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STATEMENT OF STAFF APPROVAL OF POST CERTIFICATION CHANGE

MOUTAINVIEW GENERATING STATION
(00-AFC-2C)

On February 16, 2022, Southern California Edison (SCE), the project owner, filed a post certification petition with the California Energy Commission (CEC) for a project change to at the Mountainview Generating Station (MVGS).

The 1,056-megawatt project was certified by the CEC on March 21, 2001, and began commercial operation on January 19, 2006. The facility is located on a 54.3-acre parcel in the city of Redlands, in San Bernardino County.

DESCRIPTION OF PROPOSED CHANGE

The proposed change is to install electric vehicles (EV) charging infrastructure for eight fleet and six employee vehicle charging stations. EV charging infrastructure would be installed at an existing parking lot, and no undeveloped areas or additional areas would be used.

The petition is available on the CEC's project webpage at https://www.energy.ca.gov/powerplant/combined-cycle/mountainview-generating-station.

CEC STAFF REVIEW AND CONCLUSIONS

Title 20, California Code of Regulations, section 1769 states that a project owner shall petition the CEC for approval of any change it proposes to the project design, operation, or performance requirements of a certified facility.

The CEC technical staff (staff) reviewed the petition for potential environmental effects and consistency with applicable laws, ordinances, regulations, and standards (LORS).

Staff's conclusions for all technical and environmental areas are summarized in **Table 1**.

Table 1
Summary of Conclusions for all Technical and Environmental Areas

Technical Areas Reviewed	CEQA				Conforms with applicable LORS
	Potentially Significant Impact	Less Than Significant Impact with Mitigation (with Revised or New COCs)	Less Than Significant Impact (with or without Existing COCs)	No Impact	
Air Quality			X		X
Biological Resources			X		X
Cultural Resources			X		X
Efficiency				X	
Facility Design					X
Geological and Paleontological Resources				X	X
Hazardous Materials Management			X		X
Land Use				X	X
Noise and Vibration			X		X
Public Health			X		X
Reliability					
Socioeconomics			X		
Soil and Water Resources				X	X
Traffic and Transportation			X		X
Transmission Line Safety and Nuisance				X	X
Transmission System Engineering					X
Visual Resources			X		X
Waste Management			X		X
Worker Safety and Fire Protection			X		X

Areas shown in gray are not subject to CEQA consideration or have no applicable LORS the project must comply with.

Staff has determined the project would continue to comply with applicable LORS, and the project change would not result in any significant adverse environmental impacts or require a change to any conditions of certification (COCs).

The bases for each of staff's conclusions are provided below:

- **AIR QUALITY**

  The proposed EV charging infrastructure would require minor, short-term construction activities. Therefore, the proposed modifications would not result in any significant adverse air quality impacts and the project would continue to comply with all LORS.

- **BIOLOGICAL RESOURCES**

  Installation of electrical conduit and wires for the EV charging infrastructure would require a temporary 260-foot-long, two-foot-wide, and three-foot-deep trench to be dug through existing pavement and gravel. Although there is no native habitat remaining on the site, the site is adjacent to the Santa Ana River. In the event wildlife were to enter the site during construction of the EV infrastructure, use of the Designated Biologist (**BIO-3**, Designated Biologist Duties) would ensure that no animals are entrapped in the open trench. Implementation of Conditions of Certification (COC) **BIO-2** (Designated Biologist), **BIO-3**, **BIO-4** (Designated Biologist and Biological Monitor Authority), and **BIO-5** (Worker Environmental Awareness Program), in the Final Commission Decision (Final Decision) would ensure any impacts to wildlife that may enter the work area would be less than significant and ensure the project continues to comply with LORS.

