

1.0 EXECUTIVE SUMMARY

1.1 PROJECT OVERVIEW

The City of Victorville (City), a municipal corporation in the State of California, submits this Application for Certification (AFC) to construct and operate the Victorville 2 Hybrid Power Project (referred to as the Victorville 2 Project, VV2 Project, or the Project). The Project consists of natural gas-fired combined-cycle generating equipment integrated with solar thermal generating equipment. The combined-cycle equipment will utilize two combustion turbine generators (CTG), two heat recovery steam generators (HRSG), and one steam turbine generator (STG). The solar thermal equipment will utilize arrays of parabolic collectors that heat a working fluid that is then used to generate steam. The combined-cycle equipment is integrated thermally with the solar equipment in that both utilize the Project's single STG.

The Project will have a nominal electrical output of 570 MW and commercial operation is planned for the summer of 2010. The solar thermal input will provide approximately 10 percent of the peak power generated by the plant during the most energy demanding time of the day. The Project will be fueled with natural gas delivered via an existing natural gas pipeline that supplies the High Desert Power Project (HDPP) approximately three miles south of the VV2 Project site; this pipeline has sufficient capacity to serve both the VV2 Project and HDPP and is located adjacent to the western boundary of the Project site.

The proposed interconnection point for the VV2 Project with the Southern California Edison (SCE) electrical transmission system is at SCE's existing Victor Substation, approximately 10 miles south-southwest of the Project site. The transmission system will require construction activities in three segments (See Section 2.0, Project Description, Figure 2.1) as described below:

- Segment 1: This segment includes the construction of approximately 4.3 miles of new transmission line located in a new Right of Way (ROW) between the Project site and a point 1.5 miles south of the HDPP where the Project's transmission line will be connected to an existing transmission tower structure that presently carries HDPP-generated power.
- Segment 2: This segment involves addition of a second circuit on the approximately 5.7-mile long HDPP to Victor 230-kV line, which was built as a double-circuit facility, and thus has available space without requiring additional transmission structures. New transmission towers are needed at three locations where the existing line makes under-crossings of another utility's higher voltage circuits along the ROW.

- Segment 3: This segment entails a system reliability upgrade that includes increasing transmission capacity. This upgrade will be done by installing new 230 kV transmission towers and 2 conductor sub-bundled 1590 ACSR conductors in an existing ROW from the Victor Substation to SCE's Lugo Substation approximately 11 miles further south. Segment 3 also will require relocation of an existing 115 kV line to a location in the same ROW approximately 200 feet to the east. This change will require replacing 3.5 miles of wooden poles with new steel poles, and the installation of 3.4 miles of new steel poles.

Reclaimed water for the VV2 Project cooling tower makeup and other non-potable water industrial uses will be supplied from the nearby Victor Valley Wastewater Reclamation Authority (VWVRA) treatment plant via a new 1.5-mile pipeline. Except for sanitary wastewater, which will be disposed through a new 1.25-mile pipeline to an existing sewer interceptor near the VWVRA plant, the Project will be a zero liquid discharge (ZLD) design. Brine (cooling water blowdown) from the Project will be processed to solid waste and disposed of at an appropriately permitted offsite disposal facility. Potable water for uses such as drinking, sanitary uses, safety showers, etc. will be obtained from a new onsite well. Backup cooling water will be supplied through an existing pipeline carrying State Water Project water that is adjacent to the western boundary of the site.

The Project will employ several technologies and approaches to reduce air emissions. The combined-cycle units will use selective catalytic reduction (SCR) and oxidation catalyst equipment to control air emissions. The combustion turbines will also be equipped with GE's Rapid Start Process technology and the facility will include an auxiliary boiler to decrease emissions during startups. The cooling tower will have a high efficiency drift eliminator. The primary fuel for the facility will be pipeline quality natural gas.

1.2 PROJECT LOCATION AND DESCRIPTION

As shown on Figure 1-1, the approximately 275-acre VV2 Project site is located north of the Southern California Logistics Airport (SCLA), the former George Air Force Base, in the City of Victorville, San Bernardino County, California. The site lies approximately 3.5 miles east of U.S. Highway 395 and approximately 0.5 mile west of the Mojave River. The site is in a portion of the southwestern Mojave Desert known as the Victor Valley (commonly referred to as the "High Desert" because of its elevation approximately 2,900 feet above sea level). The VV2 Project is approximately 100 miles northeast of Los Angeles and approximately 45 miles northwest of the City of San Bernardino.

The VV2 Project site is relatively flat in its western portions and slopes off to the east toward the Mojave River. Most of the site is in its natural, undeveloped state, with a few residential structures in its southernmost portions. There is little development in the immediate vicinity of the site other than the SCLA to the south. The main population base of the community of Victorville is approximately seven miles to the southeast. The site currently includes multiple parcels; and a list of assessors parcel numbers is provided in AFC Appendix A. Township and Range information is provided in Section 2.2 of the AFC. Information on ownership of the parcels surrounding the power plant site and linear facilities is provided in AFC Appendix B.

