

December 21, 2008

Mr. John Kessler

Project Manager

Attn Docket No. 07-AFC-08

California Energy Commission

1516 Ninth Street, MS-15

Sacramento, Ca 95814-5512

<b>DOCKET</b>	
<b>07-AFC-8</b>	
<b>DATE</b>	<u>DEC 21 2008</u>
<b>RECD.</b>	<u>DEC 23 2008</u>

Subject: Carrizo Energy Solar Farm (07-AFC-08)

Resident Responses to Preliminary Staff Assessment (PSA) In response to the Traffic and Transportation Section

Dear Mr. Kessler:

I Michael Strobridge, resident of Carrisa Plains hereby submit responses to the PSA on the proposed Carrizo Industrial Site on the Carrisa Plains by Ausra. The following are my concerns regarding Traffic and Transportation.

- 4.10-6 Direct/Indirect Impacts and Mitigation, The CEC states that construction will take place over 35 months and that construction activity early work starts before the 7:00 am to 9:00am peak hours and concludes after the 4:00pm to 6:00pm peak hours. CEC also states it was conservatively assumed that construction worker bus traffic would commute within the 7:00am to 9:00am and 4:00pm to 6:00pm peak hour traffic windows. The CESF claims 84 construction buses, 14 equipment deliveries, 75 construction trucks and 15 onsite manufacturing trips all making round trips daily on highway 58. This does not include any construction workers private vehicles. Most construction workers will not ride a bus just for the plain fact that all of their tools are kept in their service trucks. Do these commuter buses have appropriate storage space for welders, power tools and necessary equipment for the construction workers to perform their jobs when they reach the CESF? CESF's traffic impacts on SR58 would be enormous. I commute on SR58 every day and the impact from just 1 bus or semi-truck can double the time it takes to get to town. For example on December 17 and 18 SR33, SR166 and highway 5 were closed due to snow. Traffic was routed down SR58 in the evening on the 17<sup>th</sup> and all day on the 18<sup>th</sup>. The semi-truck traffic was horrible; all these trucks were cutting into oncoming lanes as SR58 is not wide enough to safely support these large trucks. I had to pull onto the shoulder of the road multiple times to avoid being hit by these trucks traveling at a high rate of speed. I have

never experienced the volume of car traffic that was present on SR58. These people do not know the road and they were all over the place. These vehicles were pulling off the road to rest and in turn were getting their cars stuck in the mud as there are not enough turn outs for large volumes of traffic.

From just 1.5 days of high volume traffic I counted 5 road killed deer, 2 wild pigs and a road killed Badger, which was hit trying to cross SR58 from the CESF project site to the Laydown Area. I have pictures of this Badger to prove he was there. Combined traffic between OptiSolar and the CESF will make driving on SR58 a nightmare for daily drivers.

- 4.10-10 Hazards Due to a Street Design Feature, CEC states primary access to the CESF would be from Tracy Lane. The gate would be located in the northeast corner of the site. I am extremely concerned about the location of the gate entrance to the CESF. My home is located directly behind the CESF on Pronghorn Plains Rd off of Tracy Lane. Tracy Lane is the only way in and out of my home. It is also the only way in and out for my neighbor Santos Reyes. I will have to drive through whatever obstructions the CESF has at this N.E gate entrance and then deal with their SR58 crossing point, and on top of that I would have to negotiate all the CESF's construction traffic all the way into town. Tracy Lane is the only access point for any emergency responders to reach my home. If CESF creates as many road blocks as they propose the safety of my family will be compromised.
- 4.10-11 Proximity of Schools, I would like to begin this section identifying that Jani Kasfeldt School secretary at Carrisa Plains Elementary is not an appropriate AUSD source to get information from. Mrs.Kasfeldt is currently selling land to Optisolar and her information is bias. Although her information on the school is fairly accurate, she failed to address the school bus traffic taking the junior high and high school kids into town and back. Currently it takes 1.5hrs for the kids to get into town on the school bus. The estimated traffic delay times would mean these kids would be on the school bus for approximately 5hrs a day. This is inappropriate, the school buses have neither bathroom facilities nor are there any on the way to or from school. What are our kids suppose to do??? The kids already get home at 5pm. The traffic from CESF would interfere with not only the Carrisa Plains bus routes but with Creston Elementary, Atascadero Junior High, Atascadero High School and Santa Margarita Elementary. Any traffic coming from Paso Robles would travel Creston Rd to La Panza Rd and then SR58. Any traffic coming this route would also interfere with Paso Robles School district bus routes as there are multiple schools in Paso Robles in close proximity to Creston Rd.

