

CASE NO. 2020-00190
HORSESHOE BEND SOLAR, LLC
RESPONSES TO SITING BOARD'S FIRST REQUEST FOR INFORMATION

1. Refer to the Application, Volume I, Executive Summary.

a. Regarding the six leases executed by Horseshoe Bend, provide a copy of each of these six leases.

b. Regarding the long-term power purchase agreement, identify the company that could potentially acquire the output from the proposed solar facility.

RESPONSE:

a. Redacted copies of the six leases are identified as Exhibit A and filed in conjunction with a Petition for Confidential Treatment.

b. We are not able to share this information due to strict confidentiality requirements. The company is a technology company with operations in Kentucky.

WITNESS: Carson Harkrader

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2. Refer to the Application, Volume I, Executive Summary. Explain whether the project has entered into or is in negotiation for a long-term power purchase agreement with any company.

RESPONSE: The company described in Response to Item 1(b) above is under exclusive negotiations for a long-term power purchase agreement (PPA) for the electricity and renewable energy credits that will be generated by the Project. The PPA negotiations are moving towards final approval and execution by both parties.

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3. Refer to the Application, Volume I, Section 2. Description of Proposed Site.

a. Regarding the community feedback concerning the frequency of signage along the security fence as being unsightly, explain how Horseshoe Bend will address this feedback.

b. Regarding the type of inverters to be used, explain Horseshoe Bend's decision-making process in evaluating what type of inverter will be selected for the proposed solar facility. If string inverters are selected, identify how many string inverters will be needed for the proposed solar facility.

RESPONSE:

a. Horseshoe Bend proposes to install security signage in accordance with the guidelines of the NESC and American National Standards Institute (ANSI) Z535 Safety Sign Standards for Electric Utility Power Plants and Substations. Following this standard will ensure that appropriate signage is installed around the perimeter of the Project in order to maintain public safety, while minimizing the total number and frequency of signs posted along the security fence. The Project proposes to comply with recommended standards for safety signage but not to exceed those standards.

b. Horseshoe Bend anticipates commencement of construction occurring in late 2022 or early 2023. Typically, sourcing decisions regarding the manufacturer and model of panels, racking systems, inverters and other equipment will be made in the 12 months prior to the commencement of construction. These decisions are made close to the time of construction to allow the project to react to improvements in technology and changes in market conditions (including pricing, sourcing restrictions, supplier constraints, etc). With standard technologies

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available today, there would be approximately 260 string inverters onsite for operation of the facility.

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- 4. Refer to the Application, Volume I, Section 3. Public Notice Evidence.**
- a. State how many landowners own property that adjoins the proposed solar facility site.**
- b. Identify any adjoining property owner that did not receive the December 7, 2020 letters. For those property owners that did not receive the letters, provide any follow-up measures performed by Horseshoe Bend to provide these owners with notice.**
- c. State whether any of these adjoining property owners provided feedback regarding the proposed solar facility site. If so, state how Horseshoe Bend responded to those feedback.**
- d. Submit a map that shows the project boundary and all adjacent parcels with a key to a list of the adjacent property owners.**

RESPONSE:

a. There are 42 parcels that adjoin the Project and are not owned by landowners who have signed lease or purchase agreements with the Project. (Some Project landowners own additional parcels that are not part of the Project and lie adjacent to the Project; we have not considered these parcels to be adjoining parcels for the purpose of Siting Board notice requirements because the Project landowners are aware of, and support, the Project.) Out of the 42 adjacent parcels not owned by Project landowners, there are 36 unique landowners because some neighboring landowners own multiple adjacent parcels. Information on neighboring parcel ownership was downloaded from the Green County PVA website.

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b. On December 7, 2020, Horseshoe Bend mailed all 36 adjacent neighbors letters notifying them of Horseshoe Bend's application to the Siting Board. One copy of the letter was sent via USPS Certified Mail, and an additional copy was mailed via the regular USPS mail service. As of February 6, 2021, the Project has received 33 certified mail receipts, and 1 returned certified mail letter (the recipient refused the certified letter.) We also mailed copies of the letters via regular USPS mail service to ensure that if anyone rejected the certified mail, they would still receive the letter.

c. A total of 8 neighbors of the Project, plus 8 members of the community (including 1 reporter) attended the public meeting held in Green County by Horseshoe Bend on July 16, 2020. Most individuals attended virtually, and some attended in person. The Project layout was shared in large format with both the virtual and in-person attendees. Attendees at the public meeting asked questions related to the permitting process and project timelines, and did not provide feedback or share concerns about the proposed site or layout.

