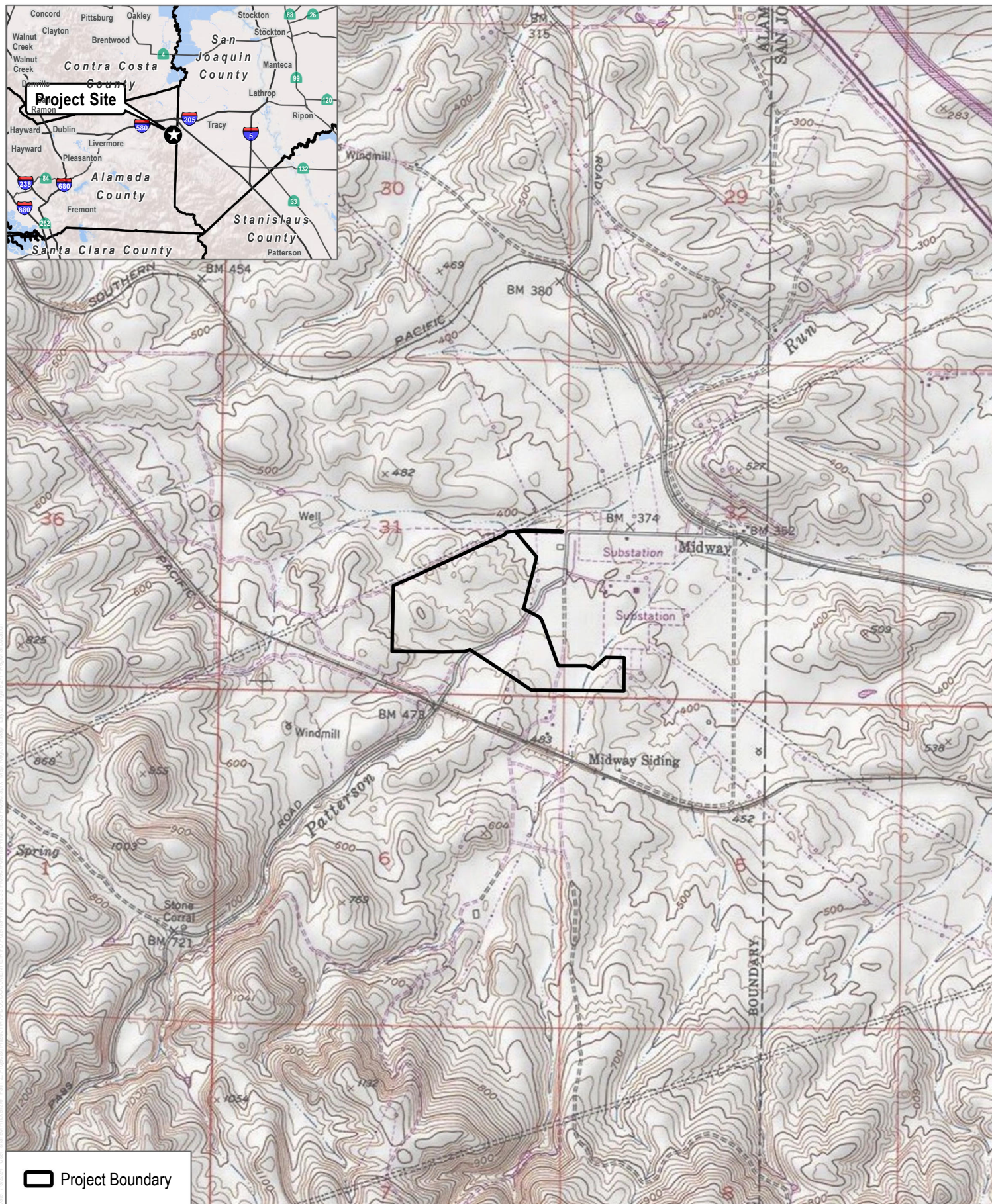
## 2.5 Decommissioning

In general, the BESS would be recycled at the expiration of the Project's life (estimated to be 35 years). Most parts of the proposed system are recyclable. Batteries include lithium-ion, which degrades but can be recycled or repurposed. Steel, wood, and concrete from the decommissioned facilities would be recycled. Metal and scrap equipment and parts that do not have free-flowing oil may be sent for salvage. Materials 3 feet or more below the ground surface would be left in place.

