

**FINAL REPORT OF THE
LOCAL REVIEW COMMITTEE
FOR THE
OTTER TAIL POWER COMPANY
ENERGY CONVERSION FACILITY
ASTORIA STATION**

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DECEMBER 2017

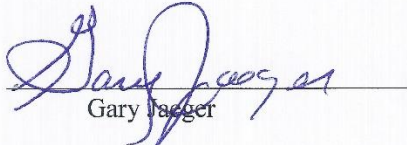
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OTTER TAIL ASTORIA STATION

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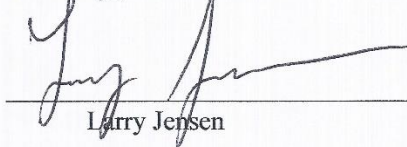
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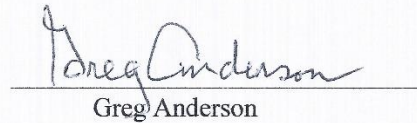
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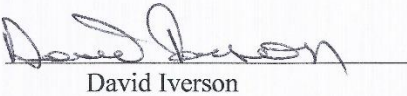
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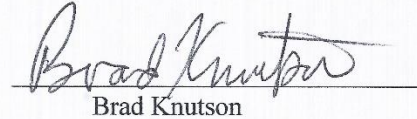
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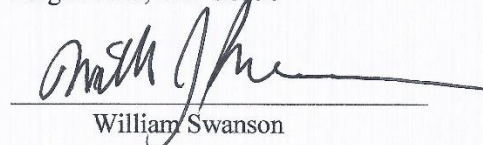
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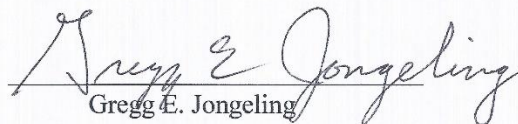
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Consultant to the LRC



Gregg E. Jongeling

Executive Summary

Proposed Otter Tail Power Company Astoria Station Energy Conversion Facility

It is the opinion of the Local Review Committee that the proposed Astoria Station Energy Conversion Facility to be constructed one mile west and one and one-half miles north of Astoria, SD will not have a significant social or economic effect on the PUC defined six-mile radius study area within the State of South Dakota. It is our opinion that the area will be able to absorb the construction activities and that the area will gain significant benefits during and after project construction.

The following conclusions and recommendations are a summary of the Local Review Committee's findings:

1. Water Supply and Distribution

CONCLUSIONS

It is the opinion of the Local Review Committee that Otter Tail Power Company will have to provide on-site storage for process water because both the installed well and Brookings-Deuel Rural Water System cannot supply an adequate flow rate for use during power generation. If well water is to be utilized, a sophisticated water treatment system will be needed to remove the dissolved solids and minerals to make it useable for process and domestic use.

RECOMMENDATIONS

The Local Review Committee recommends that Otter Tail Power Company do a thorough analysis of their options for water supply at the site. Brookings-Deuel Rural Water System reports that it has an adequate supply of water within their system to supply the Astoria Station. The problem is flow rate. If the Astoria Station intends to install storage capacity on-site they may be able to utilize water from Brookings-Deuel Rural Water System and not have to incur the costs of a significant water treatment operation utilizing the on-site well.

2. Transportation

CONCLUSIONS

The Local Review Committee is of the opinion that access to the Astoria Station should be on 482nd Avenue from SD Highway 28. This would be the most efficient means of access to the site and will result in the least disruption to traffic in the area.

RECOMMENDATIONS

It is the opinion of the Local Review Committee that Otter Tail Power Company should immediately begin the process of re-construction of one-half mile of township road (482nd Avenue) from SD Highway 28 north to the Astoria Station site. This will entail a road agreement with Scandinavia Township, procurement of a consulting engineering

firm to design the project, possible wetlands mitigation, and construction of the road during the summer of 2019. All construction traffic to the Astoria Station site should then be restricted to this access road.

In the event that 482nd Avenue is not reconstructed, any gravel road utilized by construction traffic should have continuous dust control maintained. Haul road agreements will be required, and the roads must be returned to their previous condition. A significant amount of construction will be required at intersections allowing for loads to make corners. These costs can be eliminated if the half mile of 482nd Avenue is reconstructed.

3. Fire Protection and Law Enforcement

RECOMMENDATIONS

A meeting with all emergency responder organizations in the area should be held by Otter Tail Power Company and their contractors before construction

4. Government

CONCLUSIONS

It is the opinion of the Local Review Committee that both the construction and operational phases of the Astoria Station will have a positive impact on government activities and facilities in the study area. The Local Review Committee is of the opinion that the Astoria Station Project will be beneficial to local governments by adding to the tax base. The incremental costs to governments in the area which can be associated with the construction and operation of Astoria Station will be more than offset by the revenues generated.

5. Energy

CONCLUSIONS

It is the opinion of the Local Review Committee that both the construction and operational phases of the Astoria Station will have a positive impact on government activities and facilities in the study area. The Local Review Committee is of the opinion that the Astoria Station Project will be beneficial to local governments by adding to the tax base. The incremental costs to governments in the area which can be associated with the construction and operation of Astoria Station will be more than offset by the revenues generated.

INTRODUCTION

The Local Review Committee for the Astoria Station Project, in accordance with SDCL 49-41B-6, was formed May 9, 2017, when the South Dakota Public Utilities Commission issued an Order Designating Affected Area, Designating Local Review Committee, Granting Request to Defer Prefiled Testimony, and Scheduling Prehearing Conference in response to the Notification of Intent filed by Otter Tail Power Company on April 4, 2017. Otter Tail Power Company plans to construct and operate one simple-cycle combustion gas turbine consisting of one combustion turbine generator, a natural gas pipeline connection to the nearby Northern Border Pipeline, a 345 KV generation tie power line, and an onsite well with associated piping to supply water to augment the power output.

The affected (siting) area was designated to include a six-mile radius from the project location which includes the communities of Astoria, Brandt and Toronto; the counties of Brookings and Deuel; and the school districts of Deuel School District 19-4 and Deubrook School District 05-6. Therefore, the order of the PUC was to designate a Local Review Committee consisting of the Presidents of the Boards of Education of Deuel School District 19-4 and Deubrook School District 05-6, the Chairs of the Brookings and Deuel County Commissions, the Mayors of the cities of Astoria, Brandt and Toronto, and a Representative of Otter Tail Power Company.

The Local Review Committee, pursuant to SDCL 49-41B-7, is responsible for assessing the potential social and economic effects of the proposed generating facility, assessing the surrounding area's ability to absorb those effects and arrive at recommendations and mitigation measures deemed necessary. Within seven months after the actual filing of the application by Otter Tail Power Company (filed October 5, 2017) the Committee is required to file a Final Report with the PUC containing its findings and recommendations. By rule the Committee would have until May 5, 2018, to file the report.

