



DIABLO CANYON
Decommissioning Engagement Panel

Diablo Canyon Decommissioning Engagement Panel

Online Meeting
May 26, 2021
DiabloCanyonPanel.org





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Decommissioning Engagement Panel

Meeting Overview

Chuck Anders, Panel Facilitator

- Safety Briefing
- Introduction of New Panel Members
- Spent Nuclear Fuel Management Update
- Coastal Development Permit and CEQA
- PG&E Update
- Public Comment



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Safety Briefing

Dr. Timothy Auran, Panel Member





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New Engagement Panel Members



Bill Almas



Mariam Shah

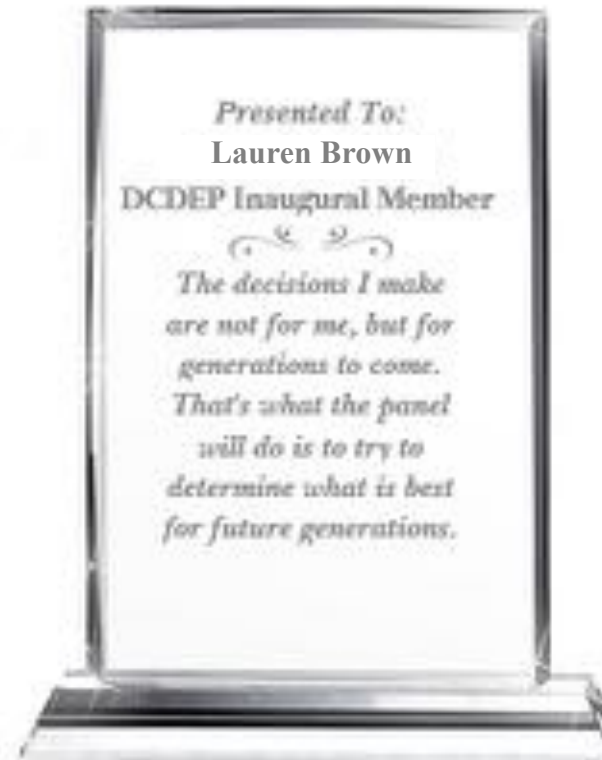


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Thank You Lauren Brown



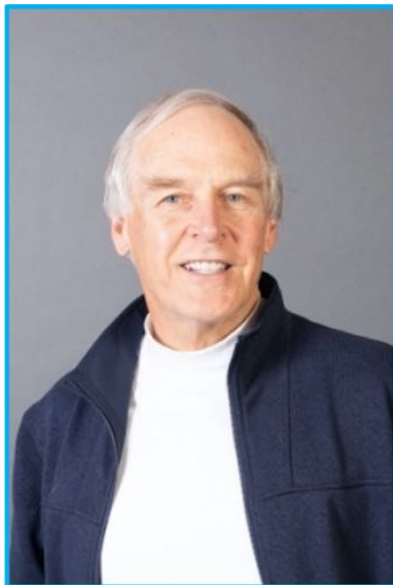
Lauren Brown



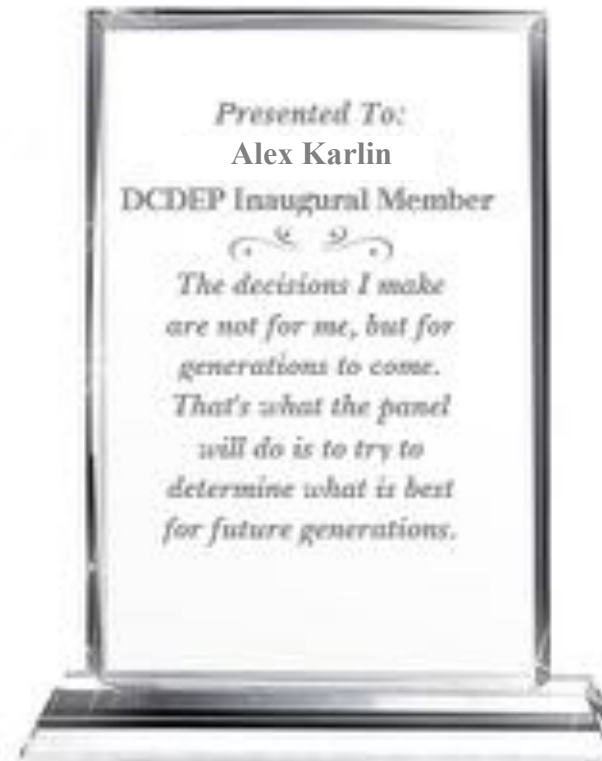


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Thank You
Alex Karlin



Alex Karlin





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Spent Nuclear Fuel Management Update

Linda Seeley, Panel Member

Tom Jones, PG&E

Justin Cochran, CEC

Rod McCullum, NEI

Peter Lam, DCISC





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SPENT FUEL MANAGEMENT RECOMMENDATIONS – STRATEGIC VISION

2. Dry Cask Storage System

- a. *Recommend that PG&E begin the RFP process before the end of 2019 for a new dry cask storage system which could support a more rapid offload of spent nuclear fuel from the spent fuel pools to dry cask storage, if an independent risk assessment deems this to be feasible and safe*
- b. *Recommend that PG&E thoroughly investigate and research all potential dry cask storage system designs in order to determine the best site specific system that takes into consideration the unique seismic risks at DCPD and the fact that the length of time the spent nuclear fuel and GTCC waste will be stored on site cannot be estimated at this date*
- c. *Recommend that PG&E select a dry cask fuel storage system that uses advances in the materials, manufacturing and engineering of dry cask storage systems in order to improve the shielding and confinement of spent nuclear fuel and the heat capacity of the canisters*
- d. *Recommend that PG&E select a dry cask storage system that would allow for 24-hour radiation monitoring, full inspection capability, be fully retrievable, have the capability to either repackage or repair a damaged cask and be licensed for transportation*
- e. *Recommend that the new dry cask system minimize dose rates to workers to the greatest extent achievable*



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SPENT FUEL MANAGEMENT RECOMMENDATIONS – STRATEGIC VISION

3. *Dry Cask Loading*
 - a. *Recommend that all PG&E staff and any outside contractors involved with cask loading receive ample pre-operational training and testing, based on lessons learned in other ISFSIs, prior to implementation of any new dry cask storage system*
 - b. *Recommend that any outside contractors involved with cask loading have experience with the system and be fully trained, vetted and adequately supervised*



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SPENT FUEL MANAGEMENT RECOMMENDATIONS – STRATEGIC VISION

4. *Aging Management Program*
 - a. *Recommend that PG&E develop an Aging Management Program for the ISFSI as soon as practicable, possibly before such program is required to be prepared*
 - b. *Recommend that PG&E conduct a future feasibility assessment of the benefits and costs of enclosing the existing ISFSI, including a climate-controlled environment alternative*
 - c. *Recommend that if stress corrosion cracks or other degradation is found, this should be identified early and appropriate corrective actions taken immediately, which may include enclosing the ISFSI in a structure, and any such experience and information be shared transparently with regulators, other ISFSI operators and the community*
 - d. *Recommend that PG&E continue to participate in research and collect data on the potential degradation of canisters used in the dry cask storage system and make any results available to regulators, other ISFSI operators and the public*
 - e. *Recommend that PG&E have an onsite facility or other means in place to deal with potential leaks from spent fuel canisters and the ability to repackage the spent fuel if necessary*



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SPENT FUEL MANAGEMENT RECOMMENDATIONS – STRATEGIC VISION

5. Security

- a. *Recommend that PG&E accurately budget for, and the CPUC support the funding of, comprehensive security measures for all phases of decommissioning*
- b. *Recommend that ongoing training of the security force, security drills and coordination with local law enforcement continue to exceed the minimum required by the NRC in order to maintain a highly trained, site specific security force*
- c. *Recommend that PG&E transfer spent nuclear fuel from DCPD as soon as either a CISF or permanent repository is developed in order to save ratepayers the cost of indefinite security*



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SPENT FUEL MANAGEMENT RECOMMENDATIONS – STRATEGIC VISION

6. *Offsite Repository for Spent Nuclear Fuel*
 - a. *Recommend that the spent nuclear fuel and GTCC waste stored in the DCPD ISFSI be transported to a permanent government repository located offsite as soon as possible, presuming a safe transportation method for such movement is developed and followed*
 - b. *Recommend that PG&E move the spent nuclear fuel and GTCC waste stored in the DCPD ISFSI to a Consolidated Interim Storage Facility (if a permanent federal repository is not available) as soon as such site becomes operational, presuming a safe transportation method for movement is developed and followed*
 - c. *Recommend the spent nuclear fuel and GTCC waste, if transported by truck, avoid times of peak traffic through Avila Beach and other impacted communities*
 - d. *Recommend that transfer of ownership of spent nuclear fuel be formalized prior to any shipment from the DCPD to an off-site storage facility*
 - e. *Recommend that PG&E advocate for the establishment of an offsite storage solution, either a Consolidated Interim Storage Facility or a Permanent Federal Repository*



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SPENT FUEL MANAGEMENT RECOMMENDATIONS – STRATEGIC VISION

7. *DCPP Ownership*

- a. *Recommend that PG&E continues to own the DCPP and manage the decommissioning process, including the on-site management of spent fuel, in order to ensure continuity, avoid SAFSTOR, preserve local jobs, and allow for continued robust community involvement*