Project construction is expected to begin in the summer of 2008 and be completed in 27 months so that commercial operation can begin in the late summer of 2010. The power generation facilities will be owned and operated by the City of Victorville. The electric transmission facilities will be owned and operated by Southern California Edison. The natural gas pipelines will be owned and operated by Kern River Gas Transmission Company. The reclaimed water supply and sanitary wastewater disposal pipelines will be owned and operated by VVWRA. The backup water supply pipeline will be owned and operated by the City of Victorville.

1.3 ENVIRONMENTAL INFORMATION

1.3.1 AFC Contents

This AFC has been prepared in accordance with CEC power plant siting regulations and provides:

- Discussion of compliance with applicable laws, ordinances, regulations, and standards (LORS).
- Description of the affected environment, assessment of Project impacts, and assessment of cumulative impacts.
- Description of proposed mitigation measures to reduce/avoid identified potentially significant adverse impacts.

The following paragraphs briefly summarize the material included in each of the topical areas included in Section 6.0 of the AFC.

1.3.2 Agriculture and Soils

The VV2 Project will not cause significant impacts to agriculture or soils. The Project site is partly disturbed and undeveloped. The site and offsite linear facilities routes (pipelines

and transmission line) are mapped by the State as Grazing Land and do not encroach on Prime Farmland, Farmland of Statewide Importance or Unique Farmland. The nearest farmland in any of these categories is Prime Farmland located approximately 0.4 mile east of a portion of Segment 1 of the Project transmission line.

Site soils (power plant location and transmission line corridors) are subject to wind and water erosion during construction activities. Construction activities will be in conformance with applicable regulatory requirements and sound construction practices. With the implementation of erosion control plans and Storm Water Pollution Prevention Plans (SWPPP) during and after construction, soil erosion will be less than significant.

1.3.3 Air Quality

The VV2 Project is classified as a major source (>100 tons per year) of nitrogen oxides (NO_x), carbon monoxide (CO), and particulate matter (PM₁₀). The Project's combined-cycle equipment will be fueled with clean burning natural gas and will employ Best Available Control Technology (BACT) to control air emissions. This will include SCR systems and dry low NO_x combustors to reduce NO_x emissions and oxidation catalysts for control of CO and volatile organic compounds (VOCs).

An Air Quality Impact Analysis (AQIA) was performed for the Project with respect to Federal Significant Impact Levels (SILs), Federal Prevention of Significant Deterioration (PSD) increments, National Ambient Air Quality Standards (NAAQS), and California Ambient Air Quality Standards (CAAQS) for construction, commissioning, and operation. Air dispersion modeling of expected Project emissions during construction, commissioning, and operations demonstrate that the Project will not cause or contribute to exceedances of the ambient air quality standards, with the potential exception of 1-hour NO₂ and PM₁₀ and PM_{2.5} standards during construction, and the PM₁₀ 24-hour CAAQS during operation.

During construction, concentrations of CO and SO₂ were found to be below the NAAQS/CAAQS, but concentrations of 1-hour NO₂, 24-hour and annual PM₁₀, and 24-hour and annual PM_{2.5} were shown to exceed the applicable standard. One-hour NO₂ and 24-hour PM₁₀ concentrations are over the standards without background, while annual PM₁₀ and 24-hour and annual PM_{2.5} are only over the standards with the addition of the maximum background values.

All modeled exceedances of the 1-hour NO₂ CAAQS during construction occurred during early morning hours, primarily in the winter, when low mechanical mixing heights and low wind speed result in high modeled concentrations. It is anticipated that a mitigation

measure will be developed to identify when construction can start without causing an exceedance of the 1-hour NO₂ CAAQS.

The PM₁₀ maximum 24-hour and annual average concentrations during construction exceed the CAAQS but do not exceed the NAAQS. Additionally, the PM_{2.5} maximum 24-hour and annual averages for PM_{2.5} exceed the CAAQS/NAAQS when background is included, largely because the background values nearly exceed the CAAQS/NAAQS themselves. As the site location is within a non-attainment area for PM₁₀, mitigation strategies will be put into place during construction to minimize particulate impacts. Control measures during construction will include application of water or chemical stabilizers to control dust, and measures that minimize exhaust emissions where feasible.

During operation of the VV2 Project, the total concentrations comprised of maximum modeled plus maximum background are below the NAAQS and CAAQS for all pollutants and averaging times, with the exception of the 24-hour PM₁₀ CAAQS. This exceedance is due primarily to the high background level that is already over this standard. Since the area is non-attainment for PM₁₀, the Project will be required to secure emission reduction credits (ERCs) that offset the emission increases associated with the Project to provide a net air quality benefit for PM₁₀ in the region.