The Local Review Committee intends to provide the Final Report in a timely manner. They have determined that a consultant should be retained to assist the Committee in carrying out their duties. The Committee recommended, and the PUC concurred, that Jongeling Consulting be retained. Gregg Jongeling, principal of Jongeling Consulting, has nearly forty years' experience in government public works projects and private consulting services. His most recent experience was as a Senior Project Manager where he served as Construction Project Manager for the Lewis and Clark Regional Water System pipeline installation project consisting of installation of fifty miles of fifty-four inch diameter pipe from Vermillion to Sioux Falls. He was involved in project coordination and land owner satisfaction and also coordinated projects in the City of Pipestone, MN and the County of Brookings, SD. From 1978 through 2003, Mr. Jongeling was employed by the City of Brookings, SD, first as Assistant City Engineer (1978-1985) and then as City Engineer until his retirement in October of 2003. Working under general guidance of elected officials, he had total responsibility for project design and construction. He directed public employees in all facets of maintenance and construction activities and provided support in all planning, zoning and housing inspection programs of the city.

Before his employment with the City of Brookings, Mr. Jongeling held various positions with the South Dakota Department of Transportation in Pierre and Sioux Falls. He has extensive training in environmental issues, noise mitigation, and water quality assessment. Mr. Jongeling holds a Bachelor's Degree in Civil Engineering from South Dakota State University and currently resides in Brookings, SD.

PROJECT OVERVIEW

As outlined in Otter Tail Power Company's Notice of Intent dated April 3, 2017, the project consists of "one combustion turbine generator, one stack, standard equipment enclosures, balance-of-plant equipment, and associated facilities." The Astoria Station is located approximately one mile north, one mile west and one-half mile north of the Town of Astoria in the N1/2 of Section 22, Township 113N, Range 48W in Scandinavia Township, Deuel County South Dakota. The turbine is expected to generate 250 megawatts of power when it is operated during times of high energy demand. A natural gas pipeline (anticipated to be less than 1000 lineal feet) will be constructed to connect the Astoria Station to the nearby Northern Border Pipeline to provide the fuel for the generator. An electric transmission line (345 KV) will be constructed for a distance of less than one mile to connect the generator to the existing Big Stone South to Brookings 345-kilovolt transmission line. A well and associated piping will be included on-site to provide approximately 40 gallons per minute to augment the power output.



Site of the Astoria Station Electric Generating Facility

Otter Tail Power Company estimates the cost of the Astoria Station to be \$165 million including pipelines and transmission lines. During construction it is anticipated that the project will average a workforce of 48 workers with a peak on-site population of 70.

The project schedule, as projected by Otter Tail Power Company, assumes permit authorization from the Public Utilities Commission by September of 2018. Detailed engineering design and equipment procurement is planned for 2019 with construction activities starting in the spring of 2020. Otter Tail anticipates a thirteen-month construction cycle resulting in the Astoria Station being commercially operable in the spring of 2021.



A View of the Astoria Station Site looking west from 482nd Avenue

Otter Tail Power Company estimates that three to five full time employees will be required to operate Astoria Station. They, along with their families, will no doubt become full time area residents.

APPLICABLE LAWS

49-41B-7. Assessment by local review committee--Factors included. The local review committee shall meet to assess the extent of the potential social and economic effect to be generated by the proposed facility, to assess the affected area's capacity to absorb those effects at various stages of construction, and formulate mitigation measures. The assessment of the local review committee shall include consideration of the temporary and permanent alternatives in the following areas:

- (1) Housing supplies;
- (2) Educational facilities and manpower;
- (3) Water supply and distribution;
- (4) Waste water treatment and collection;
- (5) Solid waste disposal and collection;
- (6) Law enforcement;
- (7) Transportation;
- (8) Fire protection;
- (9) Health;
- (10) Recreation;
- (11) Government; and
- (12) Energy.

Source: SL 1977, ch 390, § 12; SL 2010, ch 226, § 5.

49-41B-8. Employment of personnel by committee--Expenses--Information furnished by commission. The local review committee may employ such persons as determined by the Public Utilities Commission which may be required to carry out the provisions of § 49-41B-7 and the expenses of said staff shall be paid from the initial filing fee. The commission shall furnish copies of the application to the members of the local review committee and all other information which the commission determines that the committee should receive.

Source: SL 1977, ch 390, § 14.

49-41B-9. Financing of committee expenses. Expense payments and other authorized payments to members of the local review committee for their service on the committee shall be financed by the unit of government or utility which they represent.

Source: SL 1977, ch 390, § 11.

49-41B-10. Final report of committee. Within seven months after the application is filed the local review committee shall file a final report with the Public Utilities Commission which includes the recommendations of the committee as to mitigation measures and minority reports.

Source: SL 1977, ch 390, § 13.

ASSESSMENT BY LOCAL REVIEW COMMITTEE

(1) HOUSING SUPPLIES

There are two aspects to be considered when addressing housing supplies related to the Astoria Station Project. First, during construction the peak workforce of approximately seventy workers will need to be accommodated during the peak construction season anticipated to be mid to late summer of 2020. On average forty-eight persons are expected to be on site during construction which is slated to begin in the spring of 2020 with commercial operation beginning in the spring of 2021. A number of these workers may come from the surrounding area and will already have adequate housing. Construction workers on short term assignments will utilize motels during the week and will tend to leave on weekends to return to their homes. The closest motels are in Estelline (17 Miles), Clear Lake (19 miles), Gary (19 miles), or Brookings (30 miles). Many construction workers will bring their own campers or travel trailers with the intent to locate them in an available campground or mobile home park that allows short term (1-6 months) leasing. Some workers may try to locate with area landowners who will allow them to park a travel trailer in their yard and connect to an electric power source. This provides a short term economic benefit to the landowners in the area. Construction workers will provide a revenue source for area motels.

A permanent work force of three to five Otter Tail Power Company employees will be stationed at the Astoria Station beginning in 2021. They will have a number of options for locating in the surrounding area. The closest towns with elementary schools will be Toronto (Deuel School District 19-4) or White (Deubrook School District 05-6). Clear Lake, SD (population 1273 -- 19 Miles), Estelline, SD (pop. 768 -- 17 miles), and Brookings, SD (pop 22056 -- 30 miles) are the larger cities in the area that have high schools as well as elementary and intermediate schools.

Adequate housing opportunities, including starter homes, exist within a thirty-mile radius of the Astoria Station. A review of the comprehensive real estate listing service Zillow shows two properties in Astoria (2 bed/2 bath -\$72,000 and a 4-plex - \$135,000); two Toronto properties (3 bed/ 3 bath - \$160,000 and 2 bed/ 1 bath \$140,000); Clear Lake (2 bed/ 1 bath \$50,000 and 2 bed/ 1 bath \$100,000); White (3 bed/ 2 bath new on golf course \$230,000); and Estelline (3 bed/ 2 bath \$77,000 and 4 bed/ 2 bath \$130,000 and 4 bed/ 3 bath on Lake Poinsett \$375,000). In addition, Clear Lake has developed several single-family housing lots for sale where new houses can be constructed.

Should any of the workers choose to live in Minnesota, the community of Hendricks is twelve miles from Astoria Station and has K-12 educational facilities. Lake Hendricks is a popular recreational area, but housing on the lake is quite expensive. Similarly, housing choices exist in Brookings, but the cost of homes will be higher.

