



Control Number: 51023



Item Number: 668

Addendum StartPage: 0

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

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APPLICATION OF THE CITY OF SAN § BEFORE THE STATE OFFICE
ANTONIO ACTING BY AND §
THROUGH THE CITY PUBLIC §
SERVICE BOARD (CPS ENERGY) TO §
AMEND ITS CERTIFICATE OF § OF
CONVENIENCE AND NECESSITY §
FOR THE PROPOSED SCENIC LOOP §
138-KV TRANSMISSION LINE IN §
BEXAR COUNTY § ADMINISTRATIVE HEARINGS

**CROSS REBUTTAL TESTIMONY OF MARK TURNBOUGH, PHD
ON BEHALF OF BEXAR RANCH, L.P.**

BEXAR RANCH, L.P. submits the attached the Cross Rebuttal Testimony of Mark Turnbough, PhD on Behalf of Bexar Ranch, L.P. and stipulates that all parties may treat this testimony as though filed under oath.

Respectfully submitted,
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CERTIFICATE OF SERVICE

I hereby certify that the foregoing document has been filed in the records of Docket 51023 on this 22nd day of March, 2021.

/s/ Soledad M. Valenciano
Soledad M. Valenciano

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138-KV TRANSMISSION LINE IN	§	
BEXAR COUNTY, TEXAS	§	ADMINISTRATIVE HEARINGS

CROSS REBUTTAL TESTIMONY

OF

MARK TURNBOUGH, PhD

ON BEHALF OF

BEXAR RANCH, L.P.

March 22, 2021

**CROSS REBUTTAL TESTIMONY OF
MARK TURNBOUGH, PhD**

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MARK TURNBOUGH, PhD**

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I. INTRODUCTION

Q. PLEASE STATE YOUR NAME.

A. My name is Mark Turnbough.

Q. WHAT IS YOUR OCCUPATION?

A. I am an environmental / land use and regulatory consultant.

Q. ON WHOSE BEHALF ARE YOU PROVIDING CROSS REBUTTAL TESTIMONY IN THIS PROCEEDING?

A. I am testifying on behalf of Bexar Ranch, L.P.

Q. ARE YOU THE SAME PERSON WHO PROVIDED DIRECT TESTIMONY ON BEHALF OF BEXAR RANCH, L.P., INTERVENORS IN THIS PROCEEDING?

A. Yes.

Q. WOULD YOU BRIEFLY SUMMARIZE THE FINDINGS AND CONCLUSIONS OF YOUR DIRECT TESTIMONY?

A. Route Z-1 is the shortest, second least expensive of the 31 Alternative Routes. It is comparable to most of the Alternative Routes with 31 Habitable Structures. The mean number of Habitable Structures for the set is 34.5. The median is 34.

1

2

Route Z-1 accounts for a total of 11.12 acres of ROW across Golden Cheeked Warbler (GCW) modeled habitat designated as 3-Moderate High to 4-High Quality. For all 31 Alternative Routes, the mean is 13.04 acres, and the median is 11.81 acres.

3

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For the most part, Route Z-1 avoids extensive fragmentation of open space, whereas all the routes utilizing Segments 43, 44, and 45 (almost half of the 31 Alternative Routes) cause extensive fragmentation of undeveloped open space.

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II. PURPOSE OF TESTIMONY

10

Q. WHAT IS THE PURPOSE OF YOUR CROSS REBUTTAL TESTIMONY?

11

A. The purpose of my testimony is to provide rebuttal to direct testimonies filed by Mark Anderson on behalf of Anaqua Springs, Steve Cichowski on behalf of Anaqua Springs, Jason Buntz on behalf of the San Antonio Rose Palace, Inc. and Strait Productions, Inc., and Patrick Cleveland.

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Q. DOES THE SCOPE OF YOUR CROSS REBUTTAL TESTIMONY INCLUDE AN ASSESSMENT OF THE DESCRIPTIONS OF POTENTIAL VISUAL, SYMBOLIC, OR PLANNED USE IMPACTS THAT MR. ANDERSON, MR. CICHOWSKI, AND MR. BUNTZ PROVIDE IN THEIR DIRECT TESTIMONIES WITH REGARD TO

17

18

19

1 **THE PROPOSED PLACEMENT OF SEGMENTS INCLUDED IN ROUTE Z-1 ON**
2 **OR NEAR THEIR CLIENT’S OR THEIR PROPERTIES?**

3 A. No. I am not in a position to take issue with what they think the potential visual,
4 symbolic, or planned use impacts of resources associated with the properties in question if
5 Route Z-1 is confirmed in this proceeding as the route that best meets the requirements of
6 PURA and the PUC Substantive Rule.