An AQIA and an analysis of air quality related values (AQRVs, e.g., visibility and acid deposition) analysis was performed for PSD Class I areas within 100 kilometers of the VV2 project site. These analyses conclude that the project will have no significant impact on the air quality or AQRVs in these areas.

Both California and Federal laws require major new sources of non-attainment pollutants located in non-attainment areas to provide emission offsets in the form of ERCs. The VV2 Project will offset NO_x and VOC emissions as a precursor to ozone, as well as PM₁₀, and the Applicant is securing ERCs to satisfy these requirements.

1.3.4 Biological Resources

The biological resources evaluation of the Project involved both literature research and a variety of field surveys. These included general vegetation and wildlife surveys as well as protocol-level surveys for a number of special status wildlife species (i.e., the Mojave ground squirrel, burrowing owl, and desert tortoise) and special status plants. The surveys found individuals of two special-status animal species: the desert tortoise, a Federal and State listed threatened species, and the burrowing owl, a Federal and State species of concern. However, no Mojave ground squirrels were found. The rare plant

survey conducted found a number of special status plant species onsite; these included: Joshua tree, silver cholla, pencil cholla, and beavertail cactus.

The Project site is dominated by native Mojave creosote bush scrub vegetation community. Other vegetation communities present within portions of the site include Mojavean juniper woodland and scrub, desert saltbush scrub, non-native grassland, and rabbit brush scrub. Additionally, 55 ephemeral drainages determined to be Federal and State jurisdictional waters are located within the proposed Project transmission line route.

A literature review of biological resources in the vicinity of the Project site identified the reported occurrence of 49 special status species in the vicinity of the Project site. There is a low potential for several of these species to occur within limited areas of the site, including the small-flowered androstephium, Booth's evening primrose, sagebrush loeflingia, Mojave monkeyflower, southwestern pond turtle, Mojave River vole, San Diego coast horned lizard, and San Emigdio blue butterfly. Additionally, designated critical habitat for the southwestern willow flycatcher are situated adjacent to portions of the Project transmission line, and designated critical habitat for the desert tortoise occur approximately three miles north of the power plant site.

Although the power generation site (composed of both the power plant and solar arrays) is 275 acres, the biological resources disturbance footprint for the site (which includes adjacent areas that will be disturbed by construction activities at, such as fill slopes and access) is 338 acres. In total, ground disturbing activities associated with the proposed Project will permanently impact 342 acres and temporarily impact 66 acres of occupied or otherwise suitable desert tortoise and Mojave ground squirrel habitat. Additionally, a subset of this affected acreage supports burrowing owls and nesting and migratory bird species. As currently designed, the Project will avoid impacts to jurisdictional waters

Habitat compensation-based mitigation approaches will ensure that impacts of the VV2 Project on biological resources will be less than significant. This will involve replacement of lost habitat (i.e., Mojave scrub and annual grasslands) by acquisition and conservation of equivalent habitat at different locations. Compensatory mitigation acreage requirements will be determined through discussions with the U.S. Fish and Wildlife Service (USFWS) and/or the California Department of Fish and Game (CDFG) depending on the species whose habitats are affected. If the Project were to impact Federal jurisdictional waters and mitigation were needed, the acreage needed would be worked out with the U.S. Army Corps of Engineers (USACE).

Mitigation of impacts to Joshua trees and native cacti would require relocation of individuals offsite or onsite within either habitat restoration areas or facility landscaping.

Mitigation of impacts to nesting and migratory birds would require conducting at least one pre-construction survey for nesting birds and implementation of avoidance measures if nesting birds are identified. Additionally, Project construction adjacent to the Mojave River would be scheduled to avoid the nesting season and biological monitors would be present to further ensure that impacts to migratory and/or nesting birds do not result. Mitigation for additional special status species with a low potential to occur onsite require pre-construction surveys and construction monitoring.

1.3.5 Cultural Resources

A records search, review of previous investigations in the Project area and systematic pedestrian surveys performed for the VV2 Project identified no significant cultural resources at the Project site or along the Project's linear facilities. Project implementation would have no significant impacts on any known cultural resources. Buried cultural materials can remain undetected until they are discovered during construction, although the lack of evidence of potentially significant resources makes this unlikely for the VV2 Project. In the event that unexpected cultural resources are encountered, Project construction activities will be halted in the immediate vicinity of the find so its significance can be evaluated by the Project's designated cultural resources specialist and appropriate measures taken to mitigate potential adverse impacts to a significant find.

1.3.6 Geologic Resources and Hazards

The VV2 Project will not have significant adverse impacts on geologic hazards or resources. No major unique geologic or physical features have been identified in the Project areas. The facilities will be designed in conformance with Uniform Building Code (UBC) criteria for Seismic Zone 4. No faults have been identified with ground rupture potential at the Project site and no impacts resulting from fault rupture are anticipated. Due to the depth of groundwater at the Project site (150 feet or more), liquefaction is not expected to occur.