Prior to the public meeting, representatives of the Project proactively reached out to the neighbor on Jim Meadows Road whose home lies closest to the planned location of solar panels. We shared the project layout map with them and discussed the proposed location of the vegetative buffer and pollinator plantings. These neighbors did not raise concerns about the project. Horseshoe Bend did not receive other feedback about the proposed facility site, other than general discussions about the Project described in Attachment E of Volume 1 of the Application.

d. Please refer to pages 4-6 of the updated real estate impact report by Rich Kirkland, attached hereto as Exhibit B.

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5. Refer to the Application, Volume I, Section 6, Public Notice Report. State whether there was any feedback received from the public meeting that was conducted. If so, state how Horseshoe Bend responded to those feedback.

RESPONSE: During the public meeting, one community member asked questions related to the permitting of the Project and Project timelines, but did not voice concerns about the Project.

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- 6. Refer to the Application, Volume I, Attachment I, page 3.**
- a. Explain how the IMPLAN model was tailored to Green County.**
 - b. Explain why the IMPLAN model was tailored to only Green County and did not include surrounding counties.**
 - c. Explain whether the direct economic effects during the construction phase of the project would not include labor being drawn from surrounding counties, if not contiguous counties.**

RESPONSE:

a. Dr. Coomes created an IMPLAN model for Green County by simply selecting the county from a drop-down list of Kentucky counties. The software builds such a model by loading county-specific economic data, and making the required calculations across 500+ industries and various household sectors. Without going into a long technical explanation, this involves (1) starting with a national input-output model that shows the purchases of commodities by every industry from every other industry, (2) adjusting it to reflect the availability of commodities by industry in Green County, and (3) also predicting household purchases of every commodity in every industry by residents of Green County. If the commodity is available in the County to supply all local needs, say dental services, then the model predicts households would buy all their dental services from dentists in the County. But if the commodity is not available in the County, or is not sufficiently available, then the model predicts that the good or service would need to be imported into the County to meet industrial or household demand. Generally, speaking, the more a commodity is produced in the County, the higher the resultant local economic impact (multiplier) when there is an industrial expansion requiring that commodity. If

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most required commodities must be obtained outside the County then the associated multiplier would be very small.

b. Adding different counties was experimented with, but as one can see, the result in the case of a solar project was negligible. Green and Taylor counties are contiguous, and Taylor County supplies about 200 people who work in Green County, the most of any other county. However, commuting patterns data from the US Census Bureau show that 80 percent of workers in Green County are also Green County residents. Taylor County residents make up only 10 percent of workers in Green County. The reverse is similar, with 69% of Taylor County workers also residents of Taylor County, with 11% commuting from Green County.

In any case, a regional model containing both Green and Taylor counties was constructed that simulated the economic impact of the solar project, comparing that to the result obtained using Green County only. There was little difference. For example, the employment multiplier for Green only is 1.24, and is 1.34 for the combination of the two counties. This amounts to a difference of but 14 total jobs for the construction phase (186 vs. 200). The difference was so small that a decision was made not to complicate the report with it.

In this case, the economic multipliers are small whether one models one county or two. This is due to the lack of industrial linkages in the region to the solar farm industry, and to the thinness of retail and service industries to absorb new household spending. These counties are sparsely populated, and simply do not support businesses that supply much of what residents demand. Residents will travel to nearby larger cities to make major purchases of commodities, and to spend money on entertainment, travel, health care, and other services not available at home.

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c. It is true that some construction labor is likely to come from counties surrounding Green. These are relatively high paying jobs, and workers will travel considerable distance to gain a good paycheck, particularly if the traveling is only required for a few months. However, this does not affect the analysis here. In the IMPLAN model, employment is measured on a place-of-work basis, not place-of-residence. So, construction employment on the solar project is all counted as Green County employment, regardless of the county of residence of the workers. Certainly, there will be spillover impacts in adjacent counties as some of the construction workers take their wages home. But the two-county analysis just discussed suggests that the economic impacts are relatively small compared to those in Green County.

WITNESS: Paul A. Coomes, Ph.D.

