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SOAH DOCKET NO. 473-15-1589
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APPLICATION OF LCRA TRANSMIS- §
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AMEND ITS CERTIFICATE OF CON- §
VENIENCE AND NECESSITY FOR THE §
PROPOSED BLUMENTHAL SUBSTA- §
TION AND 138-KV TRANSMISSION §
LINE PROJECT IN BLANCO, §
GILLESPIE, AND KENDALL COUN- §
TIES

BEFORE THE STATE OFFICE

OF

ADMINISTRATIVE HEARINGS

**LCRA TRANSMISSION SERVICES CORPORATION'S SUPPLEMENTAL RESPONSE
TO PATRICIA RYAN'S THIRD REQUEST FOR INFORMATION, QUESTION 3-12**

COMES NOW LCRA Transmission Services Corporation (LCRA TSC) and files this, its Supplemental Response to Patricia Ryan's Third Request for Information, Question 3-12. LCRA TSC agrees and stipulates that all parties may treat these responses as if the answers were filed under oath.

Respectfully submitted,

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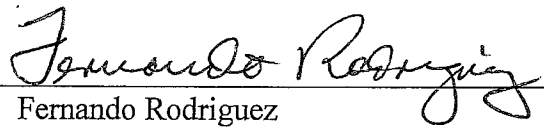
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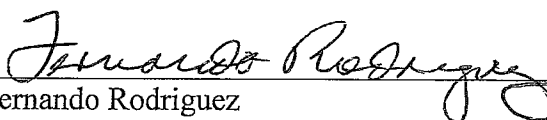
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By: 
Fernando Rodriguez

ATTORNEYS FOR LCRA TRANSMISSION
SERVICES CORPORATION

CERTIFICATE OF SERVICE

I hereby certify that a true and correct copy of the foregoing document was served on all parties of record in this proceeding on this the 14th day of May, 2015, by email, facsimile, First-class U.S. Mail, or by hand delivery.


Fernando Rodriguez

**SOAH DOCKET NO. 473-15-1589
PUC DOCKET NO. 43599**

APPLICATION OF LCRA TRANSMISSION SERVICES CORPORATION TO AMEND ITS CERTIFICATE OF CONVENIENCE AND NECESSITY FOR THE PROPOSED BLUMENTHAL SUBSTATION AND 138-KV TRANSMISSION LINE PROJECT IN BLANCO, GILLESPIE, AND KENDALL COUNTIES	§ § § § § § § § §	BEFORE THE STATE OFFICE OF ADMINISTRATIVE HEARINGS
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**LCRA TRANSMISSION SERVICES CORPORATION'S SUPPLEMENTAL RESPONSE
TO PATRICIA RYAN'S THIRD REQUEST FOR INFORMATION, QUESTION 3-12**

Question No. 3-12:

Please consider a hypothetical alternate route constructed from the following segments: Substation Alternative 9, S, T A1, F2, E1, V1, H1, J1 and Tap Point Alternative 2 ("Modified Route 16"). Please provide a cost estimate for this hypothetical route in a similar manner to the cost estimates provided in Tables 1- 3 to Attachment 3, Estimated Costs for Transmission Line, Tap Point (Switching Substation) and Substation Facilities, of the CCN Application in Docket No. 43599.

Supplemental Response No. 3-12:

In supplemental RFI responses LCRA TSC typically repeats the original response to which the supplemental response is provided. Pursuant to that agreement of counsel as alluded to below in "Original Response No. 3-12", LCRA TSC's review of Patricia Ryan's hypothetical Route 16-Modified is as follows:

As submitted by Patricia Ryan:

Route 16	27,106,000
Remove Substation 7 Cost	-3,936,000
Remove Node 7-O1	-241,000
Remove Segment O1	-189,000
Remove Node O1-Q	-47,000
Remove Segment Q	-278,000
Add Substation 9 Cost	4,047,000
Total Cost	26,462,000

As corrected by LCRA TSC:

	Route 16	\$27,106,000
REMOVE	SUB7	\$3,936,000
REMOVE	SUB7-O1	\$241,000
REMOVE	O1	\$189,000
REMOVE	O1-Q	\$47,000
REMOVE	Q	\$278,000
REMOVE	Q-S	\$220,000
ADD	SUB9	\$4,047,000
ADD	SUB9-S	\$241,000
	ROUTE 16 MODIFIED	\$26,483,000

LCRA TSC comments:

Route 16-Modified as submitted did not remove Node Q-S (\$220,000)

Route 16-Modified as submitted did not add Node Sub9-S (\$241,000)

Route 16-Modified cost as submitted by Patricia Ryan: **\$26,462,000.**

Route 16-Modified as corrected by LCRA TSC: **\$26,483,000.**

Route 16-Modified is the 3rd least expensive route.

Environmental Data for Primary Route Evaluation comparing Route 16 and Route 16-Modified attached as Excel file, Attachment 1.

Original Response No. 3-12:

Per agreement of counsel, please see response to Luckenbach Alliance 2nd RFI Question 2-1.

Co-Prepared By: Jessica Melendez
Co-Prepared By: Jae Lee
Co-Prepared By: Lisa Barko-Meaux
Co-Sponsored By: Jessica Melendez
Co-Sponsored By: Rob R. Reid

Title: Sr. Engineer
Title: Engineering Associate II
Title: Project manager III, Power Engineers, Inc.
Title: Sr. Engineer
Title: Vice President, Power Engineers, Inc.