Gregg Jongeling, Consultant to the Local Review Committee, met with Joan Sacrison, Executive Director of Deuel Area Development, Inc., in her office in the First Bank and Trust Building on SD Hwy 28 in Toronto, SD. We discussed workforce and housing availability in Deuel County.



Wildlife Estates In Clear Lake Offered By Deuel Area Development

She was very aware of the Astoria Station project. She and her group were very sure that it would provide a short term economic boost to the area during construction and that, during operation, would provide property tax revenues to Scandinavia Township and Deuel County along with job opportunities for three to five individuals who may already live in the area or may move in bringing families.

Deuel Area Development has developed Wildlife Estates on the west side of Clear Lake. They have fourteen single family housing lots and four multi-family lots available with all utilities and a paved, curbed and guttered street already in place. These lots are available at a reasonable price should any of the operations employees choose to construct a home in Clear Lake.

Mrs. Sacrison gave me the name of the Clear Lake Finance Officer (Ellen Schmahl) and told me that she could add information about temporary housing and travel trailer sites. I met with Ellen Schmahl, Clear Lake Finance Officer, in her office in the Municipal Building in Clear Lake. She was very aware of the Astoria Station Project and stated that the City had forwarded a resolution of support earlier this year.

I asked her about short term housing and long-term travel trailer camping sites. She stated that the City has developed six camping spots on Clear Lake that may be occupied by long term travel trailers. Also, the City has allowed a mobile home park owned by Allen Austreim (Shady Maple Trailer Park -- CARR Properties of Brookings) to rent out spots for travel trailers such as those that will probably be used by workers coming into the county for work on the Astoria Station Project. She also mentioned that Buffalo Ridge at Gary, SD has travel trailer sites and hotel rooms that may be available to construction workers. She also noted that there is one motel in Clear Lake and she is aware that the motel has made rental agreements with construction employees in the past.

It is the opinion of the Local Review Committee that adequate housing opportunities exist in the vicinity of the Astoria Station to service both the temporary construction workers and the permanent employees of Otter Tail Power Company who will operate the electric generation facility. These include building lots, rental property, apartments and single-family homes.

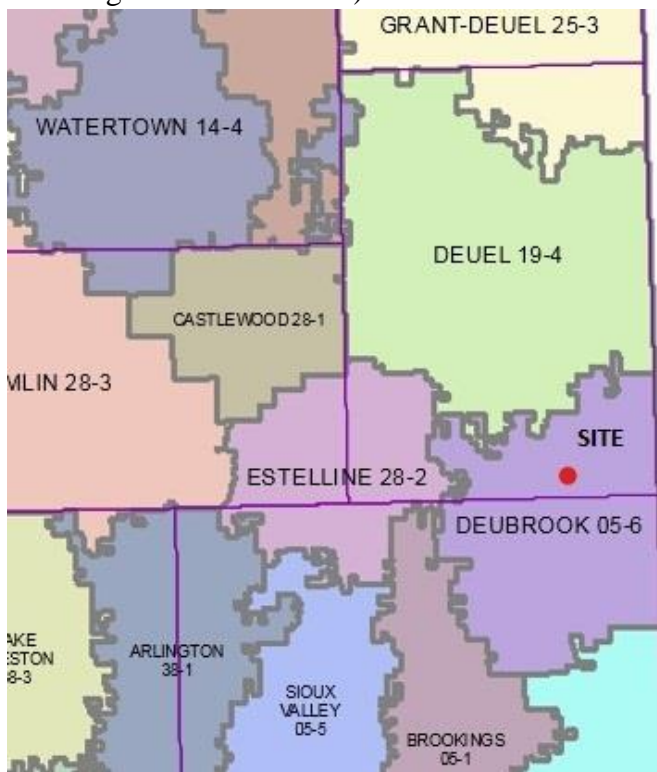
(2) EDUCATIONAL FACILITIES AND MANPOWER

Located within the study area for the Astoria Station are two school districts. They are Deubrook Area School District 05-6 and Deuel School District 19-4. Also in the area where the three to five fulltime employees of Otter Tail Power Company may choose to locate are the districts of Estelline and Brookings.

Astoria Station is located in the Deubrook School District 05-6 with an elementary school (176 students – K-6 grades) located in Toronto, SD and a middle school (50 students – 7-8 grades) and high school (121 students – 9-12 grades) located in White, SD.

Three miles north of Astoria Station is the Deuel School District 19-4 with an elementary school (279 students – K-5 grades), a middle school (117 students – 6-8 grades) and a high school (139 students – 9-12 grades) located in Clear Lake, SD.

Estelline School District 28-2 is located west of the Deuel and Deubrook Districts and has a K-12 enrollment of 242 students (PK-6 grade – 174; Junior High 7-8 grade – 30; High School 9-12 grade – 66 students). The district's schools are in Estelline, 17 miles from the Astoria Station.



Located south of the Deubrook School District is the Brookings, SD School District 05-1. Brookings has a high school (9-12 grades – 880 students); middle school (6-8 grades – 684 students); intermediate school (4-5 grades – 507 students); and three elementary schools (K-3 grades – 1280 students) all located within the City of Brookings, SD.

With the per student funding system utilized by the State of South Dakota any school district that receives additional students will also receive funding for that student. Gregg Jongeling, Consultant to the Local Review Committee, sent a questionnaire to the Superintendents of the four school districts most likely to be affected by the project, i.e. Deubrook School District 05-6, Deuel School District 19-4, Estelline School District 28-2 and

SD School District 05-1. Each school replied that they have the capability to accept additional students in all grades. Those questionnaires are included in the attachments to this report.

It is the opinion of the Local Review Committee that each of the school districts near the Astoria Station will be able to accommodate the small number of students likely to result from the hiring of three to five employees to operate the Astoria Station for Otter Tail Power Company.

(3) WATER SUPPLY AND DISTRIBUTION

Gregg Jongeling, Consultant to the Local Review Committee, met with Jesse Christianson at the Brookings – Deuel Rural Water System Office located along SD Hwy 28 three miles west of Toronto, SD. Jesse is a Systems Operations Specialist and is familiar with discussions with Otter Tail Power Company regarding water supply at the Astoria station. He provided a map of the area showing the sizes and locations of water lines located around the Astoria Station site. He cautioned that size of pipe does not always indicate the amount of water available through that pipe. Flow restrictions and pressure loss are prevalent at this site. The line most likely to be utilized to connect to the Astoria Station, even if just for potable water for the Astoria Station office, would be the four-inch line located one and one-half miles north of the site. It was his opinion that this line could supply approximately 45 gallons per minute on a continuing basis.



Brookings-Deuel Rural Water System Office 2 miles west of Toronto, SD on SD Hwy 28

We discussed the deep well that Otter Tail had dug at the site. He was not aware of any other wells in close proximity that would be affected by pumping from the deep aquifer. He was

aware of the high mineral content of area water and stated that this is why most of the farms and residences in the area are connected to the rural water system.

I met with Kristin Bisgard, an engineer for Banner and Associates, at her office in Brookings, SD. She had been the Engineer of Record for the water supply investigation requested by Otter Tail Power Company. An Executive Summary of the report was submitted in Appendix C to the SD PUC.



