



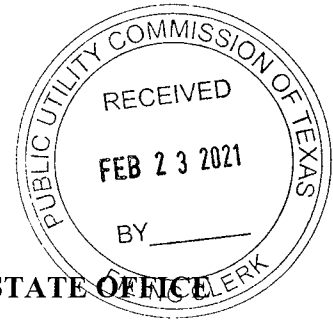
Control Number: 51023



Item Number: 578

Addendum StartPage: 0

SOAH DOCKET NO. 473-21-0247
PUC DOCKET NO. 51023



APPLICATION OF THE CITY OF § BEFORE THE STATE OFFICE
SAN ANTONIO TO AMEND ITS §
CERTIFICATE OF CONVENIENCE § OF
AND NECESSITY FOR THE §
SCENIC LOOP 138-KV TRANSMISSION § ADMINISTRATIVE HEARINGS
LINE IN BEXAR COUNTY §

**CPS ENERGY’S THIRD SUPPLEMENTAL RESPONSE TO
PATRICK CLEVELAND’S FIRST REQUEST FOR INFORMATION, QUESTION 1-9**

COMES NOW the City of San Antonio, acting by and through the City Public Service Board (CPS Energy) and files this, its Third Supplemental Response to Patrick Cleveland’s First Request for Information (RFI), Question 1-9. CPS Energy agrees and stipulates that all parties may treat these responses as if the answers were filed under oath.

Respectfully submitted,

/s/ Kirk D. Rasmussen
Kirk D. Rasmussen
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Craig R. Bennett
State Bar No. 00793325
Jackson Walker LLP
100 Congress Avenue, Suite 1100
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ATTORNEYS FOR CPS ENERGY

CERTIFICATE OF SERVICE

I certify that a copy of this document was served on all parties of record on this date via the Commission's Interchange in accordance with SOAH Order No. 3.

/s/ Kirk D. Rasmussen

Kirk D. Rasmussen

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**CPS ENERGY’S THIRD SUPPLEMENTAL RESPONSE TO
PATRICK CLEVELAND’S FIRST REQUEST FOR INFORMATION, QUESTION 1-9**

Patrick Cleveland Question No. 1-9:

Please provide any and all correspondence, documentation and the substance of any oral communications made between Texas Parks and Wildlife Department and CPS Energy relating to the CPS-Scenic Loop Project after August 1, 2019.

Third Supplemental Response No. 1-9 (February 23, 2021):

See Attachment.

Third Supplemental Attachment (February 23, 2021):

Attachment Cleveland Third Supplement 1-9: Correspondence, 4 Pages, John Ney,
February 18, 2021

Prepared By: Adam Marin	Title: Regulatory Case Manager
Sponsored By: Adam Marin	Title: Regulatory Case Manager

Rasmussen, Kirk

From: John Ney <John.Ney@tpwd.texas.gov>
Sent: Thursday, February 18, 2021 1:51 PM
To: Marin, Adam R
Cc: Russell Hooten
Subject: [InternetMail]PUC Docket 51023
Attachments: WL44546-PUC51023-AMENDED-CPS Energy Scenic Loop_138kV-BexarCo-D-2-18-21-signed.pdf

Categories: Scenic Loop Project

EXTERNAL EMAIL: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

Dear Mr. Adam Marin:

Attached are TPWD's comments to PUC Docket 51023. The same document has been submitted to the PUC.

If you would like a hard copy of this document, please provide a mailing address for it to be sent.

Thank you,

John Ney
Administrative Assistant
Texas Parks & Wildlife Department
Wildlife Diversity Program – Habitat Assessment Program
4200 Smith School Road
Austin, TX 78744
Office: (512) 389-4571



February 18, 2021

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Executive Director

Ms. Rachelle Robles
Public Utility Commission
P.O. Box 13326
Austin, TX 78711-3326

RE: PUC Docket No. 51023. Amendment to the Application of the City of San Antonio through City Public Service Board to amend its Certificate of Convenience and Necessity for the proposed Scenic Loop 138-kilovolt Double-Circuit Transmission Line, Bexar County, Texas

Dear Ms. Robles:

Texas Parks and Wildlife Department (TPWD) has received and reviewed the Application Amendment and amended Environmental Assessment and Alternative Route Analysis (EA) regarding the above-referenced proposed transmission line project. TPWD offers the following recommendations and comments concerning this project.

Please be aware that a written response to a TPWD recommendation or informational comment received by a state governmental agency may be required by state law. For further guidance, see the Texas Parks and Wildlife (TPW) Code, Section 12.0011. For tracking purposes, please refer to TPWD project number 44546 in any return correspondence regarding this project.