7

8 **Q. WHAT IS THE SCOPE OF YOUR ANALYSIS WITH REGARD TO THEIR**
9 **TESTIMONIES?**

10 A. The scope of my work is primarily focused on an assessment of the validity of their
11 recommendations that Route W in the cases of Mr. Anderson and Mr. Cichowski, and in

1 the case of Mr. Buntz, a recommendation that Route R-1 should replace Route Z-1 as the
2 route that best meets the requirements of PURA and the PUC Substantive Rule.

3

4 **Q. WAS YOUR TESTIMONY AND SUPPORTING DOCUMENTATION PREPARED**
5 **BY YOU?**

6 A. Yes.

7

8 **Q. IS THE INFORMATION CONTAINED IN YOUR TESTIMONY AND THE**
9 **SUPPORTING DOCUMENTATION TRUE AND CORRECT TO THE BEST OF**
10 **YOUR KNOWLEDGE AND BELIEF?**

11 A. Yes.

12

13 **Q. WHAT CONCLUSION DOES MR. ANDERSON REACH IN HIS DIRECT**
14 **TESTIMONY IN THIS PROCEEDING?**

15 A. Essentially, Mr. Anderson, incorrectly I think, concludes that Route W is superior
16 to Route Z-1 because he believes that, "... all of the 20 northern routes that use Toutant

1 Beauregard, Segment 54, and Substation Site 7 to be unsuitable for inclusion in a best
2 meets route.” (page 34, lines 22-24)

3

4 **Q. WHAT IS THE APPARENT BASIS FOR MR. ANDERSON’S CONCLUSION?**

5 A. On page 36, lines 6-11, he states the following, “In my expert opinion, Segment 54
6 should not be used because it is a highly constrained and congested utility and
7 transportation corridor located in the center of a rapidly growing community. Furthermore,
8 no routes that run close to the elementary school should be approved. Similarly, Substation
9 Site 7 should not be used because of its highly constrained size, noise and lighting issues,
10 and proximity to nearby homes and the Leon Creek watershed.”

11

12 **Q. WHAT CONCLUSION DOES MR. CICHOWSKI REACH IN HIS DIRECT**
13 **TESTIMONY IN THIS PROCEEDING?**

14 A. Mr. Cichowski states that “Route W uses Substation 6, which is further from
15 existing homes than Substation 7. It does not utilize Toutant Beauregard, and it impacts
16 fewer habitable structures than Route Z-1. It skirts newer, developing subdivisions, which
17 will give landowners who chose to build in that subdivision the ability to site their houses
18 taking the transmission line into consideration, which the people along Toutant Beauregard

1 and in Anaqua Springs do not have the ability to do.” He also supports Mr. Anderson’s
2 analysis regarding Route W.

3

4 **Q. WHAT IS THE APPARENT BASIS FOR MR. CICHOWSKI’S CONCLUSION?**

5 A. He states, “... the entire subdivision would be impacted by the transmission line if
6 it is routed using any of the following segments 36, 42a, 38, 39 or 43.” (page 8, lines 4-6)
7 He also states that, “In addition, segment 36 runs right through our entry way and through
8 dedicated parkland to the northwest and southeast of our entry drive.” (page 10, lines 9-
9 10) Lastly, on page 14, lines 8-10, he states, “... we have concerns about the use of the
10 Substation 7 site. The site is a residential lot on Toutant Beauregard that backs to a creek.
11 CPS proposes to put a five-acre industrial site in the middle of a neighborhood.”