Drilled well 679 feet deep located in the south-east corner of the Astoria Station site

She explained that Banner did a search for water in the area with some test wells. Finally, on the southeast corner of the Astoria Station site a well was dug to a depth of 679 feet. The well was test pumped at 65 gallons per minute and reached a static water elevation of 270 feet below grade. The preliminary water quality analysis showed that the water quality was poor. The water was very high in dissolved solids, sulfates, iron, manganese, and thallium. The water from this well will need significant treatment before it would be useable for process water and potable water for the Astoria Station. Ms. Bisgard recommended that additional tests be done on the water before a treatment method is determined.

RECOMMENDATIONS

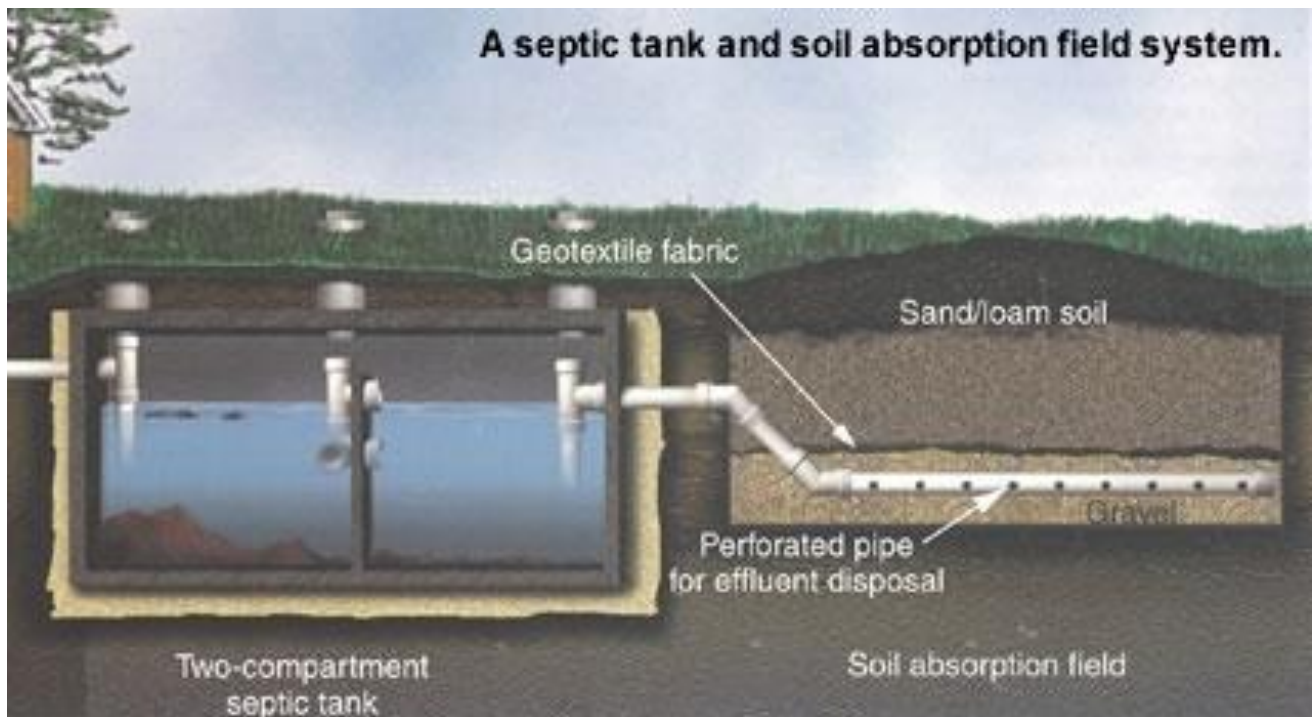
The Local Review Committee recommends that Otter Tail Power Company do a thorough analysis of their options for water supply at the site. Brookings-Deuel Rural Water System reports that it has an adequate supply of water within their system to supply the Astoria Station. The problem is flow rate. If the Astoria Station intends to install storage capacity on-site they may be able to utilize water from Brookings-Deuel Rural Water System and not have to incur the costs of a significant water treatment operation utilizing the on-site well.

It is the opinion of the Local Review Committee that Otter Tail Power Company will have to provide on-site storage for process water because both the installed well and Brookings-Deuel Rural Water System cannot supply an adequate flow rate for use during power generation. If well water is to be utilized, a sophisticated water treatment system will be needed to remove the dissolved solids and minerals to make it useable for process and domestic use.

(4) WASTE WATER TREATMENT AND COLLECTION

Portable toilet facilities will be provided on site during construction. All of the waste will be collected within the toilets and will be transported by commercial operators to a disposal facility capable of handling the waste. There are commercial operators available within thirty miles of the Astoria Station and treatment facilities can be accessed within fifteen miles of the site.

A septic system designed to meet South Dakota standards will be installed to dispose of domestic waste from the restrooms and kitchen/lunch room provided for the 3-5 employees on-site. The domestic waste water load will be minimal and should easily be provided for on the site with proper design of a rural type septic system.



Typical Septic System Installation When Site is adequately above the water table

A letter from William Swanson, Astoria Station Project Manager, written to the South Dakota Public Utilities Commission on April 3, 2017, stated that "By recycling the small amount of process waste water produced, Astoria Station will be designed to operate in a zero-liquid discharge mode. If there is waste water that cannot be recycled, it will be sent off-site for proper discharge."

It is the opinion of the Local Review Committee that on-site treatment of domestic waste utilizing a typical septic system constructed to the standards of the South Dakota Department of Natural Resources will be adequate for treating domestic waste from the office portion of the Astoria Station. According to Otter Tail Power Company, the plant will operate as a closed system and no process water will be discharged. If any discharges are planned, a proper permit from SD DENR will be required before any water may be discharged.

(5) SOLID WASTE DISPOSAL AND COLLECTION

During construction a significant amount of solid waste may be generated. This solid waste will be collected by solid waste collection companies and hauled to an approved landfill. There are two types of landfills (restricted and regional) located near the Astoria Station construction site. The Restricted Landfills are located near Gary, Estelline and Clear Lake, South Dakota. A Restricted Landfill under South Dakota Department of Environment and Natural Resources may accept construction and demolition waste materials, furniture, tree branches, yard waste, waste tires and recyclable metals and appliances as per Table 1 below. They may not accept the items enumerated in Table 2 below.

**Table 1
Authorized Wastes
Restricted Use Solid Waste Disposal Facility**

Under South Dakota law, local ordinances may further restrict some of the items listed below. The operator may choose not to accept some of the waste materials listed below.