- **CULTURAL RESOURCES**

  There are no known cultural resources on the project site that could be impacted by the proposed project changes. The proposed installation areas were previously surveyed, and no cultural resources were found at that time. No built environment resources would be impacted by the proposed project changes. The proposed installation areas were previously disturbed; however, new proposed ground disturbance could still unearth previously unknown buried cultural resources. If cultural resources are encountered during the construction of the proposed electric vehicle charging infrastructure, implementation of COCs **CUL-1** through **CUL-16** would mitigate any potentially significant impacts and ensure the treatment of any discovered resources would be in conformance with the City of Redland's General Plan Resource Conservation Chapter 2.2, Cultural Resources (City of Redlands 2017). While state and local LORS have been updated since the

Final Decision in 2001 (CEC 2001), the project would remain in compliance with LORS as they pertain to cultural resources. No changes to conditions of certification are required for this project change. COCs **CUL-1** through **CUL-16**, applicable to this proposed project change, were developed to ensure that, if cultural resources are encountered during construction, adequate measures are in place to mitigate any project-level impacts to less than significant.

- **EFFICIENCY/RELIABILITY**

  Because the EV charging stations would not affect project operation, the project change would not impact the thermal efficiency or operational reliability of the power plant.

- **FACILITY DESIGN**

  The modifications would include the installation of EV charging stations for use by SCE personnel only. These modifications must be in accordance with the 2019 edition of the California Building Code. Implementations of the existing Facility Design COCs adopted in the Final Decision and construction compliance oversight by the CEC's delegate chief building official would ensure this compliance.

- **GEOLOGICAL AND PALEONTOLOGICAL RESOURCES**

  There is no impact with respect to geology from this proposed project since the existing ground surface has been previously disturbed. No changes to the existing geology conditions of certification are required since the site geology is unaffected by the proposed project.

  No impact is determined since no paleontological resources would be disturbed by the proposed changes. No intact soils are to be disturbed by the implementation of the proposed activities; therefore, no paleontological resources would be disturbed.

- **HAZARDOUS MATERIALS MANAGEMENT**

  The installation of the new EV chargers would not use any extremely hazardous materials and the use of hazardous materials during construction would comply with all LORS. Therefore, the proposed project change would not have a significant impact on the environment.

- **LAND USE**

  The MVGS is in a predominantly commercial and industrial area of Redlands, California. Installation of EV charging infrastructure would be at an existing parking lot area within the MVGS plant boundary, and no undeveloped areas or

additional areas would be used. The addition of the EV charging infrastructure would not constitute a change in existing land use. There is no land use related COCs applicable to the change in the Final Decision and the MVGS would continue to comply with LORS. The proposed change would not physically divide an established community or cause a significant environmental impact due to a conflict with LORS adopted for the purpose of avoiding or mitigating an environmental effect. Further, the change would not result in the conversion of Farmland or forest land or conflicts with agricultural operations. Therefore, installation of the EV charging infrastructure would have no impacts to land use.

- **NOISE AND VIBRATION**

  The installation activities would take approximately four weeks and would occur during daytime hours of 7 a.m. and 4 p.m. Any noise generated during these activities would be temporary, intermittent, and consistent with the local noise requirements (San Bernardino County General Plan). The nearest residence is approximately 920 feet southwest of the proposed installation area and noise, at this residence, would be reduced by the intervening buildings within the project site. This work would result in a less-than-significant impact with implementation of the existing Noise conditions of certification in the Final Decision. The operational noise would not be affected as the result of the project change.

- **PUBLIC HEALTH**

  The proposed EV charging infrastructure would require minor, short-term construction activities. Therefore, the proposed modifications would not result in any significant adverse public health impacts and the project would continue to comply with all LORS.

- **SOCIOECONOMICS**

  Installation activities for the EV charging infrastructure would be minor. Construction by a contractor would take approximately four weeks. The modification would not require any changes in operations workforce. There are no socioeconomics related LORS or COCs applicable to the change and there would be less than significant workforce related impacts on population and housing, and on public services.