Update on Dry Cask Storage Request for Proposal





Request for Proposal

Key RFP Inputs

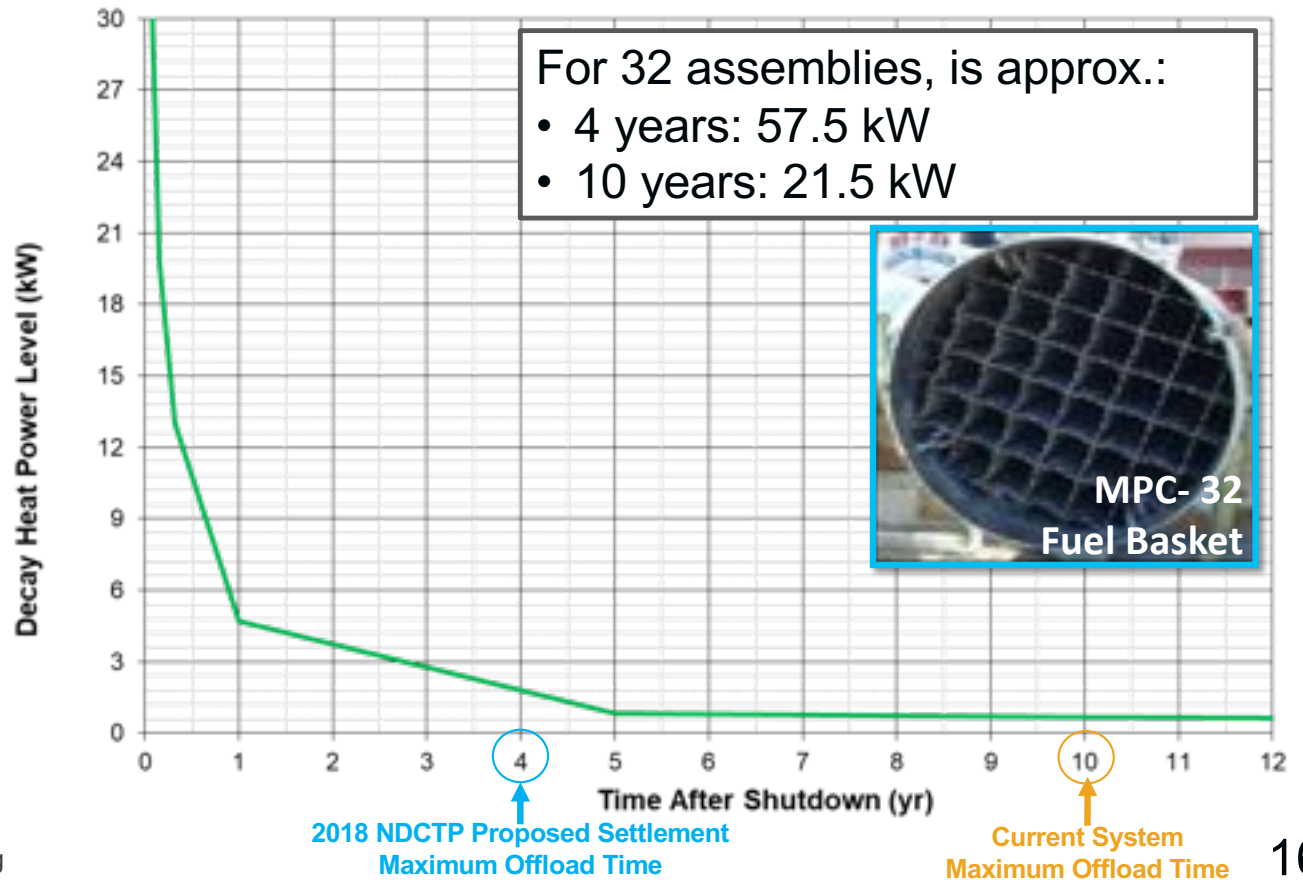
- Spent fuel offload transfer to dry cask storage within 4 years after each unit shutdown (proposed settlement agreement) (Strategic Vision IV.G.2.a)
- Robust design that meets DCCP-specific parameters:
 - Seismic (Strategic Vision IV.G.2.b)
 - High burn-up fuel, heat load, etc. (Strategic Vision IV.G.2.c)
 - 80-year design life (Strategic Vision IV.G.2.b)
 - DCCP marine environment (Strategic Vision IV.G.2.c)
- Ensure the system is easy to inspect in-place and is designed to reduce needs for aging management (Strategic Vision IV.G.2.d)
- Minimize dose to the workers and public (Strategic Vision IV.G.2.e)
- Subject to Nuclear Regulatory Commission (NRC) and other required regulatory approvals



Long-Term Monitoring

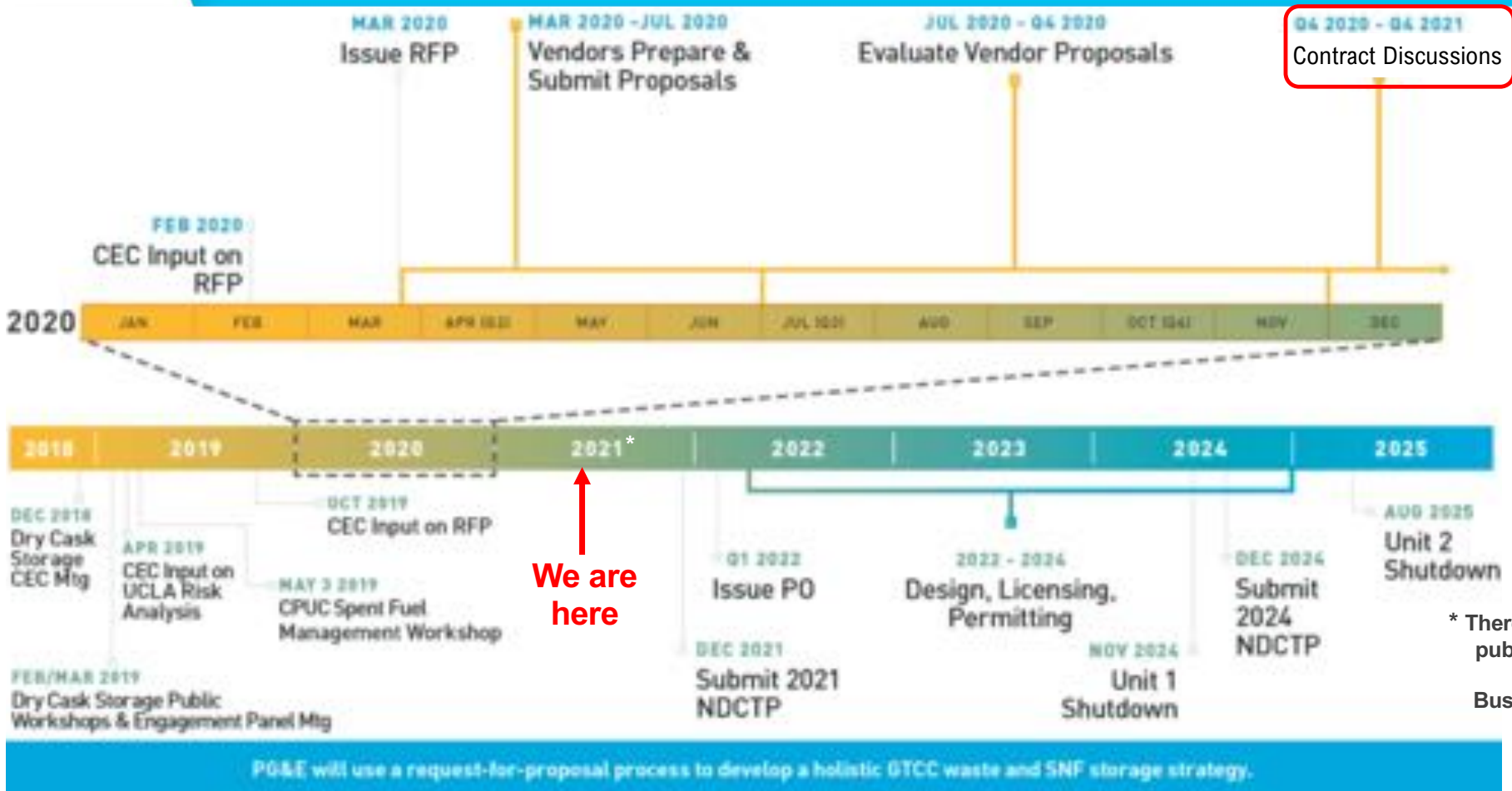
- **Spent fuel heat and doses decrease (decay) over time**
 - Doses decrease quickly to low levels, and remain low
- **PG&E will be adding real-time dose monitoring to the next NDCTP**
 - Will identify unexpected dose increases
 - Will work with current and future systems

Approximate Decay Heat Values
Single Assembly





Request for Proposal Timeline



* There is no anticipated public participation in 2021 due to the Business Confidential portion of the RFP process.