No evidence of ground subsidence due to groundwater extraction has been noted at the plant site or along the linear facilities routes. The Project will not utilize significant groundwater resources and the potential for settlement due to groundwater extraction is considered minimal. Soils at the plant site and along the linear facilities routes show a low to moderate collapse potential. To ensure that collapse potential is minimized, all foundations for Project facilities will be designed in accordance with Project geotechnical investigations, including over-excavation and re-compaction where necessary. The Project will not adversely affect known geologic resources (e.g., minerals) of recreational, commercial, or scientific value.

1.3.7 Hazardous Materials Handling

The VV2 Project will be designed, constructed, operated, and maintained to ensure the safe use and storage of hazardous materials. Accident prevention and mitigation measures will be implemented, including risk management plans, hazards assessments, process management systems, release prevention and emergency response programs, employee training, and adherence to sound professional design standards and operating procedures.

Hazardous materials that will be used and stored onsite during operations include aqueous ammonia for the SCR system used to control NO_x emissions and the heat transfer fluid (HTF) used in the solar component of the Project, as well as various water treatment and cleaning chemicals, and hydrogen for generator cooling. Analysis of potential accidental releases of hazardous materials shows that the Project will not pose significant risks to areas outside the boundaries of the Project site. With implementation of planned mitigation measures, the VV2 Project's hazardous materials-related impacts will be less than significant.

1.3.8 Land Use

The VV2 Project site is zoned and planned for industrial use under the City of Victorville General Plan and SCLA Specific Plan. Land uses along Segment 1 of the transmission line route and the various Project pipeline routes are currently undeveloped, but are designated as industrial. Thus, Project facilities represent a change in land use from undeveloped, but also represent implementation of the planned industrial use. Project Transmission line Segments 2 and 3 utilize existing SCE transmission line ROWs that currently contain transmission lines, and thus there will be no change in land use. Because the Project is consistent with current zoning and designated/planned land uses, no significant adverse land use impacts are expected.

The Project site is adjacent to vacant lands still nominally considered rural residential by the City of Victorville (to the east of the site) and San Bernardino County (north of the site). However, it is considered unlikely that these areas would be proposed (or approved) for residential use. This is because of the topography of the City area immediately east of the site (bluffs and slopes leading to the Mojave River), and because of the proximity of these City and County areas to the airport (SCLA). More likely, as the planned SCLA development as a major regional cargo distribution center proceeds, the areas to the north of the Project site outside the SCLA Specific Plan Area will be proposed for industrial/commercial uses consistent with other developments at and near SCLA.

1.3.9 Noise

The nearest noise-sensitive land use (residence, school, church, hospital, etc.) in the vicinity of the VV2 Project site is a single residence approximately one mile to the east of the site on Colusa Road. No other noise-sensitive uses are within the area potentially affected by Project noise emissions. With the noise attenuation measures incorporated into the Project design, the modeled noise level (Leq) at the one nearby residence would be 39 dBA, less than the nighttime (10 pm to 7 am) noise limits for residential properties of the City of Victorville (60 dBA Leq) and San Bernardino County (45 dBA Leq). Thus, Project operation would not cause significant adverse noise impacts. Noise from Project construction activities would be short-term and also would not adversely affect noise-sensitive land uses. Project noise impacts will be less than significant.

1.3.10 Paleontological Resources

A comprehensive paleontological records search and literature review indicated that no previously recorded fossil localities exist within the Project boundaries, but that various fossil vertebrate species have been recovered within the Victorville area and from the same sedimentary units that underlie the Project area. No fossils were observed on the surface during the Project paleontological field survey conducted; but the records/literature research indicate that geologic units underlying the VV2 Project plant site and linear facilities include areas with high paleontological sensitivity as well as areas with low sensitivity. In general, the eastern areas of the plant site are of high sensitivity, while the western areas are of low sensitivity. The linear routes are a mixture of high and low sensitivity depending on the underlying geology.

Full-time paleontological monitoring is planned where Project construction (plant site or linear facilities) would require excavations deeper than three feet at locations where the underlying geologic formations are mapped as Qo (older alluvium) and Qod (alluvial fan deposits). Part-time monitoring (spot checking at frequencies to be determined based on location-specific conditions) will occur in areas identified as (Q) alluvium and Qw (wash deposits). With implementation of the planned mitigation, paleontological resources impacts will be less than significant.

