



Control Number: 38597



Item Number: 1565

Addendum StartPage: 0

PUC DOCKET NO. 38597

APPLICATION OF ONCOR ELECTRIC  
DELIVERY COMPANY TO AMEND A  
CERTIFICATE OF CONVENIENCE  
AND NECESSITY FOR THE KRUM  
WEST TO ANNA 345 KV CREZ  
TRANSMISSION LINE IN COLLIN,  
COOKE, DENTON, AND GRAYSON  
COUNTIES

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BEFORE THE  
PUBLIC UTILITY COMMISSION  
OF TEXAS

FILED  
MAY 12 2015  
11:28 AM  
PUBLIC UTILITY COMMISSION

**RESPONSE OF ONCOR ELECTRIC DELIVERY COMPANY LLC  
TO CLEAR CREEK RIDGE'S SECOND REQUEST FOR INFORMATION**

TO THE HONORABLE PUBLIC UTILITY COMMISSION OF TEXAS:

Oncor Electric Delivery Company LLC ("Oncor") files this Response to the  
aforementioned requests for information.

**I.  
Written Responses**

Attached hereto and incorporated herein by reference are Oncor's written  
responses to the aforementioned requests for information. Each such response is set  
forth on or attached to a separate page upon which the request has been restated.  
Such responses are also made without waiver of Oncor's right to contest the  
admissibility of any such matters upon hearing. Oncor hereby stipulates that its  
responses may be treated by all parties exactly as if they were filed under oath.

**II.  
Inspections**

In those instances where materials are to be made available for inspection by  
request or in lieu of a written response, the attached response will so state. For those  
materials that a response indicates may be inspected at the Austin voluminous room,  
please call at least 24 hours in advance for an appointment in order to assure that there  
is sufficient space and someone is available to accommodate your inspection. To make  
an appointment at the Austin voluminous room, located at 1005 Congress, Suite B-50,

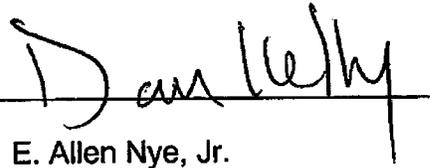
1565

Austin, Texas, or to review those materials that a response indicates may be inspected at their usual repository, please call Teri Smart at 214-486-4832. Inspections will be scheduled so as to accommodate all such requests with as little inconvenience to the requesting party and to company operations as possible.

Respectfully submitted,

**ONCOR ELECTRIC DELIVERY COMPANY LLC**

By: \_\_\_\_\_



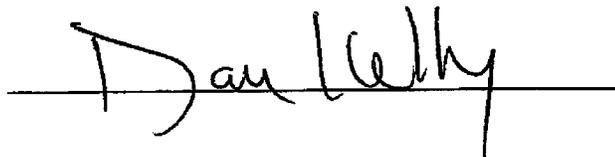
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**ATTORNEYS FOR ONCOR ELECTRIC  
DELIVERY COMPANY LLC**

**CERTIFICATE OF SERVICE**

It is hereby certified that a copy of the foregoing has been emailed or sent via overnight delivery or first class United States mail, postage prepaid, to the propounding party, on this the 25<sup>th</sup> day of October, 2010.



REQUEST:

Regarding page 10, lines 2-7 of Mr. Jasper's direct testimony, please explain what Mr. Jasper considers to be "significant differences" in community values among the 96 alternate routes that Mr. Jasper recommends to the Commission.

RESPONSE:

The following response was prepared by or under the direct supervision of Charles T. Jasper, the sponsoring witness for this response.

Based on verbal comments received during the Open House meetings, input provided from responses to questionnaires received at, and/or following the Open House meetings, and the responses from local officials, in response to letters from Half requesting information from local, State and Federal representatives, Mr. Jasper considers factors such as the location and use of community facilities, e.g., schools, airports and parklands, current and historical land use, expressed concerns regarding soil erosion, water quality, and impacts to vegetation and wildlife habitat, cultural resources, views pertaining to paralleling existing corridors, planned infrastructure improvements, etc., to vary among members of the community in proximity to the alternative routes evaluated. Examples of such differences are identified in Chapter 5.0 and Appendix A of the Environmental Assessment and Routing Study, included as Attachment No. 1 to the CCN Application.

REQUEST:

Please explain what impacts to community values either Halff or Oncor has evaluated and assessed would result from constructing the proposed line along the following links:

- a. A1,
- b. A3,
- c. A4, and
- d. A61.

RESPONSE:

The following response was prepared by or under the direct supervision of Charles T. Jasper, the sponsoring witness for this response.