Project Description

In December 2020, the presiding Administrative Law Judge in Public Utilities Commission of Texas (PUC) Docket No. 51023 ordered the City of San Antonio, acting by and through City Public Service Board (CPS Energy) to amend its application to address landowner requested modifications to four primary alternative route segments (Segments 42, 46, 48, and 49). Subsequent to the order, CPS Energy determined that an adjustment to another primary alternative route (Segment 26) was necessary due to recent development activities in the study area. The Environmental Assessment and Alternative Route Analysis (EA) prepared by POWER Engineers, Incorporated (POWER) was amended to document the changes. Changes relevant to TPWD's review that were described in the EA Amendment include:

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- Alignment changes made to Segments 26, 42, 46, and 49; Segment 48 was eliminated. Segments 42, 46, 48, and 49 are located on a single landowner's property.
- The location of Segments 26a, 42a, 46a, and 49a;
- The amended set of proposed alternative routes;
- Revision of Section 4.0 of the EA to account for environmental impacts of the modified segments and routes; and
- The amended land use and environmental data for route and segment evaluation (Table 4-1 Amended, Table 4-2 Amended).

Previous Coordination

TPWD's Wildlife Habitat Assessment Program provided information and recommendations regarding the preliminary study area for this project to POWER on August 1, 2019. On September 10, 2020, TPWD provided comments and recommendations for the original EA to the PUC. TPWD's most recent comments are included on the PUC Interchange Filings for Docket No. 51023, Item #343.

Comment: Please review the September 10, 2020, correspondence from TPWD. With the exception of TPWD's recommended proposed route, all comments and recommendations remain applicable to the project.

Proposed Route

The original EA identified 29 primary alternative routes developed from 48 primary alternative segments. The EA Amendment identified 31 primary alternative routes developed from 49 primary alternative route segments.

In the original Application, CPS Energy identified Route Z as the alternative route that best addresses the requirements of the Public Utility Regulatory Act (PURA) and the PUC's Substantive Rules. A CPS Energy preferred route was not identified in the Application Amendment.

While the EA Amendment revised applicable data presented in the original EA, it failed to provide sufficient information based on surveys (aerial or field), remote sensing, modeling, or other available analysis techniques to determine which route would best minimize impacts to important, rare, and protected species. Therefore, TPWD's routing recommendation is based solely on the natural resource information provided in the amended CCN amendment application and the EA Amendment, as well as publicly available information examined in a Geographic Information System (GIS).

Recommendation: Of the 31 alternative routes evaluated in the EA Amendment, **Alternative Route DD** appears to be the route that causes the least adverse impacts to natural resources. TPWD's primary recommendation to the PUC is to select a route that minimizes the fragmentation of intact lands because such a route should have the least adverse impacts to natural resources. TPWD believes the State's long-term interests are best served when new utility lines and pipelines are sited

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where possible in or adjacent to existing utility corridors, roads, or rail lines instead of fragmenting intact lands. Of the proposed routes, **Route DD** would appear to be the preferred route.

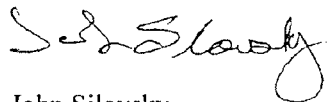
Based on information in the original EA, TPWD originally selected Alternative Route AA as the route that would result in the least adverse impact to natural resources. A comparison between the information provided in the original EA and the information in the EA Amendment indicates that the minor adjustments to segments that were used in developing both Alternative Routes Z1 and AA1 resulted in decreased impacts in low to moderate quality wildlife habitat (i.e., pasture) and increased impacts in higher quality wildlife habitat (woodland, golden-cheeked warbler (*Setophaga chrysoparia*) high quality habitat). However, the newly created Alternative Route DD, balances the preferable qualities of both Alternative Routes Z1 and AA1.

Alternative Route DD was selected as the recommended route primarily because it:

- is the second shortest route of the 31 alternative routes, at 4.64 miles (Route Z is the shortest at 4.53 miles);
- is the shortest route across upland woodlands/bushlands; at 3.12 miles, which equates to 37.84 acres of woodland impact;
- has the ninth-largest percentage of ROW parallel to other existing ROW at 40% (Route Y has the highest percentage at 58%. Route T1 has the lowest at 9%);
- has the eighth least amount of area of ROW across golden-cheeked warbler modeled habitat designated as 3-Moderate High and 4-High Quality, at 10.74 acres; and
- is located entirely in Karst Zone 5, defined as cavernous and non-cavernous areas that do not contain endangered karst invertebrate species. Approximately 650 feet of the west end of Alternative Route AA1 occurs in Karst Zone 3, defined as areas that probably do not contain endangered karst species.

TPWD appreciates the opportunity to review and comment on this amended EA. If you have any questions, please contact Habitat Assessment Biologist Mr. Russell Hooten by email at russell.hooten@tpwd.texas.gov or by phone at (361) 825 3240. Thank you for your favorable consideration.

Sincerely,



John Silovsky
Wildlife Division Director

JS:RH:bdk

cc: Mr. Adam Marin, CPS Energy, Regulatory Case Manager