1.3.11 Public Health

A health risk assessment was conducted to determine the potential impacts from Project emissions of hazardous air pollutants. Analysis showed the cancer risk at the point of maximum impact (PMI) to be 0.73-in-one-million. Non-cancer maximum chronic health hazard impact at the PMI was determined to be 0.0065 and non-cancer maximum acute

health hazard impact at the PMI was determined to be 0.094. All estimated health risks at their respective PMI were below the MDAQMD significance criterion of 1-in-one-million for cancer risk and 1.0 for non-cancer chronic and acute health impacts. In addition to the PMI, health risks were evaluated at sensitive receptors. Sensitive receptors are defined as groups of individuals that may be more susceptible than the population at large to health risks due to exposure to toxic air contaminants, such as schools, day care facilities, convalescent homes, and hospitals. Only one sensitive receptor is located within three miles of the Project site, the Oro Grande Elementary School. Impacts at this site were less than 2 percent and less than 11 percent of the PMI values for cancer risk and non-cancer risk, respectively. Based on results of the risk assessment, the VV2 Project poses an insignificant incremental cancer and non-cancer health risk impact, according to established regulatory guidelines.

1.3.12 Socioeconomics

VV2 Project construction and operation will have less than significant socioeconomic impacts. Minimal immigration to the Victorville area of construction workers and dependents is expected during construction because of the large construction work force available in southern California. Thus, there would be minimal population growth that could adversely affect local schools, law enforcement, fire, emergency, medical, or utility services. The Project's small operations work force (36 workers) will not cause population growth that could adversely affect local services. Project construction and operation will have a positive fiscal impact (sales tax and property tax revenues) on local jurisdictions, as well as positive effects in terms of short-term construction job opportunities, construction and operations phase payrolls, and purchases of materials and supplies from local businesses.

The Project is not expected to have adverse environmental justice impacts. Disproportionate impacts on minority or low-income populations are not expected because the Project is located in an industrial area away from residential population. The site is nearly five miles from a census tract with a minority population exceeding 50 percent and more than six miles from a low-income census tract. Project linear features also would not disproportionately affect low-income or minority populations. Segment 1 of the Project's transmission line route and its pipelines are in an area planned for industrial use, i.e., there are no residential neighborhoods in the immediate vicinity. Transmission line Segments 2 and 3 utilize an existing ROW that already contains transmission facilities, and thus there would be no substantial impacts, much less impacts that disproportionately affect poverty or minority populations.

1.3.13 Traffic and Transportation

Peak Project construction will involve a work force of approximately 767 workers whose commuting vehicles will increase traffic volumes on local roadways. However, this increase will be temporary. Also, analysis showed that impacts would be dispersed over a number of routes such that they would not cause a degradation of existing peak hour level of service (LOS) and would not have significant impacts on existing roadway operations. All roadways except National Trails Highway are forecast to continue operating at their existing without-Project LOS during peak VV2 Project construction. National Trails Highway is forecast to experience a limited degradation in LOS assuming Year 2009 conditions (from LOS C to LOS D), but would still continue to operate acceptably.

Long-term traffic associated with VV2 Project operations would include the small operations workforce (36 people), as well as delivery of materials and hauling of wastes generated during Project operations. These activities will involve very small traffic volumes and result in minimal traffic impacts. Compliance with applicable regulations related to hazardous material transport will ensure no significant adverse impacts from this particular activity.

Analysis of visible plumes from the Project HRSG stacks and cooling tower, as well as of turbulence from the HRSG stacks, and potential glare from the solar mirror collection array indicate that no significant impacts are expected on aviation operations at SCLA.

1.3.14 Transmission System Safety and Nuisance

The electrical effects of high-voltage transmission lines fall into two broad categories: corona effects and field effects. Corona is the ionization of the air that occurs at the surface of the energized conductor and attachment hardware due to very high electric field strength during certain conditions. Field effects are the voltages and currents that may be induced in nearby conducting objects and stem from a transmission line's inherent electric and magnetic fields (EMF).

Analysis performed for the VV2 Project showed that Project construction and operations, including its interconnection with SCE's transmission system, are not expected to result in significant increases in EMF levels or audible noise. Because the Project transmission system will conform with applicable California Public Utilities Commission (CPUC) and other regulatory requirements, induced current and voltage are unlikely to lead to hazardous electrical shocks during construction or operations. Corona caused by power lines can cause interference with radio and television reception. The VV2 Project line will be designed to minimize corona effects by proper selection of the conductor and associated

hardware. Project design and construction will adhere to standards and procedures that minimize the likelihood of interference with aircraft communications or avionics and no impacts are expected to aviation safety.

1.3.15 Visual Resources

The VV2 Project is expected to have less than significant impacts on visual resources. Perimeter landscaping and the existing topography (as well as topographic changes caused by site grading that will reduce visibility of plant site structures from areas east of the site across the Mojave River) will partially screen the site from the two selected Key Observation Points (KOPs 1 and 2) along the National Trails Highway. The neutral color and non-reflective surface of the Project structures, stacks and transmission line structures will reduce their visual contrast with their surroundings and help them to be absorbed into the overall view. Project lighting will be designed to minimize visual intrusiveness in nearby areas during nighttime hours, while maintaining sufficient lighting to meet safety and security needs. The effects of the VV2 Project on the overall character of the views from KOPs 1 and 2 are considered moderate and the general level of visual quality of the views will not change significantly. (See Section 6.15, Visual Resources, Figures 6.15-5 6.15-6 for pre- and post-construction views of the VV2 Project from KOP-1 and KOP-2.)