- **SOIL AND WATER**

  The proposed modifications would be performed within the power plant site in previously disturbed and developed areas used for current facility operations. The proposed changes would not result in any increases in water demand or generate stormwater runoff that could impact water quality of receiving waters.

As a result, no impacts to soil and water resources would occur as a result of the proposed changes. The project would remain in compliance with all applicable LORS and would not require modification of any COCs related to soil and water resources.

- **TRAFFIC AND TRANSPORTATION**

  SCE is electrifying its vehicle fleet in line with efforts to support its clean energy strategy and provide chargers for employee owned EVs to support clean fuel vehicle adoption. Construction would take approximately four weeks. The contractor would use the existing main entrance to the plant for entrance and exit. Installation would not significantly affect traffic into and out of the plant, or the number of workers at the plant during normal operations or outages. Installation and operation of the EV charging infrastructure would comply with existing COCs in the Final Decision. The proposed change would not conflict with LORS addressing the circulation system, substantially increase hazards, or result in inadequate emergency access. Therefore, the installation of the EV charging infrastructure would have less than significant impacts to transportation.

- **TRANSMISSION LINE SAFETY AND NUISANCE**

  The proposed modification would have no impact to the existing transmission lines and would not affect Transmission Line Safety and Nuisance.

- **TRANSMISSION SYSTEM ENGINEERING**

  The proposed installation of EV charging stations does not include activities with the transmission lines and would not impact the transmission grid. Therefore, there would be no impacts to transmission system engineering. In addition, the project would comply with applicable LORS and would not require a change to any of the COCs.

- **VISUAL RESOURCES**

  Installation of EV charging infrastructure would be at an existing parking lot area within the MVGS plant boundary and would not change the physical appearance of MVGS from public views. The project would remain in compliance with LORS pertaining to visual resources. With implementation of existing COC **VIS-3** (shielded and directional exterior lighting) as applicable, the requested change would not have a substantial adverse effect on a scenic vista, scenic resources, the existing visual character or quality of public views of the project site and its surroundings or create a new source of substantial light or glare adversely affecting day or nighttime views in the area. Therefore, installation of the EV

charging infrastructure would have less than significant impacts to visual resources.

- **WASTE MANAGEMENT**

  There would be no new waste streams created as a result of the proposed project change. The quantities and types of solid waste generated during construction would be within the guidelines established by the existing COCs and their disposal would be done within the guidelines of the existing COCs. Therefore, there would be a less than significant impact to waste management as a result of the proposed project change.

- **WORKER SAFETY AND FIRE PROTECTION**

  During the installation of the electric vehicle chargers, continued compliance with existing COC, **WORKER SAFETY-1**, would ensure that the project change would not have a significant impact on the offsite public and would continue to comply with all applicable LORS.

ENVIRONMENTAL JUSTICE

Environmental Justice – Figure 1 shows 2020 census blocks in the six-mile radius of the Mountainview Generating Station with a minority population greater than or equal to 50 percent. The population in these census blocks represents an environmental justice (EJ) population based on race and ethnicity as defined in the United States Environmental Protection Agency's *Guidance on Considering Environmental Justice During the Development of Regulatory Actions*. Staff conservatively obtains demographic data within a six-mile radius around a project site based on the parameters for dispersion modeling used in staff's air quality analysis. Air quality impacts are generally the type of project impacts that extend the furthest from a project site. Beyond a six-mile radius, air emissions have either settled out of the air column or mixed with surrounding air to the extent the potential impacts are less than significant. The area of potential impacts would not extend this far from the project site for most other technical areas included in staff's EJ analysis.

Based on California Department of Education data in the **Environmental Justice – Table 1**, staff concluded that the percentage of those living in the Colton Joint Unified and San Bernardino City Unified school districts (in a six-mile radius of the project site) and enrolled in the free or reduced-price meal program is larger than those in the reference geography. Thus, it is considered an EJ population based on low income as defined in *Guidance on Considering Environmental Justice During the Development of Regulatory Actions*. **Environmental Justice – Figure 2** shows where the boundaries of the school district are in relation to the six-mile radius around the Mountainview Generating Station site.