CEC: California Energy Commission
 CPUC: California Public Utilities Commission

NDCTP: Nuclear Decommissioning Cost Triennial Proceeding
 UCLA: University of California, Los Angeles

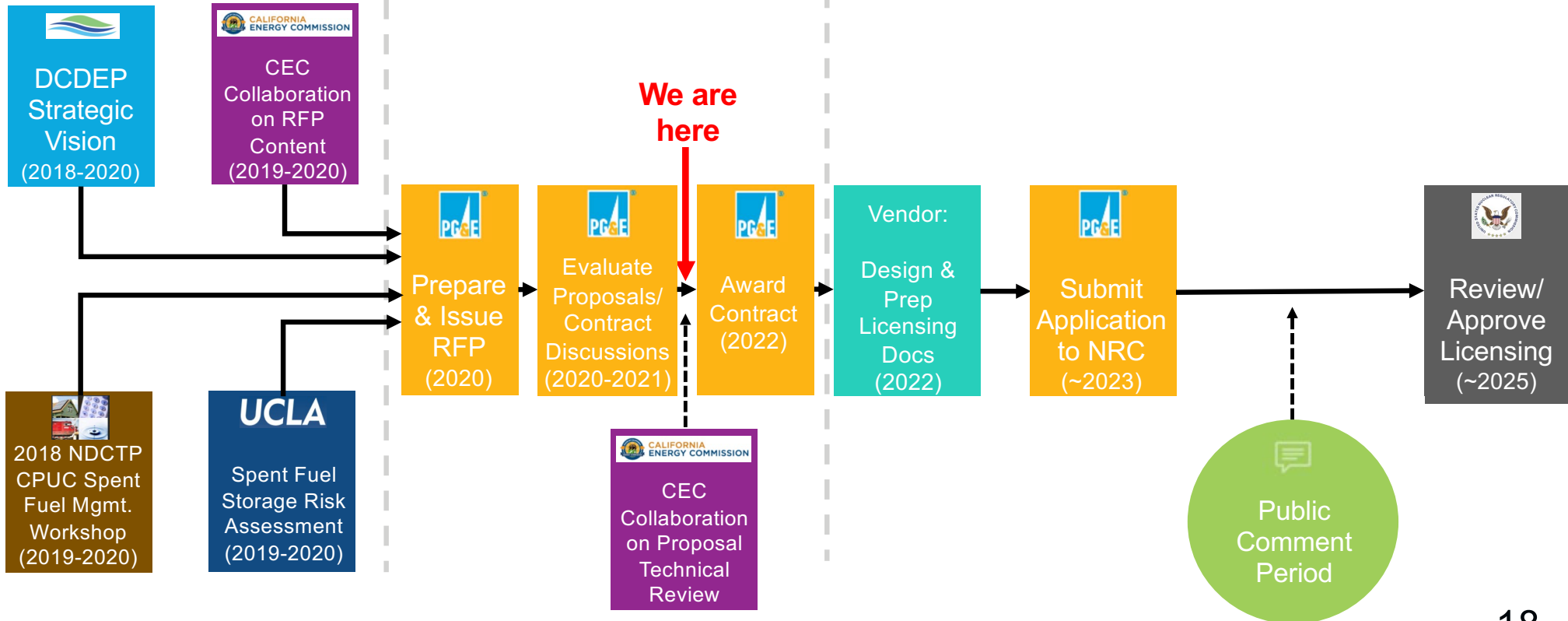


Request for Proposal Process

Public Input: ~2 yrs

Confidential Review: ~2 yr

Design and NRC Approval: 4 yrs



CPUC: CA Public Utilities Commission

DCDEP: Diablo Canyon Decommissioning Engagement Panel

NDCTP: Nuclear Decommissioning Cost Triennial Proceeding

Diablo Canyon Independent Spent Fuel Storage Installation (DC ISFSI) License Renewal





DC ISFSI Overview

- **Site-specific 10 CFR Part 72 license SNM-2511 issued in March 2004**
 - License expires in March 2024 (20-year license duration)
- **License includes:**
 - Holtec HI-STORM 100 system
 - Storage pads and anchorage
 - Cask Transfer Facility
 - Cask Transporter, Transfer Cask, Low-Profile Transporter
- **Current status:**
 - 7 completed loading campaigns
 - 1,856 fuel assemblies stored at the DC ISFSI in 58 casks





DC ISFSI License Renewal Need and Timing

- **10 CFR 72.42(a) allows NRC to renew the license for a term not to exceed 40 years**
 - License renewal application (LRA) is required to be submitted 2 years prior to existing license expiration (by March 2022 for the DC ISFSI)
- **To meet the CFR, PG&E will submit a LRA prior to March 2022**
 - PG&E conducted a public pre-application meeting with the NRC in January 2021



Overview of DC ISFSI and License

- **DC ISFSI was fully permitted and mitigated in perpetuity with state and local agencies:**
 - California Coastal Commission
 - San Luis Obispo County
- **Coastal Zone Management Act (CZMA):**
 - Addressed during initial permitting through the environmental impact statement in accordance with the California Environmental Quality Act
 - Consulted the California Coastal Commission regarding CZMA for license renewal
 - Requested submission of a coastal consistency letter similar to Humboldt Bay process



California Coastal Commission CZMA Letter for Humboldt Bay ISFSI / Applicability to DC ISFSI

- PG&E has initiated consultation with the California Coastal Commission for DC ISFSI license renewal
- Expect to use the same process as used for the Humboldt Bay ISFSI license renewal

STATE OF CALIFORNIA - NATURAL RESOURCES AGENCY
CALIFORNIA COASTAL COMMISSION
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SAN FRANCISCO, CA 94102-0119
VOICE (415) 904-5248
FAX (415) 904-5449
TDD (415) 904-5085
WWW.COASTAL.CA.GOV

CLAYTON BROWN, GOVERNOR

March 20, 2019

Mark Krausse
Director, State Agency Relations
Pacific Gas and Electric Company
1415 L Street, Suite 280
Sacramento, CA 95814

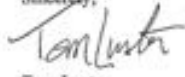
VIA EMAIL:

RE: Request for consistency certification - Nuclear Regulatory Commission license renewal of Pacific Gas & Electric's ("PG&E's") Humboldt Bay Independent Spent Fuel Storage Installation (PG&E Letter HIL-18-007)

Dear Mr. Krausse:

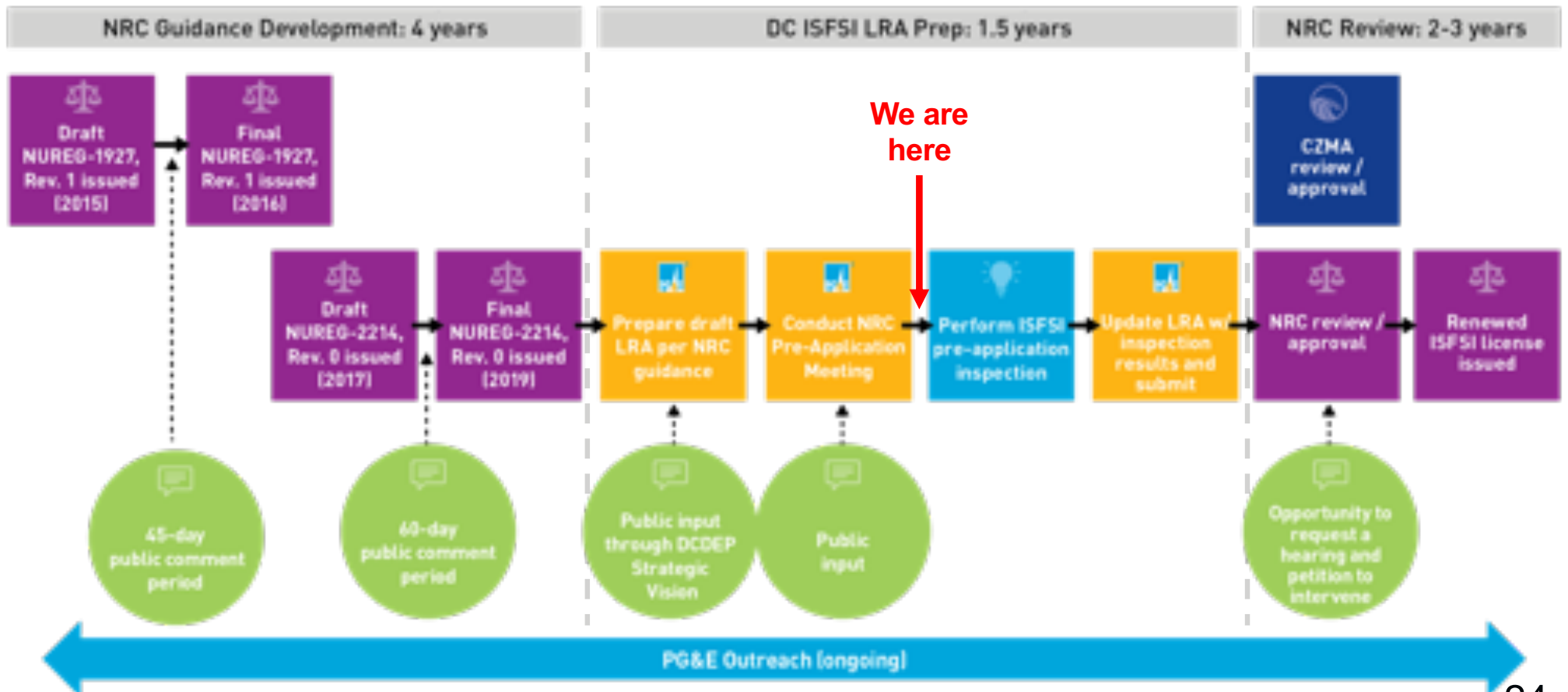
Thank you for your follow-up request regarding PG&E's July 10, 2018 letter seeking the Coastal Commission's concurrence that the above-referenced license renewal is consistent with the California Coastal Management Program ("CCMP") and the federal Coastal Zone Management Act ("CZMA"). We understand that PG&E proposes no new development as part of the license renewal and plans to continue operating the facility as it has since the Coastal Commission first found it consistent with the CCMP and CZMA on September 15, 2005. Pursuant to 15 CFR 930.62, the Commission's concurrence is presumed if we do not provide a response within six months of the request. You may therefore consider this letter as acknowledgement of the Commission's concurrence.

Please contact me at 415-904-5248 or tluster@coastal.ca.gov if you have any questions.