Truck traffic going by the school would be extremely loud and disruptive. I firmly believe this will affect the quality of the learning environment for the students of Carrisa Plains Elementary as SR58 is right on the border of the school grounds on 2 sides and probably no more than 100ft from the nearest classroom. The CEC also has not taken into consideration that one of the teachers lives on campus. This teacher is almost right on highway 58 and is the closest resident to the manufacturing facility roughly 800ft. The noise from traffic would be unbearable at her home.

- 4.10-14 Emergency Service Vehicle Access, CEC states that fire protection would be supplied by Cal Fire out of the Carrisa Plains Fire Station No. 42 which would be first responder. CEC also states that the Shandon Fire Station #31 could provide support or the La Panza Fire Station #41. This is unrealistic; Carrisa Plains Fire Station #42 is a volunteer station with only 1 engine. Trying to fight an industrial fire with 1 engine is grossly inadequate. Shandon Fire Station #31 cannot respond in time to be of any good. Shandon's Station #31 would have to come Bitterwater Rd which would be congested with truck traffic due to Optisolar and Ausra's activities. There is no place to pull over on Bitterwater and no way to get around another truck. Shandon is not a feasible backup. La Panza Fire Station #41 also could not respond in time as they would also have to negotiate high volumes of traffic due to Ausra and Optisolar's activities. Both Station #41 and Station #31 could not respond in under an hour in normal traffic conditions
- 4.10-14 Transportation of Hazardous Materials, I am extremely concerned about Ausra hauling Hazardous Waste through the Carrisa Plains school zone. Ausra is already exposing these kids to Chemicals, loud noise, excessive traffic and Valley Fever, among many other things. Trucking tanker trucks full of hazardous waste through our school zone just tops it off. Hazardous waste should not be allowed to be trucked through any of our school zones. Does Carrisa Plain Station #42 have equipment to fight a hazmat fire? Does Station #42 have the capability to deal with a large scale hazmat spill? Do the volunteer firemen have proper hazmat training since they are the first responders?
- 4.10-15 Cumulative Impacts and Mitigation, SR58 cannot handle the volume of traffic proposed by OptiSolar and Ausra. We still do not know how much traffic SunPower is going to generate. SR58 and Bitterwater Rd are rural routes and were not designed to support heavy truck traffic. I have personally witnessed 3 53ft semi trucks on SR58 jackknifed straight across the highway unable to negotiate the turns.

In Conclusion, I firmly believe SR58 and Bitterwater Rd cannot withstand the heavy truck traffic much less the employee commuting. I also do not believe it is right to have our kids have to sacrifice for Ausra. 5 hrs a day on the school bus is unacceptable, as is the noise related to high volumes of traffic that the kids will have to deal with in the classrooms on a daily basis. It will directly affect my quality of life as I will personally spend 4-5 hrs a day in my car commuting. I also firmly believe that the impact on endangered species and other wildlife would be enormous as the road kill rates will be huge. As I stated above 5 deer, 2 wild pigs and 1 badger were hit in just a day and a half of heavy traffic on SR58. These traffic volumes were mild compared to what Ausra and OptiSolar propose.

Sincerely,  
Michael Strobridge  
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