Fuel, hydraulic fluids, and oils would be transferred directly to a tanker truck from the respective tanks and vessels. Storage tanks and vessels would be rinsed and transferred to tanker trucks. Other items that are not feasible to remove at the point of generation, such as smaller container lubricants, paints, thinners, solvents, cleaners, batteries, and sealants, would be kept in a locked utility structure with integral secondary containment that meets Certified Unified Program Agencies and Resource Conservation and Recovery Act requirements for hazardous waste storage until removal for proper disposal and recycling. It is anticipated that all oils and batteries would be recycled at an appropriate facility. Site personnel involved in handling these materials would be trained to properly handle them. Containers used to store hazardous materials would be inspected regularly for any signs of failure or leakage. Additional procedures would be specified in a Hazardous Materials Business Plan closure plan submitted to the Certified Unified Program Agencies. Transportation of the removed hazardous materials would comply with regulations for transporting hazardous materials, including those set by the Department of Transportation, the U.S. Environmental Protection Agency, California Department of Toxic Substances Control, California Highway Patrol, and California State Fire Marshal. See Appendix 2C, Decommissioning Plan, for additional information. In the event of unexpected cessation of operations, the processes described in the Decommissioning Plan in Appendix 2C would be followed in coordination with the CEC.

## 2.6 Project Site Selection

The Project site and related facilities were selected taking into consideration engineering constraints, site geology, environmental impacts, water, waste and fuel constraints, and electric transmission constraints, among other factors. The Project site was selected in furtherance of the Project Objectives detailed in Section 2.1.3 above. The site selection criteria are discussed in detail in Chapter 4, Alternatives.



SOURCE: USGS 7.5 Minute Quadrangle Series  
 Midway Quadrangle - Township 2S Range 4E Section 31, 32

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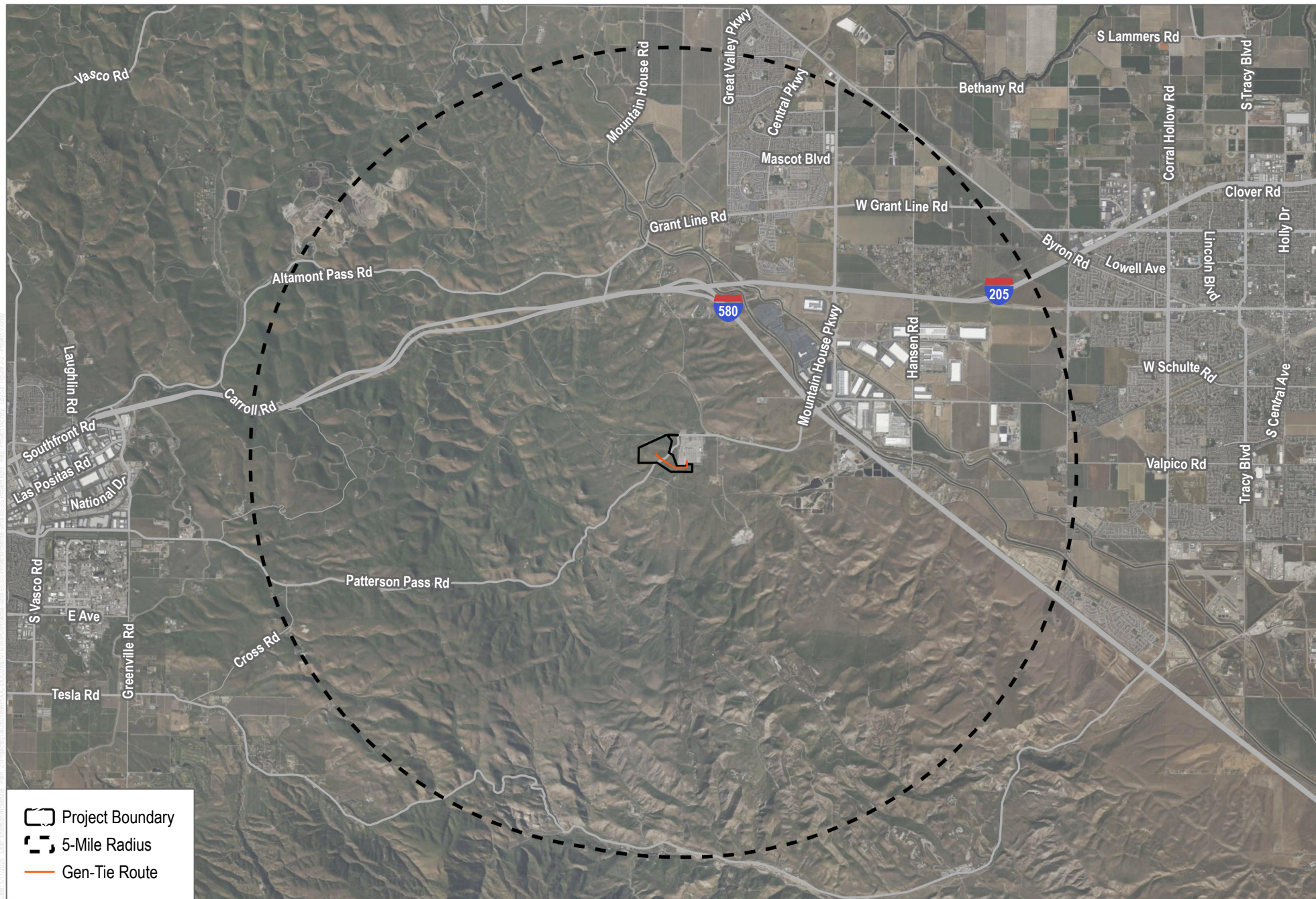
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**FIGURE 2-1**

