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SOAH DOCKET NO. 473-13-5207
PUC DOCKET NO. 41606

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JOINT APPLICATION OF ELECTRIC
TRANSMISSION TEXAS, LLC AND
SHARYLAND UTILITIES, L.P. TO
AMEND THEIR CERTIFICATES OF
CONVENIENCE AND NECESSITY
FOR THE PROPOSED NORTH
EDINBURG TO LOMA ALTA
DOUBLE-CIRCUIT 345-KV
TRANSMISSION LINE IN HIDALGO
AND CAMERON COUNTIES, TEXAS

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BEFORE THE STATE OFFICE

OF

ADMINISTRATIVE HEARINGS

ELECTRIC TRANSMISSION TEXAS, LLC AND SHARYLAND UTILITIES, L.P.
RESPONSE TO THE CITY OF McALLEN'S FIRST REQUEST FOR INFORMATION

Electric Transmission Texas, LLC and Sharyland Utilities, L.P. (ETT/Sharyland) (or Joint Applicants) file this response to the City of McAllen's First Request for Information (RFI) to ETT/Sharyland. ETT/Sharyland received City of McAllen First RFI on August 8, 2013, after 3:00 pm. Pursuant to SOAH Order No. 1 and P.U.C. PROC. R. 22.144, ETT/Sharyland's response to City of McAllen First RFI is due on August 19, 2013. This response is therefore timely filed. All parties may treat these answers as if they were filed under oath.

ETT/Sharyland reserve the right to object at the time of the hearing to the admissibility of information produced herein.

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JOINT APPLICATION OF ELECTRIC TRANSMISSION TEXAS, LLC AND SHARYLAND UTILITIES, L.P. TO AMEND THEIR CERTIFICATES OF CONVENIENCE AND NECESSITY FOR THE PROPOSED NORTH EDINBURG TO LOMA ALTA DOUBLE-CIRCUIT 345-KV TRANSMISSION LINE IN HIDALGO AND CAMERON COUNTIES, TEXAS	§ § § § § § § § § §	BEFORE THE STATE OFFICE OF ADMINISTRATIVE HEARINGS
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**ELECTRIC TRANSMISSION TEXAS, LLC AND SHARYLAND UTILITIES, L.P.
RESPONSE TO THE CITY OF McALLEN'S FIRST REQUEST FOR INFORMATION**

Question No. McAllen 1-1:

Please provide geographical coordinates, ground elevation, and height of proposed construction on links 102, 111, and 118a.

Response No. McAllen 1-1:

A detailed engineering design including pole placement and structure height will not be complete until the PUC approves a route. Structure height will vary depending on the type of structure used, topography, structure location, and span length, with typical structure heights provided on Figures 1-2 and 1-3 in the Environmental Assessment and Routing Analysis.

The tables below include the geographical coordinates and ground elevation for the beginning point, midpoint and endpoint of each link.

Link 102

	Latitude	Longitude	Elevation
Beginning point	98°16'30.187"W	26°10'33.096"N	97.77 msl
Midpoint	26°10'14.444"N	98°15'1.39"W	95.47 msl
Endpoint	98°14'52.739"W	26°9'5.886"N	96.68 msl

Link 111

	Latitude	Longitude	Elevation
Beginning point	98°14'52.739"W	26°9'5.886"N	96.68 msl
Midpoint	26°9'1.75"N	98°14'22.603"W	95.47 msl
Endpoint	98°13'46.787"W	26°8'51.544"N	94.49 msl

Link 118a

	Latitude	Longitude	Elevation
Beginning point	98°13'46.787"W	26°8'51.544"N	94.49 msl
Midpoint	26°8'46.288"N	98°13'4.224"W	94.49 msl
Endpoint	98°12'22.219"W	26°8'37.252"N	89.57 msl

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Sponsored By: Rob Reid
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TRANSMISSION TEXAS, LLC AND	§	BEFORE THE STATE OFFICE
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AMEND THEIR CERTIFICATES OF	§	
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DOUBLE-CIRCUIT 345-KV	§	ADMINISTRATIVE HEARINGS
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AND CAMERON COUNTIES, TEXAS	§	

**ELECTRIC TRANSMISSION TEXAS, LLC AND SHARYLAND UTILITIES, L.P.
RESPONSE TO THE CITY OF McALLEN'S FIRST REQUEST FOR INFORMATION**

Question No. McAllen 1-2:

Please identify any construction on any links proposed in this project that would need to be relocated due to the planned runway expansion of the McAllen/Miller International Airport as set forth in the City of McAllen's Airport Master Plan.

Response No. McAllen 1-2:

Assuming the Commission approves a route that includes Links 118a and 118c and the existing runway is expanded as described in the 2005 City of McAllen's Airport Master Plan (2005 Master Plan), Links 118a and 118c would not have to be relocated based on airspace penetration calculations provided to ETT and Sharyland by Power Engineers. However, there may be a need to relocate a closer existing AEP Texas Central Company 138 kV transmission line.

If a second parallel runway is added to the airport, as described in the 2005 Master Plan, then a portion of Link 118a and sections of two existing AEP Texas Central Company 138 kV transmission lines would need to be relocated. This would be in addition to other necessary modifications to existing infrastructure in the flight path area that are as described in the 2005 Master Plan.

Based on the currently proposed location of Link 118a and the location of the potential new parallel runway as depicted in the 2005 Master Plan, the section of Link 118a that would need to be relocated is anticipated to begin close to South McColl Road and extend east some distance past South Jackson Road. It is anticipated that this portion of Link 118a would need to be moved approximately 1,000 feet to the south of the location proposed in the CCN application. This relocation is based on review of current aerial photographs and could be different when other infrastructure issues are addressed in the future if the second runway is added. This relocation would include dead-end structures that transition the transmission line from a single pole double

circuit structure design to a parallel path of two sets of H-frame steel structures for each circuit. The relocated portion of Link 118a would be lower to the ground, have structures that are more closely spaced together, and require more easement width with restricted access to the easement. This relocation would be required to be performed in accordance with Public Utility Commission of Texas Substantive Rule 25.101.

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**ELECTRIC TRANSMISSION TEXAS, LLC AND SHARYLAND UTILITIES, L.P.
RESPONSE TO THE CITY OF McALLEN'S FIRST REQUEST FOR INFORMATION**

Question No. McAllen 1-3:

Please estimate the cost to relocate any construction identified in McAllen RFI No. 1-2.

Response No. McAllen 1-3:

The estimated cost to relocate and construct Link 118a with reduced height, as described in the response to McAllen RFI No. 1-2 is \$7.4 million excluding right-of-way cost. This estimated cost does not include any estimated cost for relocation of the two existing AEP Texas Central Company 138 kV transmission lines mentioned in the response to McAllen RFI No. 1-2. The \$7.4 million is based on current material and labor costs and would change based on change in market conditions and other infrastructure issues that would have to be addressed if and when the second parallel runway is added.

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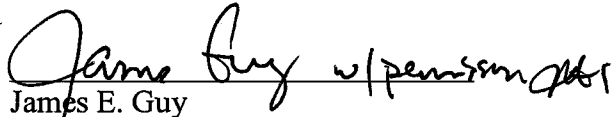
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August 19, 2013

CERTIFICATE OF SERVICE

I certify that a true and correct copy of the foregoing document was served on all parties of record on this 19th day of August 2013.