Type of Waste	Handling Procedures / Requirements
<u>Construction and demolition debris:</u> Concrete, brick, stonework, asphaltic concrete, concrete block, asphaltic or fiberglass shingles, painted or stained wood, attached insulation, pipe, and similar wastes.	These wastes must be buried. These wastes may not be burned . Concrete, brick, stonework, asphaltic concrete, and concrete block may be buried or temporarily stored for subsequent recycling and reuse.
<u>Trees and untreated wood:</u> Scrap lumber, trees, tree branches, and brush. Painted, stained, glued, or chemically treated wood is considered treated and may not be open burned.	These wastes may be burned or buried. Wastes to be burned must be isolated in a separate area of the site. Contact the local fire department, DENR, and local law enforcement prior to open burning.
<u>White goods/metals:</u> Refrigerators, washers, dryers, freezers, stoves, water heaters and other recyclable scrap metals, excluding fuel tanks unless they have been cleaned and can be recycled.	These materials may be accepted for temporary storage only. A properly certified or trained individual must remove all refrigerants (Freon) from refrigerant-containing appliances prior to recycling.
<u>Waste tires</u>	Waste tires may be accepted for temporary storage only. Keep tires at least 300 feet away from any open flame. Waste tires may not be burned or buried. Storage is not to exceed one year.
<u>Miscellaneous wastes:</u> Carpets, chairs, couches, mattresses, linoleum, glass, and similar materials.	These wastes may not be burned. These materials must be buried.
<u>Ash</u>	Only ash from wood burning stoves or other household sources and authorized on-site open burning may be accepted for burial.
<u>Yard waste:</u> Leaves, grass clippings and similar vegetation.	Yard waste may not be burned. Yard waste must be composted. Reuse of compost shall be in compliance with applicable federal, state and local laws.

Other wastes not listed above may be approved by DENR on a case-by-case basis. Waste not specifically listed above or approved by DENR must be removed and properly disposed at a permitted municipal solid waste landfill. DENR can be contacted at (605) 773-3153.

Table 2
Unauthorized Wastes
Restricted Use Solid Waste Disposal Facility

The following wastes are not allowed to be accepted at a restricted use site. If these substances/materials are found at the site, proper specific handling procedures and requirements are stated below for operator use. DENR can be contacted at (605) 773-3153.

Type of Waste	Handling Procedures / Requirements
<u>Hazardous waste:</u> Waste oil, solvents, PCBs, ash, or similar wastes.	Isolate waste and contact DENR as soon as possible.
<u>Pesticide containers</u>	Waste must be removed from the site and taken to a permitted municipal solid waste landfill or contact the Department of Agriculture about recycling options.
<u>Regulated asbestos-containing materials</u>	Isolate waste and contact DENR as soon as possible. Waste must be taken to a permitted municipal solid waste landfill.
<u>Lead-acid batteries</u>	Waste must be removed from the site and taken to a recycler that accepts lead-acid batteries.
<u>Putrescible wastes:</u> Municipal solid waste and household garbage.	Waste must be removed from the site and taken to a permitted municipal solid waste landfill.
<u>Liquid waste:</u> Petroleum products, sludges, tar, paint, used motor oil, contaminated water, or other liquid wastes.	Isolate waste and contact DENR as soon as possible to determine appropriate disposal methods.
<u>Treated wood:</u> Wood treated with inorganic chemicals, chromated copper arsenate (CCA), pentachlorophenol (PCP), or creosote. CCA and PCP treated wood is commonly referred to as green or brown treated.	Waste must be removed from the site and taken to a permitted municipal solid waste landfill for disposal.
<u>Miscellaneous wastes:</u> Cardboard, plastic, plastic containers, Styrofoam, foam rubber, packaging materials, loose insulation, containerized paints, sealants, adhesives, and similar materials.	Waste must be removed from the site and taken to a permitted municipal solid waste landfill for disposal or recycled.
<u>Electronic wastes:</u> Televisions, computers, monitors, cell phones, VCRs/DVDs, and similar electronic waste materials	Electronic wastes must be removed from the site and taken to a recycler or permitted municipal solid waste landfill.
<u>Contaminated soil:</u> Soil contaminated with diesel fuel, fuel oil, kerosene, jet fuel, gasoline, pesticides, solvents, transformer oil, motor oil, lubricants, grease, tar, or similar materials.	Isolate waste and contact DENR as soon as possible to determine appropriate disposal methods.

Regional Landfills are located in Brookings and Watertown, South Dakota. A Regional Landfill is allowed to accept household garbage, industrial and commercial waste materials, contaminated soil, yard waste, construction and demolition waste materials, waste tires and recyclables. It is anticipated that a commercial garbage hauler will be utilized by Otter Tail Power Company and its construction contractors and that any commercial hauler will dispose of the collected materials at one of the Regional Landfills located at Brookings or Watertown.

It is the opinion of the Local Review Committee that sufficient capacity exists in area landfills to accept any and all waste materials from construction and operation of the Astoria Station. An adequate number of reputable waste haulers are available to insure that proper disposal of all waste will occur.

(6) LAW ENFORCEMENT

Gregg Jongeling, Consultant to the Local Review Committee, interviewed Cory Borg, Acting Sheriff for Deuel County at his office in the Courthouse in Clear Lake, SD. He is acting as sheriff while Sheriff David Solem is on medical leave. He has only been in Deuel County for three years, so he was not there when the Deer Creek Station was constructed by Basin Electric. He stated that the Sheriff's Office provides law enforcement services to all towns in Deuel County.

Acting Sheriff Borg suggested that a meeting of emergency service providers should be held before construction begins at the Astoria Station. Watertown provides 911 service for Deuel County. There is limited cell phone service in the area, so a 911 call may be answered by Watertown, Brookings or Hendricks, MN. Brookings immediately transfers the call to Watertown so that is not a problem. With Hendricks, it may be handled differently.

When fire departments are paged in the area of the Astoria Station, Watertown 911 will dispatch both Toronto and Astoria each time.



Deuel County Sheriff's patrol vehicle

The Deuel County Sheriff's Department is contracted by all communities in the area to provide law enforcement services. The main complaint received by the Sheriff's office in the area is speeding through Toronto on SD Hwy 28 which is the Main Street. Acting Sheriff Borg expects that the construction of the project may exacerbate the problem.

Mr. Jongeling met with Sheriff Martin Stanwick at his office next to the Brookings County Courthouse in Brookings, SD. Stanwick was Sheriff during the construction of the Deer Creek Station and is familiar with situations created during that time.

Sheriff Stanwick stated that since Deer Creek Station has gone into operation, Basin Electric hosts an annual emergency services meeting for all fire, ambulance and law enforcement agencies to keep them up to date on Deer Creek operations. Basin Electric has also been very involved with the emergency services community. They have made substantial donations for equipment such as AED units and fire department rescue equipment.

During construction, Deer Creek had a safety officer and a nurse on site. He remembers only one medical call for service during that time at the Deer Creek Station site. There were complaints of speeding and dust on local gravel roads. His officers did spend time dealing with that and he personally addressed the construction crew at one time to try to limit the complaints.

Sheriff Stanwick does not anticipate any problems from the Astoria Station construction or operation. Since there is only one-half mile of township road with no houses along the road he expects that dust and speeding complaints will be minimal. He expects no traffic problems in Brookings County. He does encourage Otter Tail Power Company and their construction contractor to hold regular emergency services meetings to keep everyone cognizant on safety issues. The first meeting should be prior to construction startup.



It is the opinion of the Local Review Committee that both the construction and operational phases of the Astoria Station Project will have no significant impact on law enforcement activities and facilities in the study area. Construction projects of similar size have not created significant problems for law enforcement. Both Deuel County and Brookings County Sheriff's Offices are prepared to handle the influx of temporary workers over the thirteen-month proposed construction period. The Committee recommends that Otter Tail Power Company and their construction project manager host a pre-construction meeting for emergency services agencies to familiarize them with the location, scope and timing of the project.