**Regional Map**

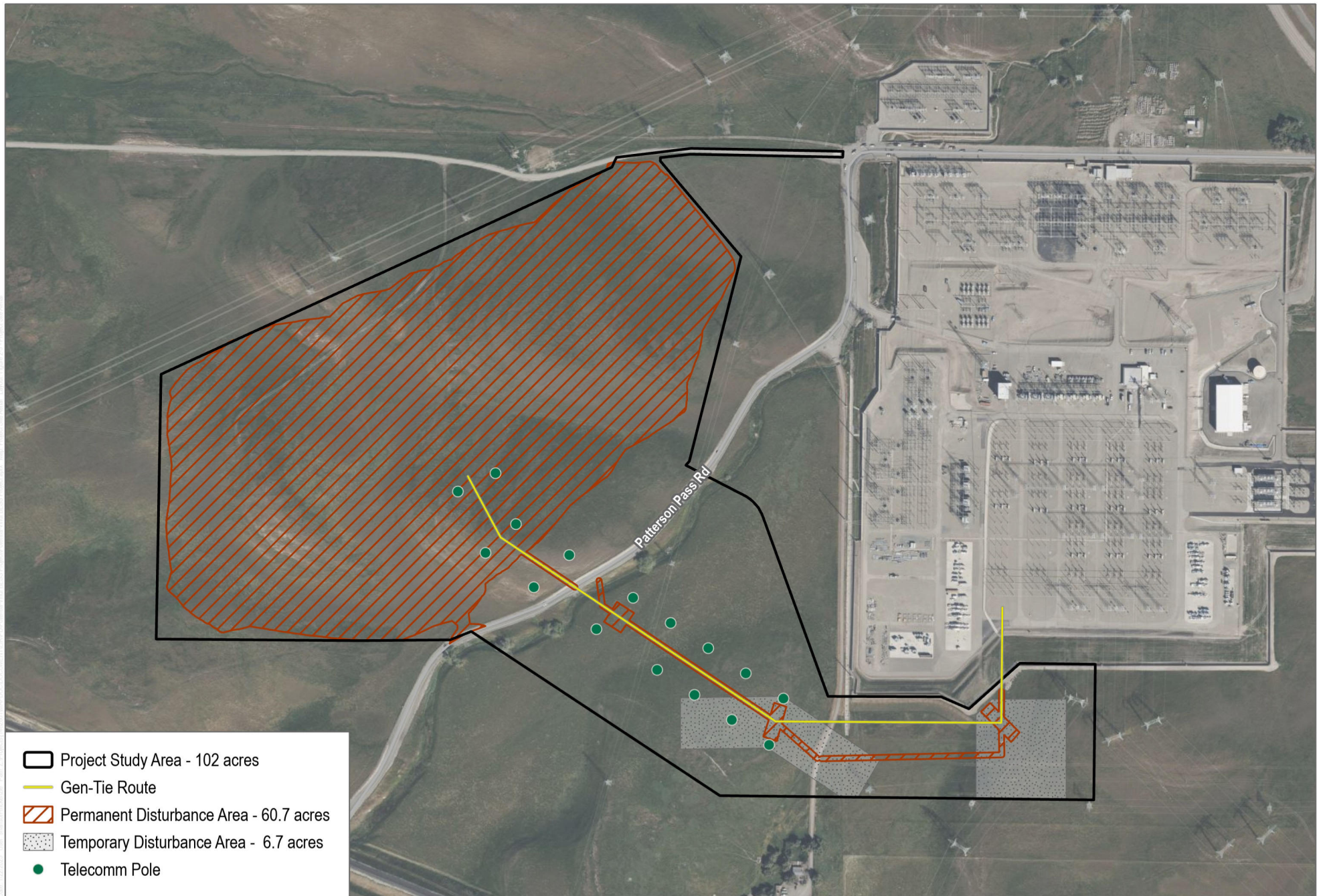
Potentia-Viridi BESS Project

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**FIGURE 2-2**  