Please refer to Chapter 7.0 (including Table 7-1, found in Appendix C) of the Environmental Assessment and Routing Study, included as Attachment No. 1 to the CCN Application, for a discussion of the factors evaluated and assessed that would result from construction of the proposed transmission line. The impacts of construction of the transmission line are not presented by specific link, but rather by route. Although the information for many of the easily quantifiable data was determined for specific links, that information is not presented in the Environmental Assessment and Routing Study. Because links A1, A3 and A4 all intersect at a single node, none of the more than 3,800 alternative routes evaluated by Halff contain all the links specified in the Clear Creek Ridge RFI Set 2, Question No. 2-02. Further, a link by link comparison is not practical, since it is not the link data that is meaningful, rather the combination of the various links that comprise an alternative route that is evaluated and compared to applicable regulatory criteria, including community values considerations.

REQUEST:

Please explain what Mr. Jasper would consider to be a significant impact to community values.

RESPONSE:

The following response was prepared by or under the direct supervision of Charles T. Jasper, the sponsoring witness for this response.

Mr. Jasper would consider the total loss or very severe degradation of an area, or other natural or human resource that garners a shared appreciation by members of a national, regional, or local community to be a significant impact to community values.

REQUEST:

Please explain what Mr. Jasper would consider to be a significant impact to landowners should the line be routed through a property, not following property lines or compatible rights-of-way.

RESPONSE:

The following response was prepared by or under the direct supervision of Charles T. Jasper, the sponsoring witness for this response.

The significance of the impact of the crossing of a particular property by a transmission line is based on a multitude of specific factors, including the size, shape and orientation of the property with respect to the location of the proposed transmission line crossing, the current and best use of the property in question, the topography of the property in question, the location of other structures on, or near, the property, and the degree of impairment that the construction, operation and maintenance of the transmission line would have on these factors.

Following property lines or other compatible rights-of-way does not necessarily eliminate or mitigate the impact of the construction, operation and maintenance of a new transmission line. The practice is intended as a mitigation factor when the mitigation can be achieved considering the other relevant criteria, such as that described in PURA 37.056 and in Commission Substantive Rule 25.101.

Routing a line "through a property, not following property lines or compatible rights-of-way" could result in significant impacts to landowners if the construction, operation and maintenance of the proposed line resulted in the total loss or severe degradation of the use of the property. Examples might include the construction of an above-ground transmission line across an airport runway or private airstrip, the construction of an above-ground transmission line across an area irrigated by a mobile irrigation system, the construction of a transmission line over an existing habitable structure, and the construction of a transmission line across a cemetery.

REQUEST:

Does Oncor have approval by the Corps to use link Z8 to cross federal land?

RESPONSE:

The following response was prepared by or under the direct supervision of Jill L. Alvarez, P.E., the sponsoring witness for this response.

Yes. Please refer to Attachment 11 to the CCN application.

REQUEST:

Are any additional USACE approvals needed prior to Oncor being able to construct the line along the preferred route should this route be adopted? Please provide a detailed explanation as to why or why not.

RESPONSE:

The following response was prepared by or under the direct supervision of Jill L. Alvarez, P.E., the sponsoring witness for this response.

No. As specified in the letter from the USACE (Attachment 11 to the CCN application), Oncor has the authority under its existing easements (acquired prior to the designation of the Conservation Easements and establishment of the Greenbelt) to construct the proposed transmission line project along the existing 138 kV transmission line right-of-way. Please also refer to Oncor's response to Walton RFI Set No. 1, Question No. 14 for additional information responsive to this request.

**REQUEST:**

What community values on links A1, A3, A4 and A61 support Mr. Jasper's recommendation of routes using these links to the Commission for its consideration.

**RESPONSE:**

The following response was prepared by or under the direct supervision of Charles T. Jasper, the sponsoring witness for this response.

Factors which support the inclusion of links A1, A3, A4 and A61 as components of alternative routes presented to the Commission for consideration as a potential route for the proposed Krum West – Anna 345 kV transmission line include:

- Avoidance of impacts to the area referred to as the Greenbelt, an area along the west fork of the Trinity River between Lake Ray Roberts and Lake Lewisville
- Avoidance of more densely populated areas
- Avoidance of existing oil/gas wells based on Railroad Commission data
- Avoidance of significant engineering constraints
- Avoidance of known cemeteries
- Avoidance of public airports
- Avoidance of known public hunting areas
- Avoidance of known cultural resources
- Avoidance of parks and recreational areas
- Avoidance of agricultural areas irrigated by above-ground irrigation systems, and
- Avoidance of known habitat for federally listed endangered and threatened species.

Many of these above-listed factors were considered in the selection of other link components of alternative routes evaluated for the proposed transmission line project.