Sincerely,

Tom Luster
Energy, Ocean Resources, and Federal Consistency Division



DC ISFSI License Renewal Process



DCDEP: Diablo Canyon Decommissioning Engagement Panel



License Renewal Overview



Example robotic inspection of DC ISFSI system

The LRA:

- Evaluates each licensed component that is part of the DC ISFSI
- Determines what aging could potentially occur using expert guidance documents and ISFSI operating experience across the U.S.
- Proposes aging management programs (i.e., inspections) to search for the potential aging and address the findings
 - Inspects the “leading” components (not all components) to ensure no aging
- Goal: ensure the safety intended function of each component is maintained
- Environmental evaluation for additional 40 years of operation



Pre-Application Inspections

PG&E is conducting a pre-application inspections prior to submitting the LRA

- Confirms if there are any unique aging effects for the DC ISFSI site
- Gives confidence that the NRC's guidance is appropriate to use and that the LRA is bounding and robust
- Provides an opportunity to trend results from previous inspections and use those results to inform LR inspection frequencies
- PG&E has retained independent nuclear experts to challenge utility and vendor assumptions to ensure a robust and accurate LRA
- PG&E has invited independent nuclear experts, NRC, California Energy Commission, and Diablo Canyon Independent Safety Committee to observe the inspections
- PG&E invites DCDEP to observe the inspections as well (June and Sept)



Pre-Application Inspections

Inspections scope considerations:

- Material: DC ISFSI has 3 MPC material types in service; some more susceptible to chloride-induced stress corrosion cracking (CISCC)
- Heat load: lower heat loads are more susceptible to CISCC
- Time since loading (age):
 - Components have more time to degrade (corrosion, etc.)
 - More time for fuel to cool (deliquescence)
- Burnup: high burnup fuel is the subject of significant research for long-term storage
- Manufacturing deviations: may impact canister susceptibility
- Trending information for EPRI-inspected casks

Casks identified for inspection bound the above considerations (depicted on next slide)



Pre-Application Inspection Locations

#	Heat Load ¹ (kW)	Years Since Loading	Material Grade ²
1	12	8.5	304
2	20	12	304
3	15	8.5	304
4	20	11	304
5	16	7	304/304L
6	16	8.5	304
7	24	3	316/316L
8	16	5	316/316L
Insp. Avg. ³	17.4	7.9	N/A
Avg. All ⁴	20.2	6.4	N/A

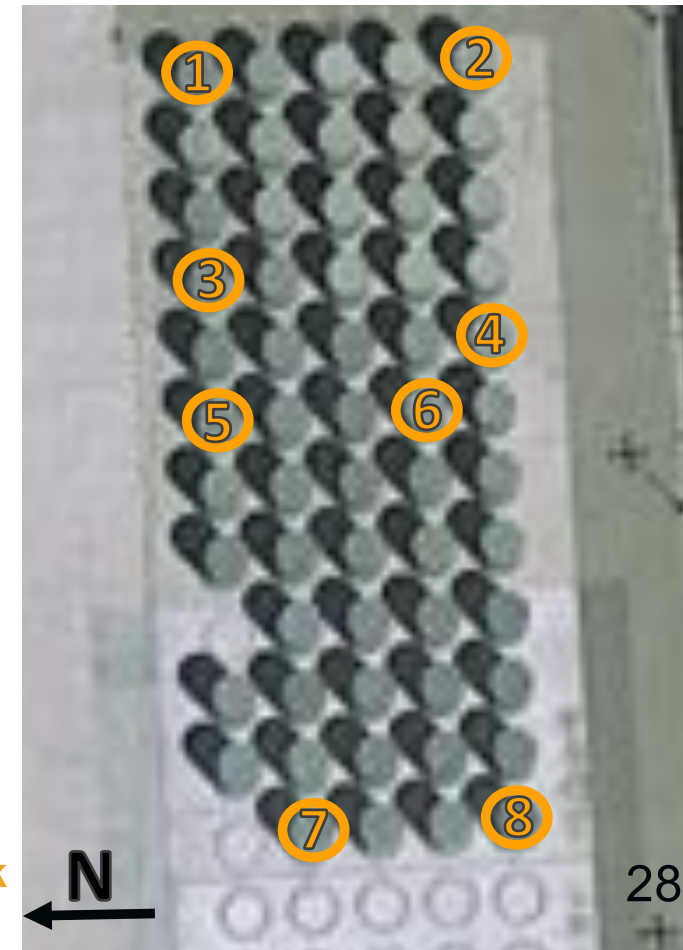
Notes – 1) Heat load at loading

2) Material types in use at DC ISFSI are 304, 304/304L, and 316/316L stainless steels

3) Average of the 8 inspection locations

4) Average of all 58 loaded casks

Selection accounts for all material types, all builds, range of cask ages, and range of heat loads



Consolidated Interim Storage of Used Nuclear Fuel

Diablo Canyon
Decommissioning Engagement
Panel – May 26, 2021

Rod McCullum
Nuclear Energy Institute



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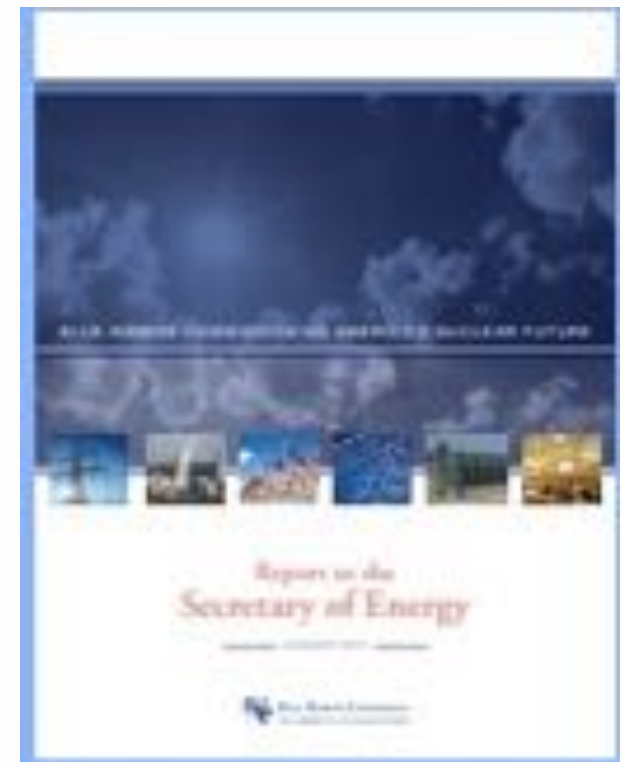
Secretary of Energy Granholm on Consolidated Interim Storage (CIS)

May 6, 2021

- “The department is really actively developing a strategic approach to moving forward with that consent-based sited federal interim storage facility, which is what we are authorized to be able to do”

Consent-based siting of used fuel facilities

- The Blue Ribbon Commission on Consent
 - Report issued January 2012
 - Recommendation #1: “The Act (NWPA) should be amended to authorize a new consent-based process to be used for selecting and evaluating sites and licensing consolidated storage and disposal facilities in the future, similar to the process established in the expired Nuclear Waste Negotiator provisions of the Act (but under new organizational leadership)”



The Blue Ribbon Commission on Consent



- Observed that “any attempt to force a top-down, federally mandated solution over the objections of a state or community—far from being more efficient—will take longer, cost more, and have lower odds of ultimate success.”
- Recommended siting approach that is “explicitly” adaptive, staged, and consent-based.
- Explained that such an approach would involve seeking volunteers and extensive negotiations
- Stopped short of defining consent but concluded “this question ultimately has to be answered by a potential host jurisdiction, using whatever means and timing it sees fit. We believe a good gauge of consent would be the willingness of affected units of government – the host states, tribes, and local communities – to enter into legally binding agreements with the facility operator, where these agreements enable states, tribes, and communities to have confidence that they can protect the interests of their citizens.”

“Adaptive” or “Phased” Management

- A common theme among used fuel management studies
 - US National Research Council / National Academy of Sciences (2003)
 - International Atomic Agency (2006)
 - US Blue Ribbon Commission on America’s Nuclear Future (2012)
 - ◆ Adaptive—in the sense that process itself is flexible and produces decisions that are responsive to new information and new technical, , or political developments
 - ◆ Phased—in the sense that key decisions are revisited and modified as necessary along the way rather than being pre-determined

Why Consolidated Interim Storage?

- It is the most efficient means of managing the nation's used nuclear fuel inventory
 - Allows aging management infrastructure to be deployed in centralized locations
 - Places storage systems in environments where age related degradation is less likely to occur
 - Leaves fewer sites requiring security protection
- It creates economic opportunity at both ends
 - Environmental Justice will be key consideration
- It provides a 40-100+ year solution while efforts to develop a permanent solution proceed at an appropriate (adaptive/phased) pace