Table 5-1 (Route 16 Modified)
 Environmental Data For Primary Route Evaluation
 Blumenthal Substation and 138-kV Transmission Line Project
 5/14/2015

Evaluation Criteria	Route 16 Land Use	Route 16 Modified
1 Length of primary alternative route (miles)	12.8	12.4
2 Number of habitable structures ¹ within 300 feet of ROW centerline	2	2
3 Number of newly affected habitable structures ¹ within 300 feet of ROW centerline	2	2
4 Length of ROW using existing transmission line ROW	0.0	0.0
5 Length of ROW parallel and adjacent to existing transmission line ROW	0.1	0.1
6 Length of ROW utilizing abandoned pipeline corridor	3.3	3.3
7 Length of ROW parallel to other existing ROW (roadways, railways, etc.)	0.9	0.5
8 Length of ROW parallel to apparent property lines ²	4.3	4.3
9 Length of ROW across parks/recreational areas ³	0.0	0.0
10 Number of additional parks/recreational areas ³ within 1,000 feet of ROW centerline	0	0
11 Length of ROW through cropland	1.6	1.3
12 Length of ROW through pasture/rangeland	0.3	0.3
13 Length of ROW through land irrigated by traveling systems (rolling or pivot type)	0.0	0.0
14 Number of pipeline crossings	0	0
15 Number of transmission line crossings	0	0
16 Number of U.S. and State highway crossings	0	0
17 Number of farm-to-market (FM) crossings	0	0
18 Number of cemeteries within 1,000 feet of the ROW centerline	0	0
19 Number of FAA registered public/military airports with at least one runway more than 3,200 feet in length located within 20,000 feet of ROW centerline	0	0
20 Number of FAA registered public/military airports having no runway more than 3,200 feet in length located within 10,000 feet of ROW centerline	0	0
21 Number of private airstrips within 10,000 feet of the ROW centerline	2	2
22 Number of heliports within 5,000 feet of the ROW centerline	0	0
23 Number of commercial AM radio transmitters within 10,000 feet of the ROW centerline	0	0
24 Number of FM radio transmitters, microwave towers, and other electronic installations within 2,000 feet of ROW centerline	0	0
25 Aesthetics	0	0
26 Estimated length of ROW within foreground visual zone ⁴ of Interstate, U.S. and State highways	0.8	0.4
27 Estimated length of ROW within foreground visual zone ⁴ of FM roads	0.0	0.0
28 Ecology	0.0	0.0
29 Length of ROW through upland woodlands/brushlands	10.8	10.8
30 Length of ROW through bottomland/riparian woodlands	0.1	0.1
31 Length of ROW across NWI mapped wetlands	0.0	0.0
32 Area of ROW across known habitat of federally listed endangered or threatened species	0.0	0.0
33 Length of ROW across golden-cheeked warbler modeled habitat where three models agree (acres)	0.5	0.5
34 Number of stream crossings	0.0	0.0
35 Number of river crossings	25	25
36 Length of ROW parallel (within 100 feet) to streams or rivers	0	0
37 Length of ROW across 100-year floodplain	0.5	0.5
38 Cultural Resources	0.0	0.0
39 Number of recorded archeological sites crossed by ROW	0	0
40 Number of additional archeological sites within 1,000 feet of ROW centerline	1	1
41 Number of additional National Register of Historic Places listed properties crossed by ROW	0	0
42 Length of ROW through areas of high archaeological/historic site potential	0	0
*A portion of Primary Alternative Routes 2, 4, 6, 8, 10, 12, 14, 16, 18, and 19 utilize an abandoned pipeline corridor.	10.1	9.9

¹ Single-family and multi-family dwellings, and related structures, mobile homes, apartment buildings, commercial structures, industrial structures, business structures, churches, hospitals, nursing homes, schools, or other structures normally inhabited by humans or intended to be inhabited by humans on a daily or regular basis within 500 feet of the centerline of a transmission project of 230-kV or less.

² Property lines created by existing roads, highway, or railroad ROW are not "double-counted" in the length of ROW parallel to apparent property boundaries criteria. Property boundaries provided by LCPA, TSC.

³ Defined as parks and recreational areas owned by a governmental body or an organized group, club, or church within 1,000 feet of the centerline of the project.

⁴ One-half mile, unobstructed. Lengths of ROW within the visual foreground zone of Interstates, U.S. and State Highways criteria are not "double-counted" in the length of ROW within the visual foreground zone of FM Roads criteria.

⁵ One-half mile, unobstructed. Lengths of ROW within the visual foreground zone of parks/recreational areas may overlap with the total length of ROW within the visual foreground zone of Interstates, U.S. and State Highways criteria and/or with the total length of ROW within the visual foreground zone of FM Roads criteria.

Note: All length measurements in miles unless noted otherwise. All linear measurements were obtained from aerial photography flown August, 2013 with the exception of high probability areas for archeological/historical resources which were measured from the USGS Topographic Quadrangles. The aerial photography was orthorectified to National Map Accuracy Standards of +/- 2 feet.

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