**Project Vicinity**  
 Potentia-Viridi BESS Project

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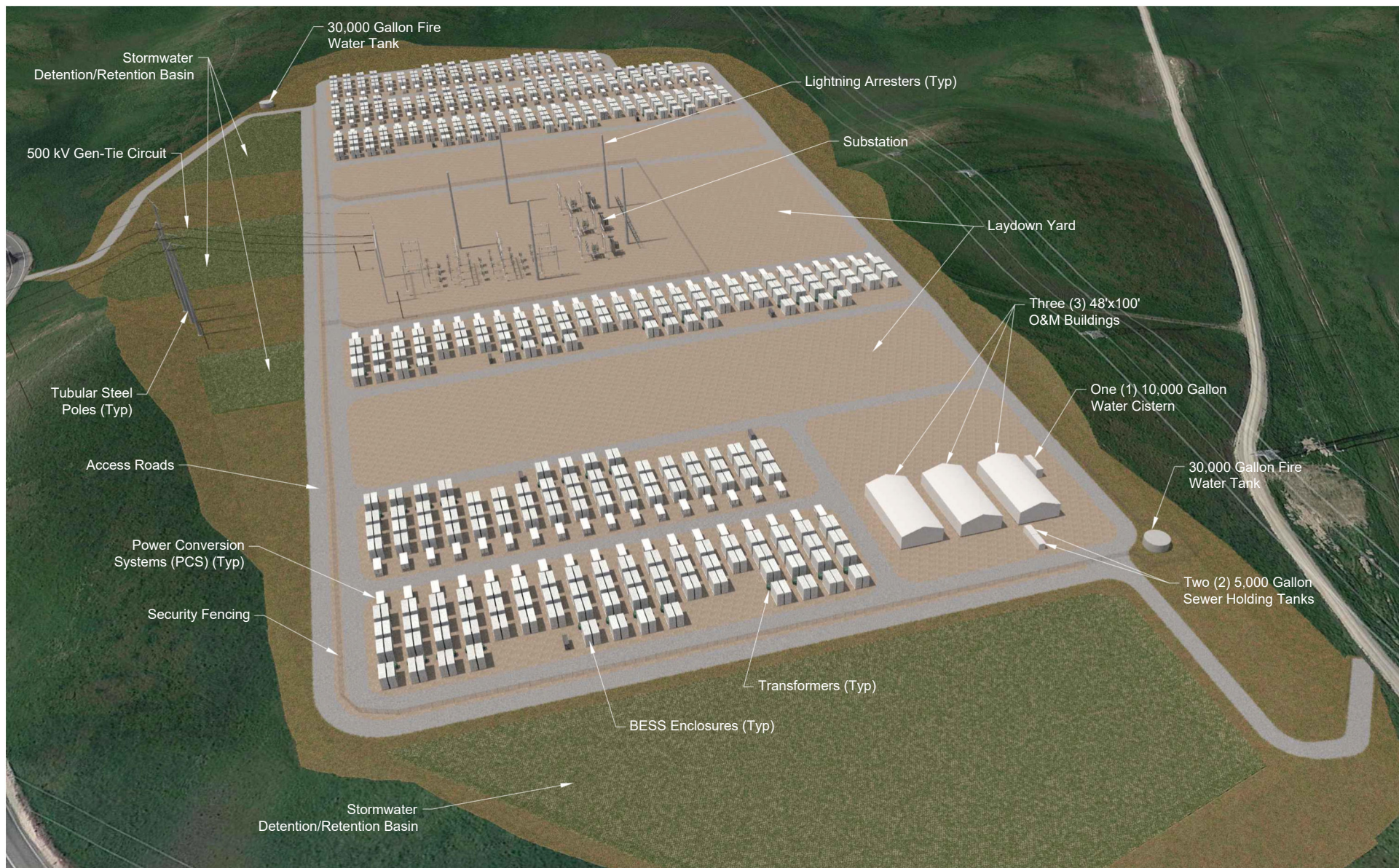