Efficiency Opportunity

Dry Cask Storage of Used Nuclear Fuel in the US

Used fuel inventory*

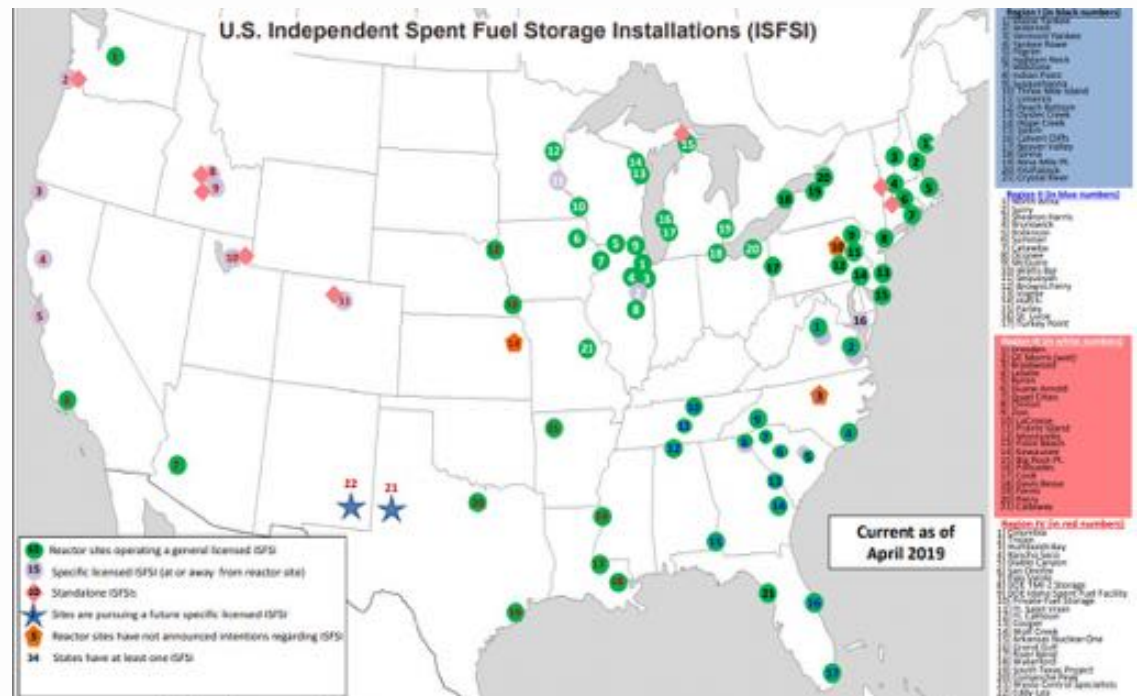
Approximately 86,000 MTU
Increases 2 - 2.4k MTU annually

ISFSI** storage

148,646 assemblies
41,000 MTU (48%)
3,370 casks/modules loaded
73 Operating dry storage ISFSIs
Eventual deployment at 76 sites (119 reactors)
19 sites where reactor operations have ceased

Long-term commitment

First Casks Loaded in 1986
Licenses being extended to 60 years
Licenses extensions approved at 32 sites
Licenses renewable for additional 40 yr. periods
NRC determined casks safe for “at least” 100 yrs



*As of December 2021

** ISFSI = Independent Spent Fuel Storage Installation

Aging Management Opportunity

- Technology adaptation for inspection, mitigation, and repair has rapidly advanced in the last 5 years
- Dozens of inspections have been completed in the field with no degradation identified
- Internal fuel integrity is being confirmed by DOE/EPRI R&D
- Inspection and repair technologies have been demonstrated at San Onofre and are being pro-actively deployed there
- Investment in aging management infrastructure optimized if inventory is stored in central location



BUSINESS Coastal Panel Votes 10-0 to Allow Storage of Spent Nuclear Fuel at San Onofre

By Chris Jenkinson July 16, 2020

Share this



The California Coastal Commission voted 10-0 in a special meeting Thursday to approve an inspection and maintenance program allowing Southern California Edison to store spent nuclear fuel in a storage site at the decommissioned San Onofre Nuclear Generating Station.

The program outlines actions SCE will take to inspect the canisters that contain spent nuclear fuel, as well as how potential issues with the canisters will be remedied.

Robotic devices will be used to inspect the canisters and site conditions will be simulated on a test canister, which will be observed for potential degradation. Two spent fuel storage canisters will be inspected every five years starting in 2024, and the test canister will be inspected every two to three years.



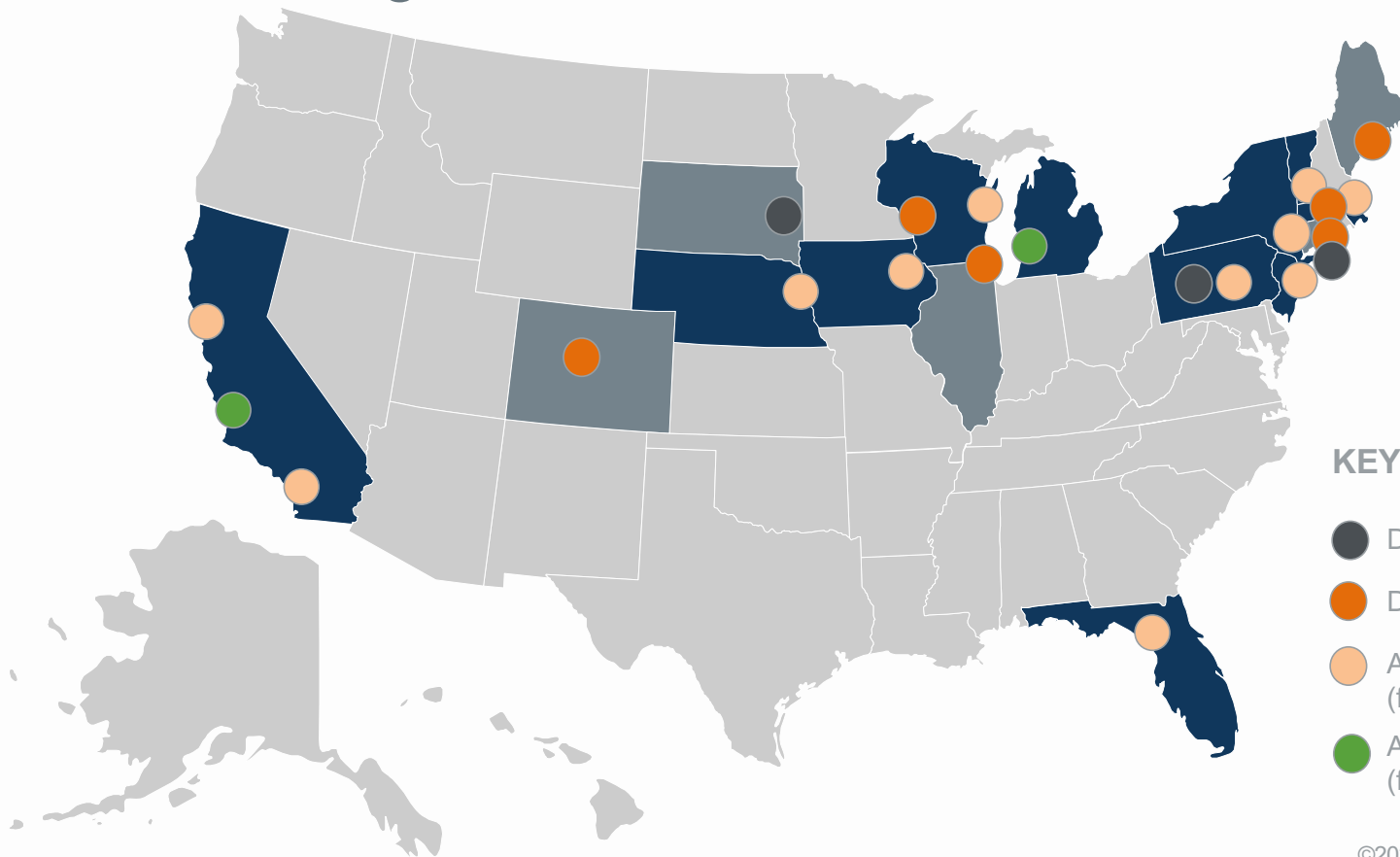
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Economic Opportunity Decommissioning Reactors in the US



KEY

- Decommissioning Complete
- Decomm. Complete (fuel remains)
- Active Decommissioning (fuel remains)
- Announced Shutdowns (fuel will remain)

Consolidated Interim Storage Options

Holtec / Eddy-Lea Energy Alliance

Southeastern New Mexico



Pictorial view of the proposed the HI-STORE CIS Facility under NRC review

Interim Storage Partners

Andrews Texas



- Both projects have license applications under NRC review – decisions expected this year
- Both projects are part of integrated decommissioning business models
- Both projects still have some work to do to earn consent
- A third project – Private Fuel Storage on tribal land in Utah – received an NRC license in 2006 but has not been built due to State opposition and economic changes
- DOE could pursue additional options

TRANSPORTING USED NUCLEAR FUEL IN THE U.S. IS...

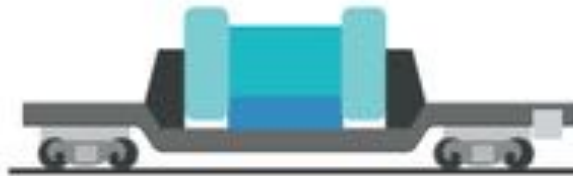
...PROVEN.

- Used nuclear fuel has been routinely transported across the U.S. for nearly 50 years for a variety of reasons other than consolidation and disposal.
- Used nuclear fuel has been regularly moved via rail, barge, or on public highways under guidelines and oversight of federal, state, and local authorities.



...SAFE.

- Used nuclear fuel is transported in robust containers called casks, which are designed to prevent the release of radioactive material.
- For every ton of used fuel, transport casks typically use about seven tons of material for protective containment, radiation shielding and impact absorption.
- Transport casks are designed, tested and licensed by the federal government to withstand potential punctures, fires, water immersion and drops.



IN NEARLY **50 YEARS** OF TRANSPORTING USED NUCLEAR FUEL, THERE HAS **NEVER** BEEN A RELEASE OF RADIOACTIVE MATERIAL TO THE PUBLIC.

...IMPORTANT.

- Transportation of used fuel supports national security and the overall health of the US economy by assuring that the radioactive byproducts of defense activities, electricity generation, medical applications and scientific research are managed in the most effective manner possible.



The Complete Used Fuel Train



- Two locomotives
- Buffer railcar
- One or more spent fuel railcar(s)
- Buffer railcar
- Rail escort vehicle

Spent Fuel Transportation Examples



July 17, 2003 West Valley shipment of commercial spent fuel by rail covered ~2,300 miles from NY to Idaho safely, securely, and without incident.