A third KOP (KOP-3) is located at the nearest residence to the site, a horse ranch along Colusa Road a approximately one mile west of the Project. Existing vegetation and landscaping vegetation around the Project site perimeter will partially screen the site from KOP 3. As with the other KOPs, the neutral color and non-reflective surface of the Project stacks will reduce their visual contrast with their surroundings and help them to be absorbed into the overall view. Due to their location on the opposite side of the Project site, Project transmission facilities would be minimally visible from this KOP. Therefore, the effect of the VV2 on the overall character of the view is expected to be moderate and the general level of visual quality of the view from KOP-3 would not change significantly (See Figure 6.15-7).

Visible vapor plumes from the Project will occur mainly at night or during periods of precipitation. For visible plumes that occur during the day, they will tend to be relatively small in dimensions and will tend to occur in the early morning or late afternoon when temperatures are lower and humidity is higher. Consequently, visible plumes are not expected to substantially degrade the existing visual character or quality of the site and its surroundings.

Due to the existing industrial development in the majority of views, the design of transmission structures and conductors, and route/pole location (route selection and

placement of individual Project transmission structures are explicitly intended to be below ridge lines as much as possible in order to minimize visual intrusiveness), the Project transmission lines in Segment 1 are not expected to substantially degrade existing visual quality. The Project transmission system in Segments 2 and 3 represent a small visual change from the existing transmission structures in the ROW that will be used by the VV2 Project and impacts on the character and quality of the view from nearby areas are considered to be less than significant.

1.3.16 Waste Management

VV2 Project construction and operations will generate non-hazardous solid and liquid wastes (e.g., sanitary wastewater, residual solids from treatment of cooling water blowdown from the ZLD system), and small quantities of hazardous waste (e.g., spent catalyst from the SCR system and used hydraulic fluids, oils and grease). Where practicable, waste materials will be recycled. Project procedures and personnel training will ensure that waste generation is minimized and that wastes generated are managed appropriately in order to prevent significant adverse impacts. Disposal of Project wastes will not significantly affect the capacity of available non-hazardous or hazardous waste disposal facilities.

1.3.17 Water Resources

VV2 Project impacts on water resources will be less than significant. The Project will utilize reclaimed water for cooling and other industrial water uses. Adequate supplies of reclaimed water are available from the nearby VVWRA facility to supply the VV2 Project while also meeting the VVWRA's requirements for discharge of treated water to the Mojave River and supplying its other reclaimed water customers. The reclaimed water will be supplied through a new 1.5-mile pipeline from the VVWRA facility to the Project. Sanitary wastewater will be disposed through a new 1.25-mile pipeline to an existing interceptor sewer that is connected to the VVWRA facility. The Project will be a zero-discharge facility in terms of process wastewater with no potential for discharge to local waterways or water treatment facilities.

The Project will obtain potable water from a new onsite well. There is a trichloroethylene (TCE) plume in the groundwater southeast of the site stemming from past activities at the former George Air Force Base and cleanup activities are ongoing as part of the Air Force's Installation Restoration Program. However, data show that the plume does not come closer than approximately 0.7 mile from the Project's southern boundary and that the TCE plume is downgradient of the Project site. Thus, the Project's groundwater well is not expected to be affected by (or to have effects on) the Air Force TCE plume. Based on available