Environmental Justice – Table 1
Low Income Data within the Project Area

SCHOOL DISTRICTS IN SIX-MILE RADIUS	Enrollment Used for Meals	Free or Reduced-Price Meals	
Colton Joint Unified	20,550	17,672	86.0%
Redlands Unified	20,352	14,336	70.4%
San Bernardino City Unified	51,330	45,224	88.1%
REFERENCE GEOGRAPHY			
San Bernardino County	399,356	283,253	70.9%
Source: CDE 2021. California Department of Education, DataQuest, Free or Reduced-Price Meals, District level data for the year 2020-2021, <http://dq.cde.ca.gov/dataquest/>.			

The following technical areas (if affected) consider impacts to EJ populations: Air Quality, Cultural Resources (indigenous people), Hazardous Materials Management, Land Use, Noise and Vibration, Public Health, Socioeconomics, Soil and Water Resources, Traffic and Transportation, Transmission Line Safety and Nuisance, Visual Resources, Waste Management, and Worker Safety and Fire Protection.

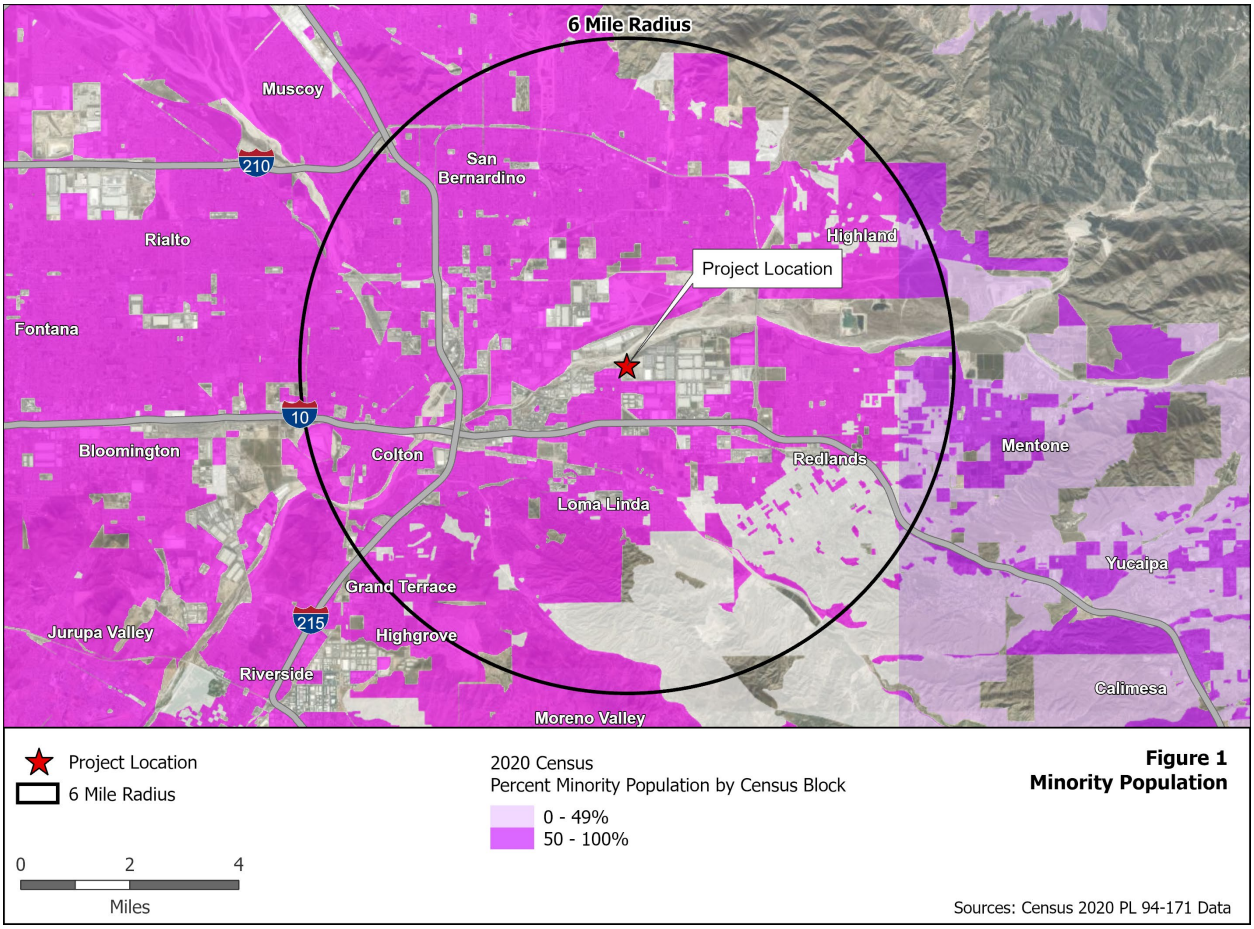

Figure 1
Minority Population

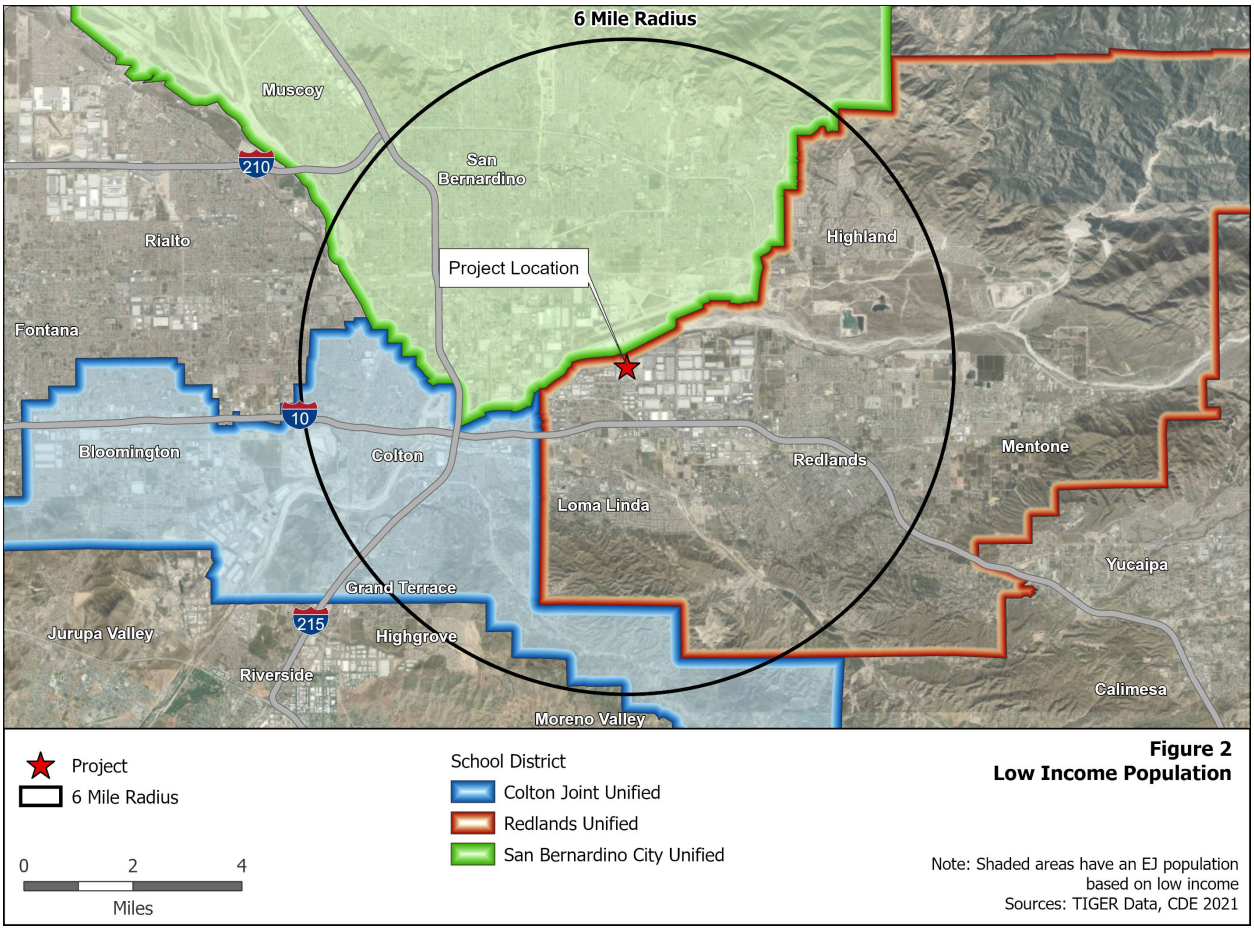

Figure 2
Low Income Population

Note: Shaded areas have an EJ population based on low income
Sources: TIGER Data, CDE 2021

Environmental Justice Conclusions

For the technical areas that address EJ and would be affected by the project change—Air Quality, Cultural Resources, Hazardous Materials Management, Noise and Vibration, Public Health, Socioeconomics, Traffic and Transportation, Visual Resources, Waste