Source: USDOT



Between 1981 and 2008 Progress Energy (Now Duke) shipped over 1,500 MTU commercial spent fuel between 5 different commercial reactor sites in North Carolina and South Carolina for storage.

Source: Duke Energy



Since 1957, the Naval Nuclear Propulsion Program (NNPP) has made over 870 shipments of naval spent nuclear fuel to the Idaho National Laboratory from refueling ports all over the US.

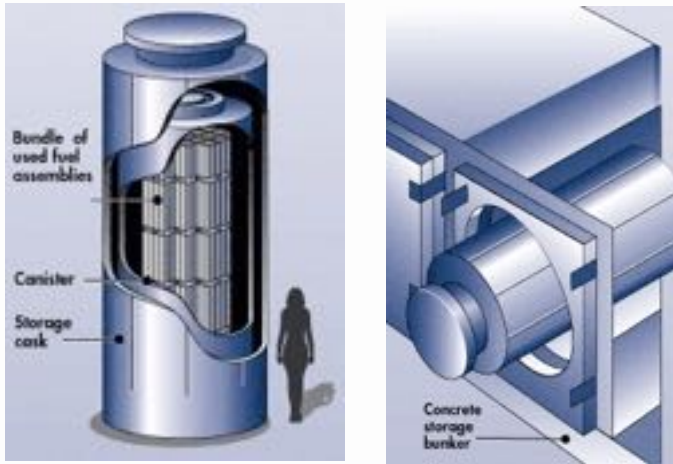
Source: US Dept of Navy / DOE National Nuclear Security Administration



For 50+ years, France has been shipping spent fuel from across France, other European Nations and Japan to its La Hague plant in Normandy for reprocessing (~30,000 MTU)

Source: Orano

Dry Cask Storage – Safety by Design



Defense-in-Depth

- Solid ceramic fuel
- Zirconium cladding
- If any defects in cladding – stainless steel damaged fuel can added around assembly
- Engineered interior basket
- Inert atmosphere
- Welded stainless steel canister (1/2" – 5/8" thick)
- Concrete cask or storage module (20" – 30" thick)
- Inspection and monitoring
- Time
- Absence of driving force
- No moving parts

Holtec Missile Test



- Test conducted August 29, 2013, U.S. Army's Aberdeen Proving Grounds
- Simulated the impact of a crashing aircraft on the HI-STAR 180 transport cask while in use as a spent fuel storage device
- The missile struck the cask at a velocity exceeding 600 miles per hour
- The Result - no breach of the containment boundary.

Global Context

- Nations making progress on spent nuclear fuel disposal
 - Finland – repository licensed and under construction
 - France – site identified, in public consultation toward pilot phase
 - Switzerland – geologic investigations supporting siting process underway
 - Canada – List of 22 candidate sites narrowed down to 2, geologic investigations under way
 - Sweden – repository slowly progressing through licensing process
- All of these are following some version of a consent-based adaptive/phased process
- France, Sweden, and Switzerland all have deployed CIS

Conclusion

- How used nuclear fuel is managed will be an important consideration in decision-making about how to decarbonize the US economy
- Consolidated Interim Storage (CIS) is the best near-term option
- Both the Nuclear Industry and the Current Administration are committed to the development of CIS
- CIS facilities could be available within the next 5 years



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Decommissioning Engagement Panel

Spent Nuclear Fuel Management Update

Panel Discussion with
Dr. Peter Lam, DCISC





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Coastal Development Permit and CEQA Process

Trevor Keith, Panel Member
Tom Jones, PG&E
Susan Strachan, SLO County

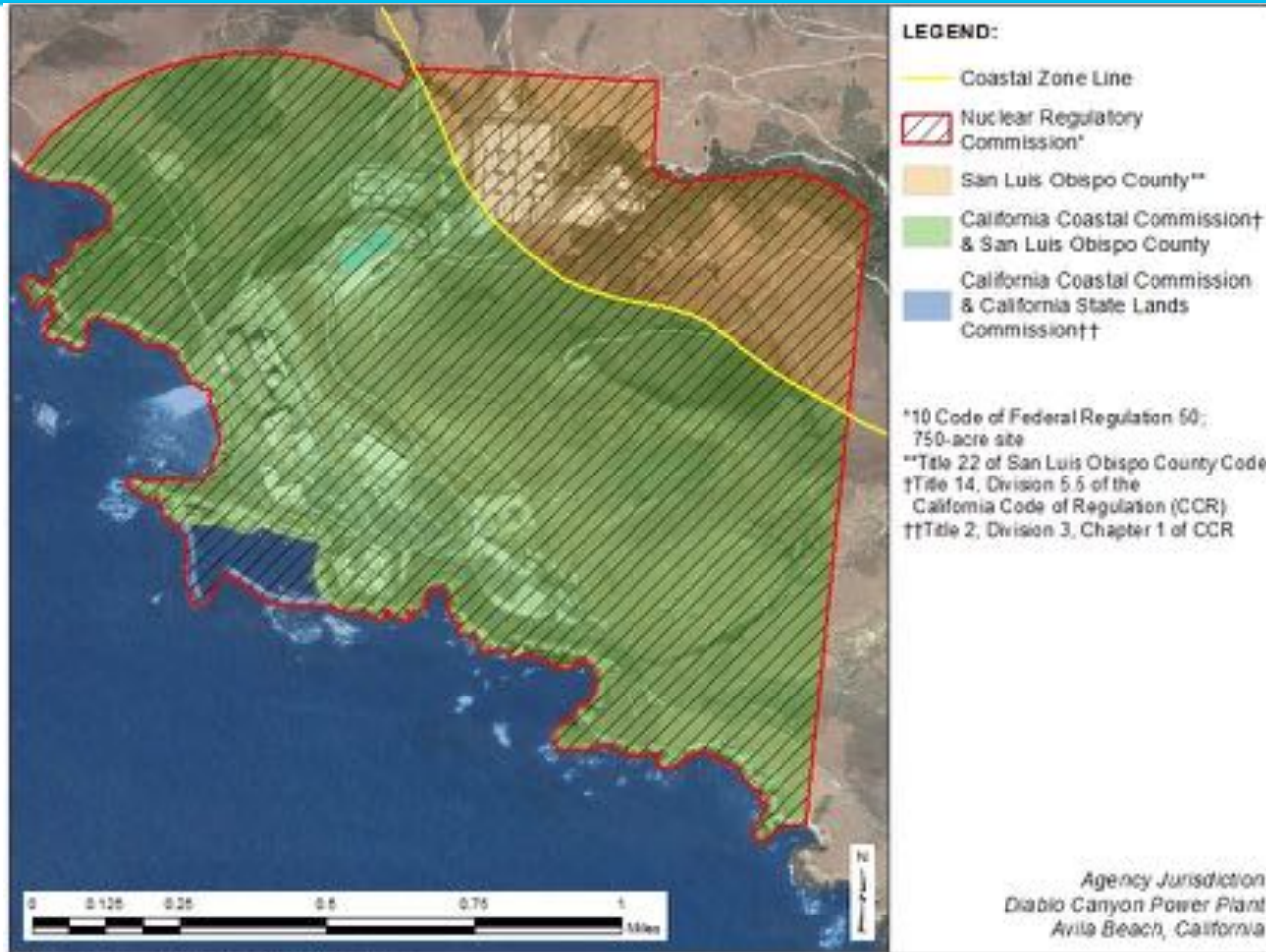


Update on Coastal Development Permit Application





Agencies' Jurisdictions of DCPP Site





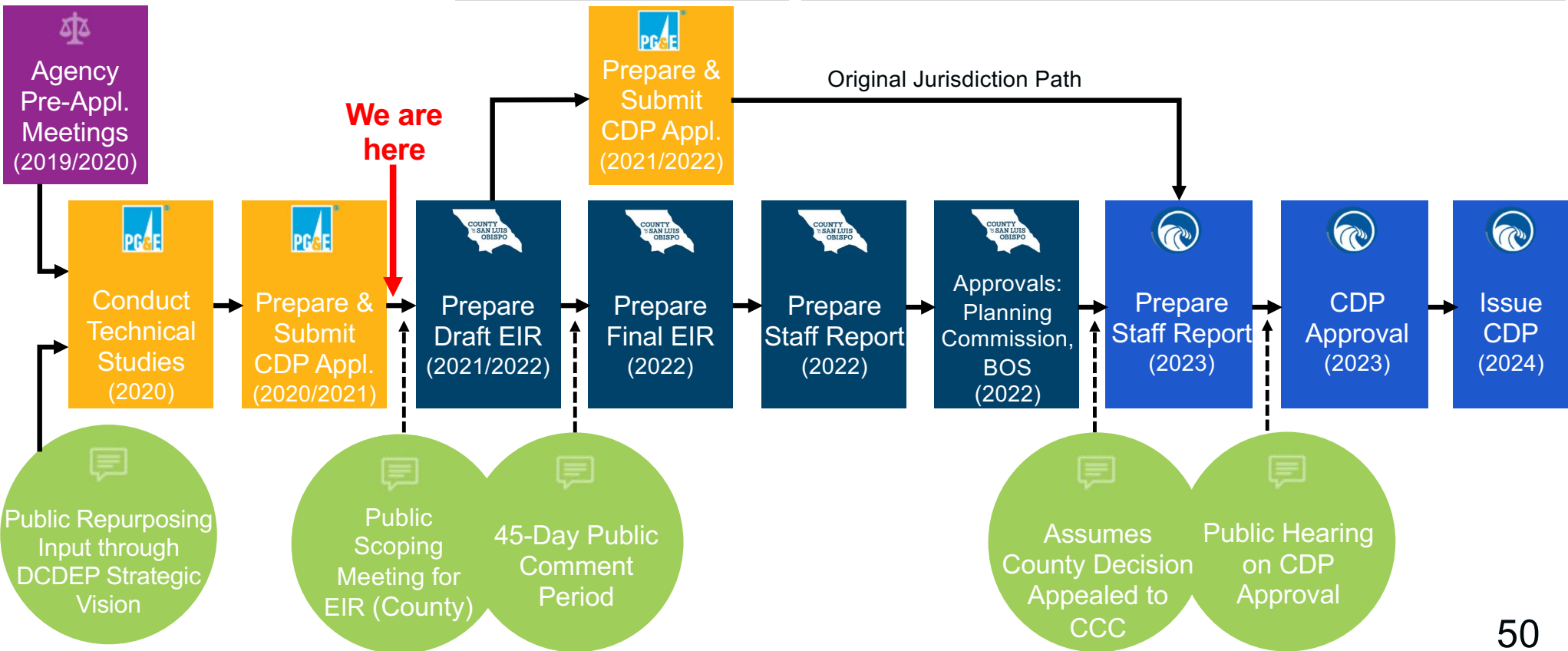
Agency Approval Process

BOS: Board of Supervisors
 CCC: California Coastal Commission
 CDP: Coastal Development Permit
 DCDEP: Diablo Canyon Decommissioning Engagement Panel
 EIR: Environmental Impact Report