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7. Refer to the Application, Volume I, Attachment I, page 4.

a. Explain whether the 186 new jobs in the county are temporary and inclusive of the estimated 150 workers required to construct the project.

b. If the jobs are temporary, explain how long they are estimated to last.

RESPONSE:

a. The 186 jobs referenced Professor Coomes' report are made up of the 150 construction jobs multiplied by the IMPLAN multiplier. Therefore, they are inclusive of the 150 construction workers, and are temporary jobs.

b. The construction jobs will last for the duration of the construction period. The Project will support one or two ongoing operations and maintenance jobs, as well as a small handful of part-time vegetative maintenance (mowing) jobs.

Part a WITNESS: Paul A. Coomes, Ph.D.

Part b WITNESS: Carson Harkrader

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8. Refer to the Application, Volume I, Attachment I, page 5. Explain whether the Payment in Lieu of Taxes agreement is supportive of or creates any jobs.

RESPONSE: The Payment in Lieu of Taxes (estimated to be \$1,000 / MWac / year or \$60,000 per year for the first 20 years) is paid to Green County and added to the County's real estate tax income. County real estate taxes are typically mostly allocated to schools, as well as police, fire, and other local services. Based on the amount of annual money the project is estimated to pay, the Payment in Lieu of Taxes is likely to be supportive of jobs rather than creative of jobs.

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9. Refer to the project boundaries on the maps in Application, Volume II, Site Assessment Report.

a. Refer to the map in Attachment A – Preliminary Project Layout. State whether this is the final project boundary before the Siting Board.

b. Refer to the map in Attachment B – Property Value Impact Report, page 4. The parcels outlined in yellow appear to be project boundaries. There are discrepancies along the southeastern part of the map compared to the map in Attachment A. Explain the discrepancies.

c. Refer to the map in Attachment E – Boundary Survey and Legal Descriptions. There are discrepancies along the southeastern part of the map compared to the map in Attachment A. Explain the discrepancies.

d. The maps in Attachment H – Phase 1 Environmental Site Assessment, Figure1, Figure 2, and Key Map – 5946033.10s, have a project boundary that excludes an area to the west of Jim Meadows Road and an area bordering Route 218. Explain the discrepancy from Attachment A and how this affects the results of the environmental assessment.

RESPONSE:

- a. Yes, this is the final project boundary before the Siting Board.**
- b. We apologize for this error. Please refer to an updated report, attached as Exhibit B.**
- c. The site layout map in Attachment A of Horseshoe Bend's application cuts off a portion of one of our landowner's parcels in the Southwest corner of the layout map. There is a**

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section of that parcel that is not being used for the solar project due to topography. The Applicant did not show this area on the layout map in order to be able to show as much detail on the layout map as possible. Including this unused portion of the parcel in the layout map would have required us to zoom out the aerial image, providing less detail of the areas that are being used for the solar project. The full parcel is however included within the Boundary Survey and Legal Descriptions. Please note that we assume this question meant to reference the Southwest part of the layout map instead of the Southeast part of the map. If the Siting Board's question was meant to refer to the Southeast part of the map, please if possible show the location of the discrepancy, as we were not able to locate it.

d. We apologize for this error. Horseshoe Bend has requested that the Phase I ESA be corrected. At this time, we do not anticipate the correction to materially affect the results of the environmental assessment. A copy of the updated Phase I ESA will be submitted on completion.

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10. Refer to the Application, Volume II, Site Assessment Report, Attachment F – The Noise and Traffic Study, as it notes that construction will take 8 to 12 months and will produce an increase in traffic from construction workers and delivery of equipment and material. In Attachment F, Horseshoe Bend provides the number of vehicle trips during construction and advises of the anticipated number of workers, both the average and peak. However, additional details are needed regarding the workers as it relates to increased traffic. Please provide the following answers regarding the workers to the requests for information below.

a. Please provide an approximate percentage breakdown of where the construction workers will commute from each day, if possible.

b. State whether all workers are anticipated to commute from their homes daily, or whether there will be any anticipated temporary housing that will be developed on-site.

c. If construction workers use Liletown Road to access the Jim Meadows Road entrances to the project site, estimate how many would use Liletown Road.

RESPONSE:

a. It is not possible at this stage of project development to identify where the construction workers will commute from each day. Horseshoe Bend has had very preliminary conversations with the Green County Technical School regarding local training and availability of skilled workers, but detailed discussions regarding local hiring, and identification of local skilled workers, will take place closer to the time of construction.