**FIGURE 2-3**  
**Project Site Aerial**  
Potentia-Viridi BESS Project

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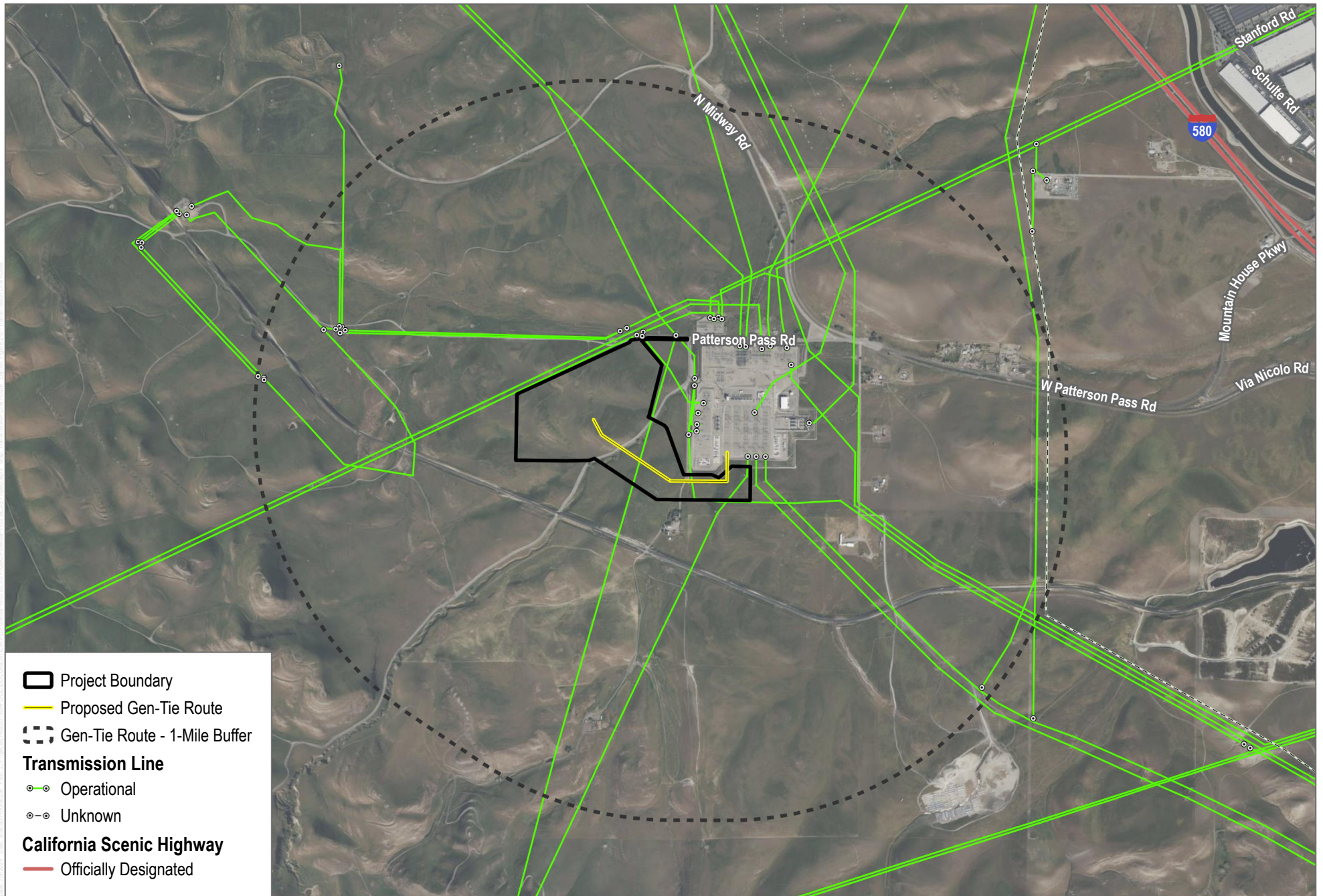


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**FIGURE 2-5**  
**3D Aerial Perspective**  
 Potenta Viridi BESS Project

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SOURCE: Bing Maps 2023; CEC 2024

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**FIGURE 2-6**  
**Transmission Line Route**

Potentia-Viridi BESS Project

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