(7) TRANSPORTATION

Gregg Jongeling, Consultant to the Local Review Committee, met with Deuel County Highway Superintendent Jamie Hintz in his office just north of Clear Lake. He was very aware of the Astoria Station project and drew some comparisons to the wind tower projects in southern Deuel County. The wind projects had resulted in damage to county roads and he had been diligent in getting reparations. Mr. Hintz strongly encouraged Otter Tail to re-construct the half mile of 482nd Avenue from SD Hwy 28 north to the site. This would allow access during construction directly from a state highway constructed to standards that would handle the loaded trucks present during project construction. Any other access to the site would be over county and township roads for a distance of two and one-half miles. These roads are not capable of handling the loads and would require upgrading, maintenance and repair that may come at a higher cost than a half mile of road construction. He was cognizant of the fact that much of the half mile of 482nd Avenue is a slough that may require special permitting and a large quantity of fill material to construct a proper access road.



482nd Avenue looking south toward SD Highway 28



482nd Avenue passes through a low area that holds water

It is Mr. Hintz' opinion that Deuel County would not add this section of road to the county highway system as it would provide access only to the Otter Tail Power Company generating station. However, he stated that Deuel County provides snow removal services for Scandinavia Township and, since they are in the area clearing the highway to Astoria, this section of township road could have priority snow removal. Haul road agreements, future maintenance agreements, and construction permits should all be in place before construction begins on the site.

Jesse Christianson, who serves as Clerk of Scandinavia Township where the Astoria Station will be located, strongly encouraged Otter Tail Power Company to re-construct the half mile of 482nd Avenue from SD Hwy 28 north to the project site. This would provide the most direct access to the project during construction and operation. Scandinavia Township contracts with Deuel County for snow removal services. Mr. Christianson felt that the County, which clears the road to Astoria as a priority, could also clear this half mile of road at the same time assuring early snow removal for the site. As previously stated by Highway Superintendent Hintz, any other access would be over longer stretches of township roads that were not built to handle the anticipated loads needed to construct the Astoria Station.



482nd Avenue looking south from Astoria Station site toward SD Highway 28

If any other route is utilized it will be imperative that haul road agreements are in place to guarantee that the roads are returned to acceptable condition. Dust control will be required on any of the gravel roads utilized by construction traffic. If 482nd Avenue is reconstructed, it should be designated as the only acceptable route for construction workers and construction materials.

At the public hearing held November 27, 2017, in Toronto Gary Jaeger, Chair of the Deuel County Commission and William Swanson, Otter Tail Project Manger discussed the process for getting re-construction of 482nd Avenue from SD Hwy 28 to the Astoria Station accomplished. It was Commissioner Jaeger's recommendation that he and Mr. Swanson set up a meeting with Jaimie Hintz, Deuel County Highway Superintendent, Scandinavia Township Supervisors Dennis Kanengieter and Jesse Christenson to discuss the procedure for moving forward with the re-construction of 482nd Avenue.

RECOMMENDATIONS

It is the opinion of the Local Review Committee that Otter Tail Power Company should immediately begin the process of re-construction of one-half mile of township road (482nd Avenue) from SD Highway 28 north to the Astoria Station site. This will entail a road agreement with Scandinavia Township, procurement of a consulting engineering firm to design the project, possible wetlands mitigation, and construction of the road during the summer of 2019. All construction traffic to the Astoria Station site should then be restricted to this access road.

In the event that 482nd Avenue is not reconstructed, any gravel road utilized by construction traffic should have continuous dust control maintained. Haul road agreements will be required, and the roads must be returned to their previous condition. A significant amount of construction will be required at intersections allowing for loads to make corners. These costs can be eliminated if the half mile of 482nd Avenue is re-constructed.

(8) FIRE PROTECTION

Jesse Christianson serves on the Astoria Volunteer Fire Department. He provided the name and telephone number of Jason Landmark, 605-690-0923, as Chief. He stated that they have a full complement of firefighters, are working toward a Class A rating, and would like to construct a new fire station in Astoria. We discussed ambulance service. Jesse stated that 911 is answered at Watertown and they often dispatch the Clear Lake Ambulance. Hendricks is much closer to the Astoria Station site and would probably be the preferred ambulance if available. Hendricks has only one ambulance so if it is busy Clear Lake would be the backup. I mentioned that Otter Tail, and their contractors, will probably host a meeting of emergency services providers prior to work commencing on the site. Jesse felt that this meeting would be extremely important to foster communication and coordination for emergency services during construction and operation of the Astoria Station.

The Toronto Fire Department has agreements with the other area departments and would be available to assist with any fire or emergency situation that may arise.



Toronto, SD Fire Station and City Hall

Acting Sheriff of Deuel County, Cory Borg, indicated that when fire departments are paged in the area of the Astoria Station, Watertown 911 will dispatch Toronto and Astoria together each time. This is to ensure that an adequate number of volunteers will be able to respond.

It is the opinion of the Local Review Committee that adequate fire protection can be provided by fire departments in the area. Toronto and Astoria Departments are dispatched together. They have mutual aid agreements with other departments that can be called upon as necessary.

(9) HEALTH

Two aspects of health should be discussed. First, the operation of the Astoria Station will not affect the health of the surrounding residents. The clean burning natural gas turbine will not result in significantly diminished air quality. The closest residences are nearly a mile from the site. Otter Tail Power Company enlisted the expertise of HDR, Inc. to study the noise effects of the power generating facility. Their findings detailed in Appendix D of the HDR Noise Study which was submitted as part of Otter Tail Power Company's e-filing dated 10-5-17 and filed as SD PUC EL17-042 showed that an increase in noise levels at the locations of the current residences would be negligible. They stated that a change in perceived noise level would not be noticed by a person with normal hearing.

The second aspect to be considered is the availability of and/or impact on health services for the project workforce. The closest hospital to the site is located twelve miles away in Hendricks, MN. It provides twenty-four-hour emergency service with a Level IV Trauma Program. Other hospitals with Emergency/Trauma Rooms are located thirty miles away at Brookings (closest ambulance with life support) and Watertown. Sanford Clear Lake Medical Center in Clear Lake, SD, (twenty miles) provides twenty-four-hour emergency care. Ambulance service in the event of a 911 call would most likely be provided by the Clear Lake ambulance. White, SD also provides ambulance service. However, Hendricks, MN, dispatched by Ivanhoe, MN would be closer but with only one ambulance, may not always be available. Arrangements can be discussed if a pre-construction meeting is held prior to beginning construction activities.

It is the opinion of the Local Review Committee that the construction project and the operation of the Astoria Station will not significantly impact health facilities in the general area of the site. It is also the conclusion of the Committee that adequate emergency health services are available if needed during construction or operation of the Astoria Station. The Local Review Committee recommends that contractors on the site be made aware of what the probable response to a 911 call for medical assistance will be. It would be advisable that an emergency services meeting be held prior to construction beginning.



Clear Lake, SD Hospital



Clear Lake, SD Avera Clinic

(10) RECREATION

The study area and vicinity have a myriad of outdoor recreational activities available. Hunting and fishing are available in season. Golf is readily available during the summer at White and Clear Lake. In winter there are opportunities for ice fishing, snowmobiling and attending spectator sports such as high school athletic contests or South Dakota State University athletic activities in Brookings, SD.

