



Energy Renewal Partners, LLC  
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## PROJECT MEMORANDUM

Date: July 23, 2014

To: Brian Cypher

From: PVS Project Team  
James McRacken, Energy Renewal Partners

Subject: Conference Call Notes  
July 21, 2014

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This memorandum summarizes a discussion that took place via a conference call on July, 21, 2014 with Brian Cypher to evaluate the affect increases in traffic numbers associated with a potential compressed construction schedule would have on the analysis completed in the original Final Environmental Impact Report (FEIR) regarding potential impacts to San Joaquin kit fox (SJKF) for the for the Panoche Valley Solar Project (Project); specifically impacts traffic may have on SJKF vehicle strike potential.

Conference call attendees included:

Trisha Elizondo, Energy Renewal Partners

Eric Cherniss, Panoche Valley Solar LLC

Jennifer Kaminsky, Burns & McDonnell

James McRacken, Energy Renewal Partners

Brian Cypher, CSU Endangered Species Recovery Program (via phone)

Brian was provided copies of the relevant sections of the FEIR that reviewed potential impacts to SJKF from traffic for the project, the FEIR Traffic Study Report, the SJKF Vehicle Strike Analysis Report, and an updated traffic plan. Brian reviewed these documents to understand the changes to the Project and any potential change to impacts to SJKF.

During the conference call, Jennifer Kaminsky, reviewed the project schedule with Brian and discussed the limited construction time that was now planned. This includes a reduction in the duration of construction from 5 years to less than two years, affecting 2 pupping seasons instead of 5 pupping seasons as originally contemplated in the FEIR. The team explained that the compressed construction schedule would also result in an increase in the intensity of traffic as analyzed in the FEIR, but the overall number of truck trips to the Project site is anticipated to remain unchanged from what was originally contemplated. The team also discussed the timing of truck trips and explained that traffic would primarily be limited to daytime

hours and work at night would be limited at the site. In addition, the majority of personal vehicle traffic to/from the site would be entering the Project from the west on Panoche Road.

The team discussed in additional detail, the changes to the Project and the associated traffic generated by the project due to the shortened construction schedule.

Following the discussion about Project construction, Brian agreed that potential SJKF vehicle strikes would be limited if (1) a majority of the daily personal vehicle traffic traveled to the site from the west on Panoche Road since it is not an area that is considered prime habitat for the species, (2) delivery trucks were limited primarily to daylight hours and (3) the length of the construction schedule shorten was shortened to occur only during two pupping seasons instead of five. Accordingly, the overall impact to SJKF from vehicle strikes would be similar to that originally contemplated in the FEIR.