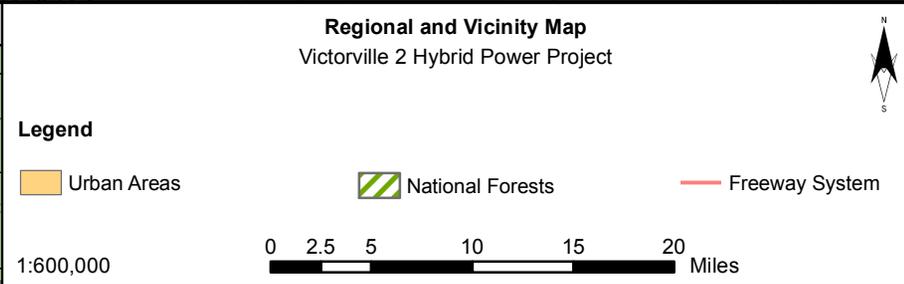
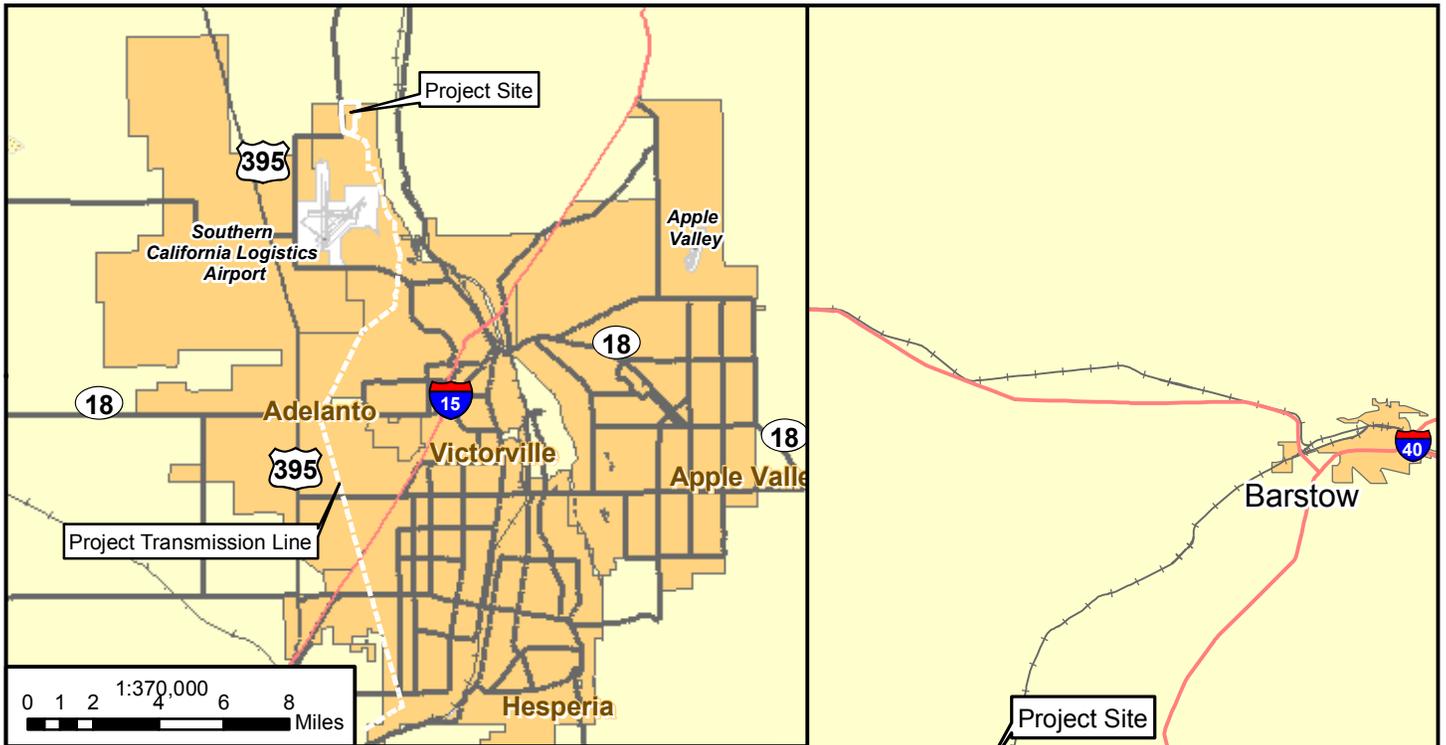
information, the VV2 Project is not expected to have significant groundwater quality impacts. Adherence to health department regulations will also ensure that water of sufficient quality is provided for drinking and domestic purposes at the Project.

No significant impacts are expected related to drainage or storm water runoff issues. Implementation of Storm Water Pollution Prevention Plans (SWPPP) and Best Management Practices (BMP), including drainage and erosion control measures, will prevent impacts to surface waters during Project construction and operation.

1.3.18 Worker Safety

Project construction and operations phase activities may expose workers to physical and chemical hazards. Worker exposure to such hazards will be minimized by adherence to appropriate engineering design standards and criteria and to sound construction, operations, and maintenance practices. The VV2 Project also will implement appropriate safety and administrative procedures, safety training, use of personal protective equipment, and compliance with applicable health and safety-related regulations.