It is the opinion of the Local Review Committee that both the construction and operational phases of the Astoria Station Project will have no significant impact on recreational activities and facilities in the study area. It is anticipated that the workers will be assimilated into the general population of the communities or areas that they choose to live in during the construction project. Most of the workers will be working only for part of the project and will be short term visitors. With many of the workers leaving on weekends and holidays to return to their permanent homes, their demand for recreational services is very limited. The existing recreational facilities will be able to adequately provide for the limited recreational needs of the construction workers and the full time employees will be easily assimilated into the communities in which they choose to reside.



Ulven City Park, Clear Lake, SD



Camping

(11) GOVERNMENT

Each of the local governments surveyed felt that the Astoria Station Project would have a positive impact on their community or county. They look forward to the increased economic activity that will be generated during construction and operation of the facility. During construction, the workers will have a very small impact on government services but will have a much greater impact in generating sales tax revenue.



Deuel County Courthouse

Deuel County will generate revenue from zoning fees and building permit fees. These revenues will compensate the County for its expenses.

Local government entities have gone on record with letters and resolutions of support. Deubrook Area Schools District 5-6 submitted a letter of support stating that the school district “believes Astoria Station will have a positive impact on the local and regional economy through tax benefits, infrastructure improvements, and jobs.” The Deuel County Commission submitted Resolution 17-90 stating, in part, “the Commissioners believe that Ottertail Power Company’s proposed Astoria Gas Project is a responsible project for rural South Dakota residents and businesses, and that the construction and operation of the proposed natural gas plant will benefit the economy of Deuel County and eastern South Dakota.” A letter of support was received from Brookings County stating “The Brookings County Commission would like to show its support for Otter Tail Power Company’s proposed Astoria Station.” The Town of Toronto, in its letter of

support, stated “The Town of Toronto would like to express their support of the Astoria Station. We appreciated the commitment to low cost, reliable, clean energy.” The City of Clear Lake submitted resolution 2017-8 in support of the Astoria Station Power Plant Project. They listed a number of benefits that the project would bring to the area including temporary and permanent jobs. The City Council resolved that “the City of Clear Lake supports Otter Tail Power Company’s proposed Astoria Station project.”

State Representative John Mills and State Senator John Wilk both submitted letters of support. Representative Mills stated, “The plant will provide jobs and other economic benefits during both construction and operation, and following construction will add a nice property tax boost, supporting the local school and county government.” Senator Wilk, in his letter of support, noted “The location couldn’t be more perfectly placed, the relationship with the site’s neighbors has been well established, and the people who live nearby have been supportive of this plant.”

The completion of the Astoria Station facility will result in increased property taxes for Deuel County and for Scandinavia township. These property taxes will be substantial and will more than likely far exceed the costs of providing government services.

Mr. Jongeling, Consultant to the Local Review Committee, met with Jodie Theisen, Deuel County Zoning Officer, in her office on the third floor of the Deuel County Courthouse. She was familiar with the Astoria Station Project and has discussed it with representatives of Otter Tail Power Company.

Under Section 1102 of the Zoning Ordinance “*Public and Private Utilities*” are allowed as a special exception. To utilize this approach, Otter Tail would have to apply to rezone the property to Commercial. If this property would be rezoned to Commercial, Otter Tail could then apply for a Special Exception for a Private Utility.

An alternative to that procedure would be to change the Deuel County Zoning Ordinance to add a Special Exception for Public and Private Utilities to the Agriculture Zone. The Zoning Officer stated, that in her consultations with the County Attorney, she had been encouraged to recommend to Otter Tail that they rezone the site to Commercial and request a Special Exception.

The Local Review Committee recommends that Otter Tail Power Company begin the process of rezoning their property to Commercial so that they may apply for the required Special Exception for a private utility. This is a significant step in gaining county approval for the project and should be initiated at the earliest possible time.

It is the opinion of the Local Review Committee that both the construction and operational phases of the Astoria Station will have a positive impact on government activities and facilities in the study area. The Local Review Committee is of the opinion that the Astoria Station Project will be beneficial to local governments by adding to the tax base. The incremental costs to governments in the area which can be associated with the construction and operation of Astoria Station will be more than offset by the revenues generated.

(12) ENERGY

The Astoria Station is being constructed by Otter Tail Power Company to provide an electric power supply within their distribution system to supplement solar and wind generated power. It will generally be used to input up to 250 megawatts of power into the power system during times of high demand. When solar and wind power is limited due to weather conditions the Astoria Station can be operated as replacement power.



It is the opinion of the Local Review Committee that the operation of the Astoria Station will have a positive impact on electrical energy supplies in the area. Otter Tail Power supplies all of the area towns with electricity. The Astoria Station simple cycle combustion gas turbine generator will generate electricity (using natural gas as fuel) to be utilized by Otter Tail Power Company to serve its power customers in the area. It is recognized by the Local Review Committee as a welcome additional provider of electricity to northeast South Dakota. This process of utilizing clean burning natural gas will provide a reasonably priced and reliable source of electricity to the area for years to come.

**CONCLUSIONS AND RECOMMENDATIONS OF THE LOCAL REVIEW
COMMITTEE FOR ASTORIA STATION, DEUEL COUNTY, SD**

AREAS TO BE ASSESSED BY LRC	LRC DETERMINATION
(1) Housing Supplies	Adequate housing opportunities exist for both construction and permanent employees
(2) Educational facilities and manpower	Area school districts have adequate capacity to accept additional students
(3) Water supply and distribution	Otter Tail should do a thorough analysis of the option of connecting to Brookings-Deuel Rural Water System as opposed to utilizing a well with significant water treatment needed
(4) Waste water treatment and collection	A septic system should be adequate for domestic waste. Operating as a closed system for process water will be a positive.
(5) Solid waste disposal and collection	Sufficient capacity exists in local landfills for waste generated during construction and operation
(6) Law enforcement	No significant effect is anticipated
(7) Transportation	Otter Tail should immediately begin the process of designing and re-constructing one-half mile of 482 nd Avenue from SD Hwy 28 north to the Astoria Station site and utilize this route as the access for construction.
(8) Fire protection	Adequate fire protection can be provided by Astoria and Toronto rural Fire Departments and mutual aid agreements exist if necessary. A pre-construction meeting for emergency services personnel should be held.
(9) Health	No significant effect is anticipated
(10) Recreation	No significant effect is anticipated
(11) Government	Positive effect is anticipated with tax revenues being more than the incremental costs associated with the project
(12) Energy	Positive effect of providing clean, low cost power for the surrounding area

NARRATIVE FOR CONCLUSIONS AND RECOMMENDATIONS

Proposed Ottertail Power Company Astoria Station Energy Conversion Facility

Pursuant to SDCL 49-41B-7 the South Dakota Public Utilities Commission designated a Local Review Committee to assess the extent of the protentional social and economic effect to be generated by the proposed facility, to assess the affected area’s capacity to absorb those effects at various stages of construction, and formulate mitigation measures. The assessment by the Local Review Committee shall also consider the temporary and permanent alternatives in the following areas:

1. Housing Supplies
2. Educational Facilities and Manpower
3. Water Supply and distribution
4. Waste water treatment and collection
5. Solid Waste disposal and collection
6. Law Enforcement
7. Transportation
8. Fire protection
9. Health
10. Recreation
11. Government
12. Energy

It is the opinion of the Local Review Committee that the proposed Astoria Station Energy Conversion Facility to be constructed one mile west and one and one-half miles north of Astoria, SD will not have a significant social or economic effect on the PUC defined six-mile radius study area within the State of south Dakota. It is our opinion that the area will be able to absorb the construction activities and that the area will gain significant benefits during and after project construction.