Application Preparation: 2.5 yrs

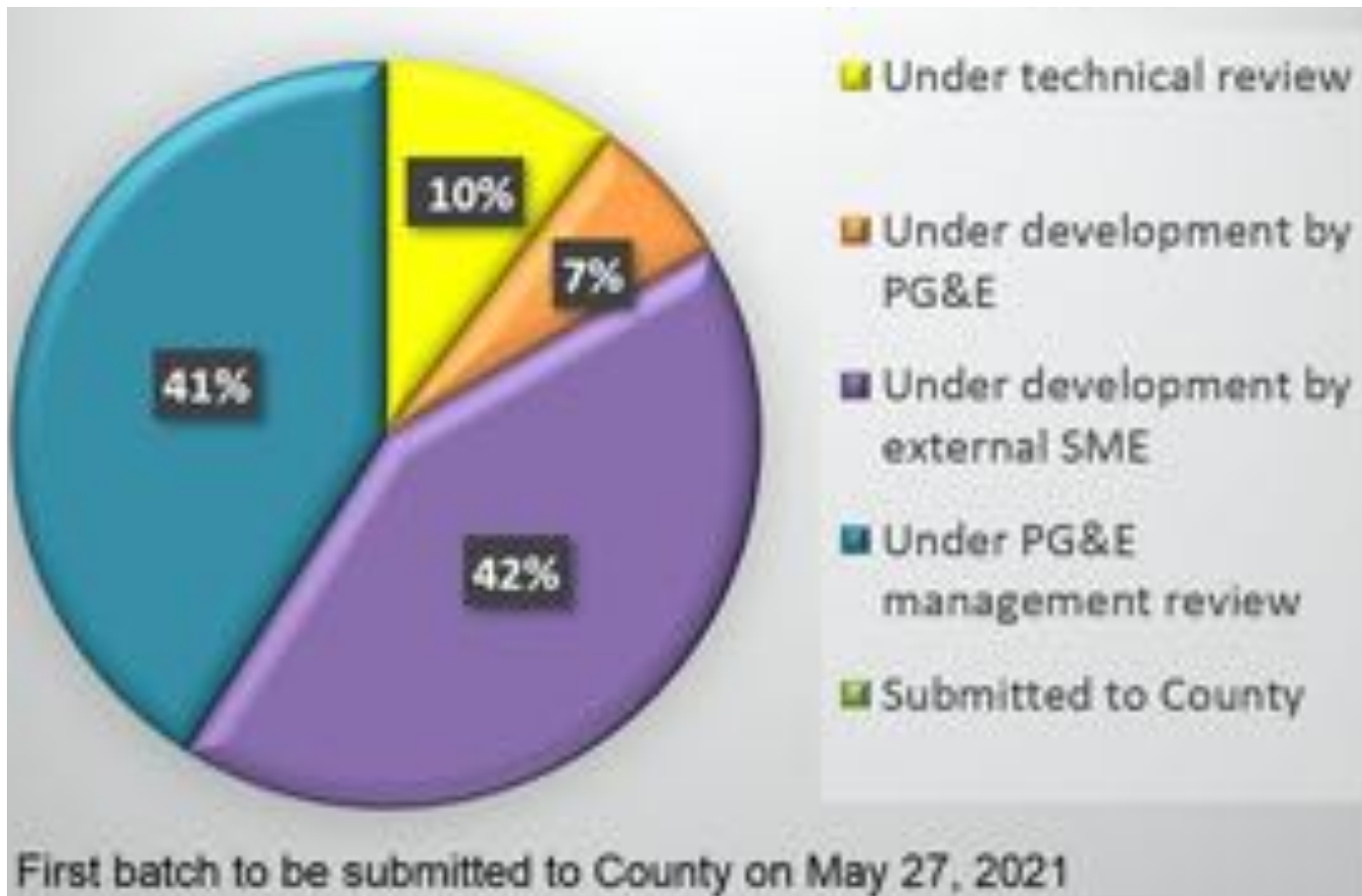
Application Review: ~1 yr

CDP Approval: 2 yrs





Information Hold Letter Response Progress





Application Development Process

DCDEP Strategic Vision concepts incorporated into the application

1. Project objectives are tied to safe, timely, and cost-effective approach to DCPD Decommissioning, including:
 - Decommissioning (decontamination) beginning immediately upon shutdown, thus avoiding SAFSTOR
(Strategic Vision Sections: III.A; III.H; IV.A.2.a; IV.G.7.a; IV.H.1.a)
2. Retention of existing energy-infrastructure (e.g., switchyards, transmission lines, etc.) to:
 - Meet customer needs
 - Support potential transmission of wind, wave, solar and/or other clean, green renewable energy
(Strategic Vision Sections: III.D; III.D.1.a; III.D.3.a & e; IV.D.1.a; IV.D.3.a & e)
3. Retention of breakwaters and intake structure
(Strategic Vision Sections: III.D; III.D.2.a & b; III.J; III.J.1.a & d; IV.D.2.a; IV.I.5; IV.J.1.a & b)



Application Development Process

DCDEP Strategic Vision concepts incorporated into the application (continued)

4. Transportation:

- Safe transportation of waste
- Measures to minimize transportation-related impacts: reuse of clean materials, minimizing waste, repurposing, barge/truck/rail, avoiding peak traffic

(Strategic Vision Sections: III.A.2.c & d; III.F.3.b & c; III.I; III.I.1, 2, 3, 4; IV,2,d,e,f & g; IV.F.3.a & b; IV.I.1, 3, 4)

5. Reduction of radioactivity at the DCPD site

(Strategic Vision Sections: III.A; III.F; III.J IV, A.2.a)



Application Development Process

DCDEP Strategic Vision concepts incorporated into the application (continued)

6. Conservation of the breakwaters and associated harbor area, the intake and discharge coves, and associated marine terraces to:
 - Assure the protection of the ecological resources of the area
 - Limit the amount of demolition debris
 - Reduce the impact to neighboring communities
 - Create opportunities for repurposing

(Strategic Vision Sections: III.D; III.D.2.a & b; III.J; III.J.1.a & d; IV.D.2.a; IV.I.5; IV.J.1.a & b)

7. Measures to minimize environmental impacts, including impacts to biological and cultural resources, from DCPD Decommissioning

(Strategic Vision Sections: III.A; III.B; III.C)



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Diablo Canyon Decommissioning Engagement Panel Agenda

- Coastal Development Permitting Process
- California Environmental Quality Act Compliance



**March 29
Application
Received**

- Coastal Zone: Coastal Development Permit
- Outside Coastal Zone: Conditional Use Permit