Management, and Worker Safety and Fire Protection—staff concludes that impacts would be less than significant, and thus impacts on the EJ population, represented in **Environmental Justice Figures 1** and **2**, and **Table 2**, would be less than significant.

CEC STAFF CONCLUSIONS

Pursuant to Title 20, California Code of Regulations, section 1769(a)(3)(A), CEC staff has determined for this petition that approval by the Commission at a noticed business meeting or hearing is not required and the proposed changes meet the criteria for approval by staff because:

i. there is no possibility that the change may have a significant impact on the environment, or the change is exempt from the California Environmental Quality Act;

ii. the change would not cause the project to fail to comply with any applicable laws, ordinances, regulations, or standards; and

iii. the change will not require a change to, or deletion of a condition of certification adopted by the commission in the final decision or subsequent amendments.

Staff also concludes that the proposed changes do not meet the criteria requiring production of subsequent or supplemental review as specified in Title 14, California Code of Regulations, section 15162(a).

WRITTEN COMMENTS

This Statement of Staff Approval of the proposed project changes has been filed in the docket for this project. Pursuant to section 1769(a)(3)(C), any person may file an objection to staff's determination within 14 days of the filing of this statement on the grounds that the project change does not meet the criteria set forth in sections 1769(a)(3)(A). Absent any objections as specified in 1769(a)(3)(C), this petition will be approved 14 days after this statement is filed.

Written comments or objections to staff's determination may be submitted using the CEC's e-Commenting feature, as follows: Go to the CEC's project webpage and click on either the "Comment on this Proceeding," or "Submit e-Comment" link. When your comments are filed, you will receive an email with a link to them.

Written comments or objections may also be mailed to:

California Energy Commission
Docket Unit, MS-4
Docket No. 00-AFC-02C
715 P Street
Sacramento, CA 95814-5512

All comments and materials filed with the Docket Unit will be added to the facility Docket Log and be publicly accessible on the CEC's project webpage.

If you have questions about this notice, please contact Joseph Douglas, Office of Compliance Monitoring and Enforcement, Compliance Project Manager, at (916) 956-9527, or via email at Joseph.Douglas@energy.ca.gov.

For information on public participation, please contact the Public Advisor at (916) 957-7910 or by email at publicadvisor@energy.ca.gov.

News media inquiries should be directed to the CEC's Media Office at (916) 654-4989, or by email at mediaoffice@energy.ca.gov.

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