The following conclusions and recommendations are a summary of the Local Review Committee’s findings:

6. **Housing Supplies** – Positive impact

CONCLUSIONS

It is the opinion of the Local Review Committee that adequate housing opportunities exist in the vicinity of the Astoria Station to service both the temporary construction workers and the permanent employees of Otter Tail Power Company who will operate the electric generation facility. These include building lots, rental property, apartments and single-family homes.

RECOMMENDATIONS

None

7. **Educational Facilities and Manpower** – Positive Impact

CONCLUSIONS

It is the opinion of the Local Review Committee that each of the school districts near the Astoria Station will be able to accommodate the small number of students likely to result from the hiring of three to five employees to operate the Astoria Station for Otter Tail Power Company.

RECOMMENDATIONS

None

8. **Water Supply and Distribution** -- No significant impact

CONCLUSIONS

It is the opinion of the Local Review Committee that Otter Tail Power Company will have to provide on-site storage for process water because both the installed well and Brookings-Deuel Rural Water System cannot supply an adequate flow rate for use during power generation. If well water is to be utilized, a sophisticated water treatment system will be needed to remove the dissolved solids and minerals to make it useable for process and domestic use.

RECOMMENDATIONS

The Local Review Committee recommends that Otter Tail Power Company do a thorough analysis of their options for water supply at the site. Brookings-Deuel Rural Water System reports that it has an adequate supply of water within their system to supply the Astoria Station. The problem is flow rate. If the Astoria Station intends to install storage capacity on-site they may be able to utilize water from Brookings-Deuel Rural Water System and not have to incur the costs of a significant water treatment operation utilizing the on-site well.

9. **Waste Water Treatment and Collection** – No significant impact

CONCLUSIONS

It is the opinion of the Local Review Committee that on-site treatment of domestic waste utilizing a typical septic system constructed to the standards of the South Dakota Department of Natural Resources will be adequate for treating domestic waste from the office portion of the Astoria Station. According to Otter Tail Power Company, the plant will operate as a closed system and no process water will be discharged. If any discharges are planned, a proper permit from SD DENR will be required before any water may be discharged.

RECOMMENDATIONS

None

10. Solid Waste Disposal and Collection – No significant impact

CONCLUSIONS

It is the opinion of the Local Review Committee that sufficient capacity exists in area landfills to accept any and all waste materials from construction and operation of the Astoria Station. An adequate number of reputable waste haulers are available to insure that proper disposal of all waste will occur.

RECOMMENDATIONS

None

11. Law Enforcement – No significant impact

CONCLUSIONS

It is the opinion of the Local Review Committee that both the construction and operational phases of the Astoria Station Project will have no significant impact on law enforcement activities and facilities in the study area. Construction projects of similar size have not created significant problems for law enforcement. Both Deuel County and Brookings County Sheriff's Offices are prepared to handle the influx of temporary workers over the thirteen-month proposed construction period. The Committee recommends that Otter Tail Power Company and their construction project manager host a pre-construction meeting for emergency services agencies to familiarize them with the location, scope and timing of the project.

RECOMMENDATIONS

None

12. Transportation – Significant impact to Scandinavia Township road 482nd Avenue

CONCLUSIONS

The Local Review Committee is of the opinion that access to the Astoria Station should be on 482nd Avenue from SD Highway 28. This would be the most efficient means of access to the site and will result in the least disruption to traffic in the area.

RECOMMENDATIONS

It is the opinion of the Local Review Committee that Otter Tail Power Company should immediately begin the process of re-construction of one-half mile of township road (482nd Avenue) from SD Highway 28 north to the Astoria Station site. This will entail a road agreement with Scandinavia Township, procurement of a consulting engineering firm to design the project, possible wetlands mitigation, and construction of the road during the summer of 2019. All construction traffic to the Astoria Station site should then be restricted to this access road.

In the event that 482nd Avenue is not reconstructed, any gravel road utilized by construction traffic should have continuous dust control maintained. Haul road agreements will be required, and the roads must be returned to their previous condition. A significant amount of construction will be required at intersections allowing for loads to make corners. These costs can be eliminated if the half mile of 482nd Avenue is reconstructed.

13. Fire Protection -- No significant impact

CONCLUSIONS

It is the opinion of the Local Review Committee that adequate fire protection can be provided by fire departments in the area. Toronto and Astoria Departments are dispatched together. They have mutual aid agreements with other departments that can be called upon as necessary.

RECOMMENDATIONS

A meeting with all emergency responder organizations in the area should be held by Otter Tail Power Company and their contractors before construction begins.

14. **Health** – No significant impact

CONCLUSIONS

It is the opinion of the Local Review Committee that the construction project and the operation of the Astoria Station will not significantly impact health facilities in the general area of the site. It is also the conclusion of the Committee that adequate emergency health services are available if needed during construction or operation of the Astoria Station.

RECOMMENDATIONS

The Local Review Committee recommends that contractors on the site be made aware of what the probable response to a 911 call for medical assistance will be. It would be advisable that an emergency services meeting be held prior to the beginning of construction.

15. **Recreation** – No significant impact

CONCLUSIONS

It is the opinion of the Local Review Committee that both the construction and operational phases of the Astoria Station Project will have no significant impact on recreational activities and facilities in the study area. It is anticipated that the workers will be assimilated into the general population of the communities or areas that they choose to live in during the construction project. Most of the workers will be working only for part of the project and will be short term visitors. With many of the workers leaving on weekends and holidays to return to their permanent homes their demand for recreational services is very limited. The existing recreational facilities will be able to

adequately provide for the limited recreational needs of the construction workers and the full time employees will be easily assimilated into the communities in which they choose to reside.

RECOMMENDATIONS

None

16. Government – Positive impact

CONCLUSIONS

It is the opinion of the Local Review Committee that both the construction and operational phases of the Astoria Station will have a positive impact on government activities and facilities in the study area. The Local Review Committee is of the opinion that the Astoria Station Project will be beneficial to local governments by adding to the tax base. The incremental costs to governments in the area which can be associated with the construction and operation of Astoria Station will be more than offset by the revenues generated.

RECOMMENDATIONS

None

17. Energy – Positive impact

CONCLUSIONS

It is the opinion of the Local Review Committee that both the construction and operational phases of the Astoria Station will have a positive impact on government activities and facilities in the study area. The Local Review Committee is of the opinion that the Astoria Station Project will be beneficial to local governments by adding to the tax base. The incremental costs to governments in the area which can be associated with the construction and operation of Astoria Station will be more than offset by the revenues generated.

RECOMMENDATIONS

None