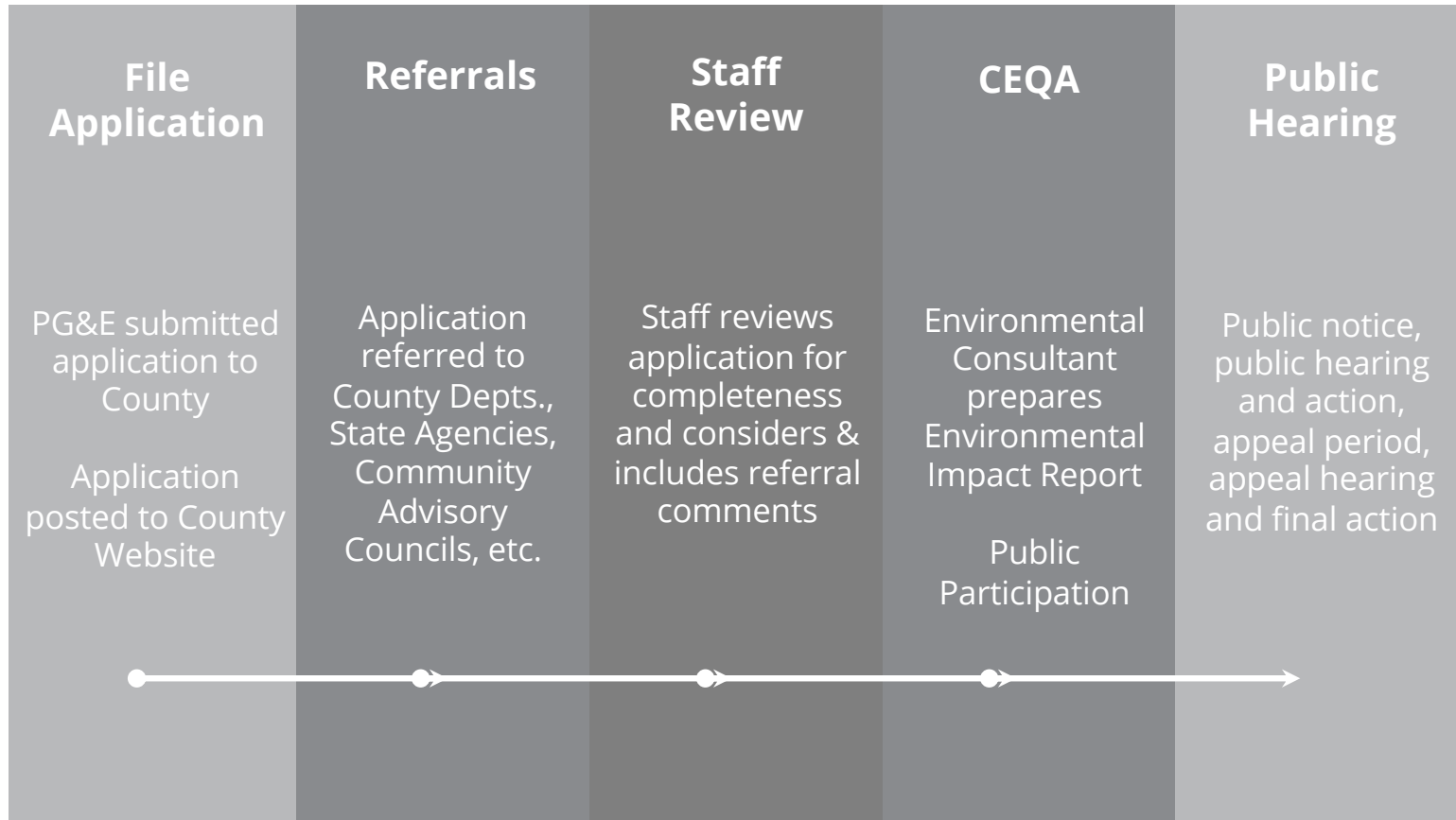
**Application
Completeness
Review**

- Referrals made to Agencies and Tribes
- 30 Day Review - CA Govt. 65943, CEQA Guidelines 15060
- March 30 - April 28
- April 28 - Information Hold Letter

**June 2021 App.
Supplement**

- PG&E to submit application supplement on June 30, 2021
- 30 Day Application Completeness Review Repeats





Application Referrals

- Coastal Commission
- State Lands Commission
- CA Dept. of Fish & Wildlife
- CA Dept. of Toxic Substances Control
- CalFire
- CalTrans
- CHP
- State Parks
- Regional Water Quality Control Board
- US Fish & Wildlife Service
- Avila Valley Advisory Committee
- Tribes
- County Depts.
- Applicable CSDs, Cities, School Districts
- Santa Barbara Co.
- City of Santa Maria
- Air Pollution Control District
- SLOCOG



Current Application Status

- Information Hold Letter Sent to PG&E on April 28th:
 - Transportation Details Truck, Truck/Rail, Barge
 - Santa Maria Rail Facility Information
 - Waste Types and Volumes
 - Water Use Information
 - Wastewater Discharge Information
- PG&E Responses and Application Supplement to be Provided on June 30, 2021
- County Will Conduct Completeness Review

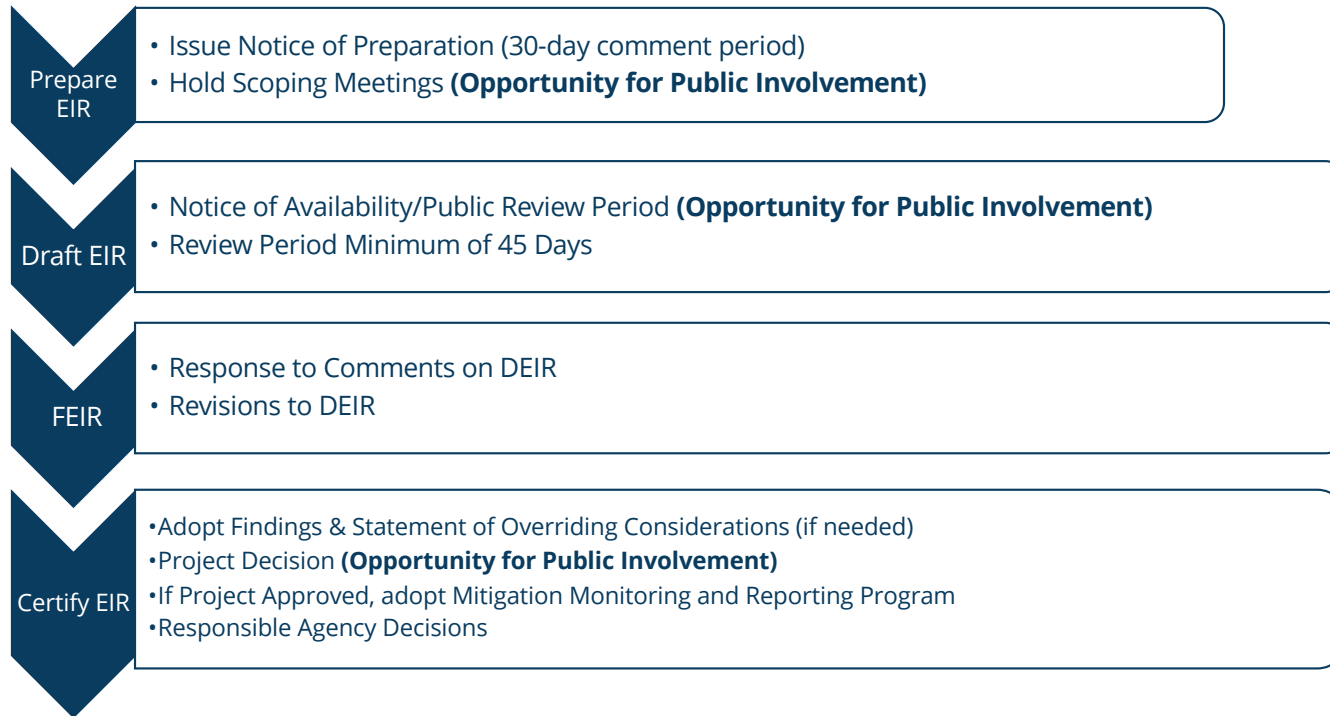


After Application is Deemed Complete...

- CEQA Process Begins
- Preparation of an Environmental Impact Report
 - SLO County Lead Agency
 - Environmental Consultant Contract to Board in late June or early July
 - Coordination with Responsible Agencies
 - Public Participation



EIR Process



Public Participation

- Information Opportunities
 - ❖ County Planning and Building Website
 - ❖ Sign-up on County Diablo Decommissioning Email List
- EIR Process Opportunities
 - ❖ Scoping
 - ❖ Draft EIR Comment Period
 - ❖ Certification of EIR/Project Decision



Content of EIR

- DCPD decommissioning Phase 1 (2024- 2034) and site restoration Phase 2 (2035 – 2042) will be analyzed as part of a Project EIR pursuant to CEQA Guidelines Section 15161.
- DCPD future site reuse Phase 3 (beginning in approximately 2042) will include evaluation of up to nine reuse alternative scenarios to be analyzed at an equal level of detail on a programmatic basis pursuant to CEQA Guidelines Section 15168.



Content of EIR, cont.

- Project Description
- Environmental Setting and Analysis
- Discussion of Environmental Impacts
- Mitigation Measures to Minimize Significant Impacts
- Alternatives
- Cumulative Impacts



Environmental Issues

- Aesthetics
- Air Quality
- Biological Resources
- Cultural & Tribal Cultural Resources
- Energy
- Geology, Soils, and Coastal Processes
- Greenhouse Gas Emissions
- Hazardous and Radiological Materials
- Hydrology/Water Quality
- Land Use and Planning (includes Agriculture)
- Noise
- Public Services & Utilities
- Recreation & Public Access
- Transportation & Traffic
- Wildfire



Other Considerations

- Climate Change and Sea Level Rise
- Commercial Fishing
- Environmental Justice
- State Tide and Submerged Lands Possessing Significant Environmental Values



CEQA Mitigation

Section 15370 Definition:

- Avoiding the impact altogether
- Minimizing impacts by limiting the magnitude
- Rectifying by repairing, rehabilitating, restoring
- Reducing or eliminating over time
- Replacing or providing substitute resources

In other words, apply Mitigation Measures to a point where clearly no significant impact would occur from implementation of the project. In addition, mitigation must have **essential nexus** (Nollan v. CCC), and **roughly proportional** to impacts (Dolan v. Tigard)



General CEQA Schedule

(Actual Schedule to be Developed Once Application Complete)



Thank you!



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PG&E Updates

Tom Jones
PG&E Director of Strategic Initiatives



Together, Building
a Better California



DIABLO CANYON
Decommissioning Engagement Panel

Public Comment





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Decommissioning Engagement Panel

Panel Discussion





DIABLO CANYON
Decommissioning Engagement Panel

Next Meeting Topics

NEXT MEETING: August 25, 2021

TOPIC: **Facility Repurposing and Diablo Canyon Lands Update**

FOCUS: Review the status of repurposing facilities and Diablo Canyon lands.

NEXT MEETING: TBD – within 10 days of CPUC Preliminary Ruling

TOPIC: **CPUC Ruling on 2018 NDCTP**

FOCUS: Review and understand the implications of the CPUC ruling on the 2018 Nuclear Decommissioning Cost Triennial Proceeding.



DIABLO CANYON
Decommissioning Engagement Panel

Diablo Canyon Decommissioning Engagement Panel

Online Meeting
May 26, 2021

THANK YOU FOR YOUR PARTICIPATION