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b. It is anticipated that Horseshoe Bend may lease local accommodation, including rental housing, for any workers and construction managers who are not from Green County or the surrounding areas. There will not be any temporary housing developed on-site.

c. Because we do not know at this stage where workers will commute from, we are not able to provide an answer to this question.

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11. In Attachment F, Horseshoe Bend advises that the weight of the Class 9 trucks will be 40,000 pounds each. Provide details on the heaviest vehicle to be used during construction, and state the expected maximum weight of the largest vehicles (including any materials or equipment that the truck is hauling).

RESPONSE: Generally trucks and equipment arriving at the Project site will weigh no more than 46 tons (including fully loaded concrete trucks, loaders, and equipment delivery trucks). If required for civil work, an oversized excavator or articulated dump truck might weigh as much as 90 tons. At this stage of the project, we do not know if the oversized equipment will be needed.

The heaviest piece of equipment delivered to the Project site will be the substation transformer. This piece of equipment for a project of this size can weigh in the range of 70-80 tons, and the transportation vehicle for the transformer weighs an estimated 20 tons. An estimate of the total weight of the substation transformer and its delivery vehicle is therefore 100 tons. There will be one substation transformer delivery for the Project.

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12. If possible, provide an approximate breakdown by point of origin for the construction truck traffic.

RESPONSE: Because we do not know at this stage where the equipment will be shipped from, we are not able to provide an accurate answer to this question.

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13. State whether the construction crew members, supervisors, and others will park on-site.

RESPONSE: Yes, it is anticipated that the construction crewmembers, supervisors, and others will park on-site. Commuting construction workers will be encouraged to carpool to reduce parking needs. Offsite parking will be arranged nearby and a shuttle used if there is not enough space for parking onsite.

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14. Regarding the fugitive dust impact, Horseshoe Bend advises that state and local area roadways are paved, but fugitive dust is anticipated during construction from land disturbance and use of unpaved driveways. Beyond what is provided in Attachment F, additional information is needed. Provide answers to the questions below.

a. State whether there are any plans for paving (or putting down gravel) for the driveways associated with the project.

b. Although Horseshoe Bend states it will construct internal gravel roadways, state whether there are any improvement plans for the existing roads.

c. Although Horseshoe Bend states water may be applied to control dust, provide the protocol or frequency of spraying down dirt roads or applying water.

d. State whether the site will need to be irrigated to promote vegetation.

RESPONSE:

a. Project roads and driveways will consist of compacted gravel per engineered drawings approved by the Kentucky Transportation Cabinet. Should weather conditions require, mud grates will be installed at construction exits to prevent vehicles from carrying mud onto public roads.

b. At this stage there are no plans to improve existing roads outside of the Project site.

c. Water would be used to reduce fugitive dust based on an as-needed basis.

Horseshoe Bend's experience with solar projects in the region is that the sites are usually wet enough that dust is not a problem. Should construction take place during very dry summer

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months so that dust may leave the site, a water truck would be deployed to spray down roads and construction areas. This would be continued until fugitive dust is sufficiently mitigated.

d. Environmental experts will advise on the best time to re-seed the site and install vegetative screening. Should precipitation not suffice to establish vegetation, planted areas will be watered with mobile equipment. No permanent irrigation will be installed.

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15. Refer to the Application, Volume II, Site Assessment Report, Attachment G Cemetery Report. State whether Horseshoe Bend has conducted further investigation to determine whether any requirements of Section 106 of the National Historic Preservation Act will be triggered by the construction of the proposed solar facility site.

RESPONSE: At this time, Section 106 of the National Historic Preservation Act requirements have not been triggered by the Project as no federal permits or approvals are currently necessary (e.g., a Clean Water Act Section 404 permit). If a Section 404 permit becomes necessary due to wetland or stream impacts, Horseshoe Bend would initiate Section 106 consultation with the United States Army Corps of Engineers (USACE), as the lead federal agency, and the Kentucky Heritage Council, which is the State Historic Preservation Officer (SHPO). Consultation would determine the appropriate level of cultural resource investigations necessary to comply with Section 106 requirements. Horseshoe Bend would undertake the archaeological and architectural surveys recommended by the USACE and SHPO to comply with Section 106 requirements.

WITNESS: Carson Harkrader

Exhibit A

Leases filed with Petition for Confidential Treatment

Exhibit B