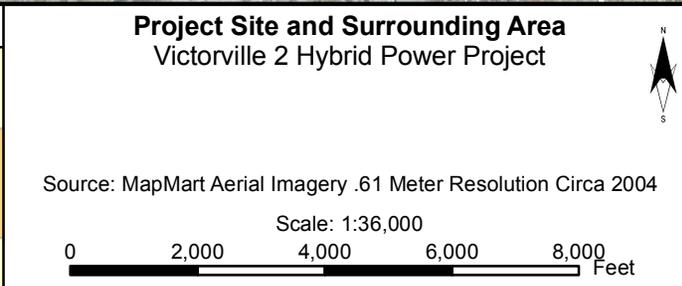
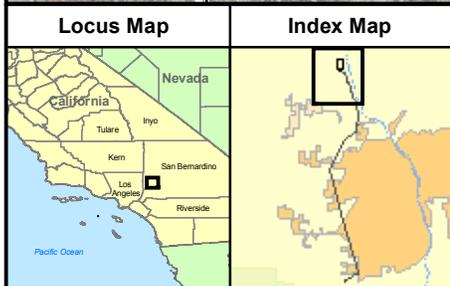
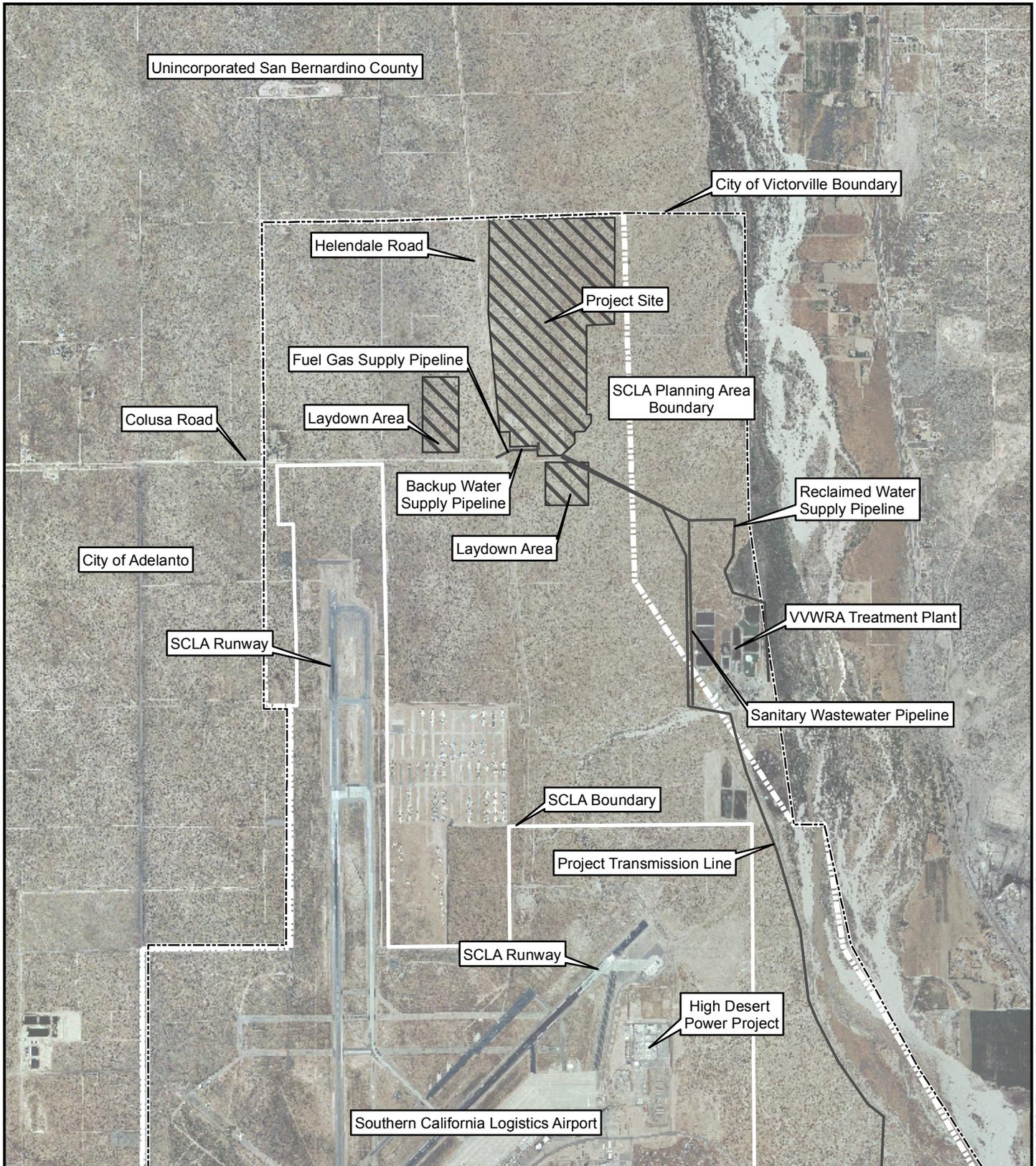
Project construction will utilize formal safety programs and procedures. These construction phase health and safety programs will transition into programs suitable for operations and maintenance activities as the Project transitions from one phase into the next. Injury and Illness Prevention Plans will be central to reducing worker hazards during both construction and operation. Site-specific Fire Protection and Prevention and Emergency Action Plans also will be implemented during both construction and operations. With implementation of the planned worker safety programs, no significant worker safety impacts are expected.



City of Victorville
CALIFORNIA

Inland Energy, Inc.
ENSR | AECOM

Figure 1-1
Date: February 2007





City of Victorville
CITY OF VICTORVILLE
SANTA BARBARA COUNTY
CALIFORNIA



Inland Energy, Inc.



ENSR | AECOM

Figure: 1-2
Date: February 2007

Y:\Projects\InlandEnergy\Victorville\MXD\EC_Figures_Finalized\Figure_1-2_Project_Site.mxd