12

13 **Q. WHAT CONCLUSION DOES MR. BUNTZ REACH IN HIS DIRECT**
14 **TESTIMONY IN THIS PROCEEDING?**

15 A. Mr. Buntz concludes that the selection of Route R-1, “... would completely avoid
16 the intersection of Scenic Loop, Boerne Stage Road and Toutant Beauregard Road, which
17 means Route R-1 would avoid adverse impacts to the Scenic Loop – Boerne Stage –

1 Toutant Beauregard Historic Corridor and the Old Spanish Trail. Route R-1 would also
2 avoid impacts to the Heidemann Ranch Historic District.” (page 19, lines 10-14)

3
4 **Q. WHAT IS THE APPARENT BASIS FOR MR. BUNTZ’S CONCLUSION?**

5 A. For the most part, Mr. Buntz sets forth a description of historically significant
6 locations and roadways that he believes should be avoided by the placement of the
7 transmission line. He summarizes the potential impact on these resources on page 14, lines
8 13-15, in the context of a specific property, the Heidemann Ranch. He states that, “Setting,
9 even for modest buildings, contributes to overall historic character, and a 138-KV
10 transmission line adjacent to the property would have not only a visual effect but would
11 alter the rural setting of the historic district.”

12
13 **Q. WHAT IS THE BASIS FOR YOUR REBUTTAL OF THE ANDERSON,
14 CICHOWSKI, AND BUNTZ DIRECT TESTIMONIES?**

15 A. After reading their testimonies, I conducted a specific comparison of Route Z-1,
16 Route W, and Route R-1 based on data provided in the CPS Application and the POWER
17 EA, as amended. That comparison represents a more detailed subset of comparisons I
18 conducted in the development of my direct testimony.

19 This comparison is a useful point of departure for addressing specific issues raised
20 in their testimonies. Each of the individuals cited here have selectively added

1 disproportionate weight or importance to a small subset of the criteria used in the POWER
2 EA. That is why the comparison provided here is a useful recalibration back to the
3 cumulative impact analysis that is responsive to the requirements of the PURA and the
4 PUC Substantive Rule.

5
6 **III. FINDINGS**

7 **Q. PLEASE SUMMARIZE YOUR FINDINGS.**

8 A. The following itemizes comparisons of essential criteria in the POWER EA for
9 Routes Z-1, W, and R-1.

- 10 • Route Z-1 is the shortest route of the 31 Alternative Routes with a length of 4.53 miles.
11 Route W is 6.25 miles in length, making it one of the longer routes in the proposed
12 project. Route R-1 has a length of 4.76 miles.
- 13 • Route Z-1 runs parallel to existing compatible ROW including existing public roads
14 and highways, railroads, and apparent property lines for approximately 68 percent of
15 its length. Route W runs parallel to existing compatible ROW for 58 percent of its
16 length. Route R-1 runs parallel to existing compatible ROW for 64 percent of its
17 length.
- 18 • There are 31 habitable structures within 300 feet of the centerline of Route Z-1. For
19 the 31 Alternative Routes, the mean number of habitable structures within 300 feet of
20 the centerline is 34.5, with a median of 34. Route W has 25 habitable structures within
21 300 feet of the ROW centerline. Route R-1 has 7 habitable structures within 300 feet

1 of the ROW centerline. However, testimony on behalf of the Save Huntress Lane Area
2 Association suggests that there are an additional four structures that should be added to
3 Route R-1.

- 4 • Route Z-1 has the third shortest length across upland woodland / brushland at 3.59
5 miles compared to 3.12 miles for the lowest. Route W runs across upland woodland /
6 brushland for 6.03 miles. Route R-1 runs across upland woodland / brushland for a
7 distance of 4.35 miles.
- 8 • Route Z-1 accounts for a cumulative total of 11.12 acres of ROW across GCW
9 (modeled) habitat designated as 3-Moderate High to 4-High Quality. For all 31
10 Alternative Routes the mean is 13.04 acres, and the median is 11.81 acres. Route W is
11 reported to have a total of 2.95 acres. However, based on my reconnaissance of the
12 Bexar Ranch, I noticed large dense patches of old growth Ash Juniper along the east
13 side of Segment 44. The heavy stands of juniper were mainly integrated among
14 deciduous trees. The Diamond Study was published in 2010. In the intervening
15 decade, GCW habitat may have increased in quality and quantity in this area. Route
16 R-1 accounts for 19.03 acres of Moderate High to High Quality GCW habitat.
- 17 • Route Z-1 utilizes proposed Substation Site 7 which has the potential to be shielded
18 from public view. Both Routes W and R-1 utilize proposed Substation 6. Substation 6

1 is a rectangular shaped 5-acre site. The longer edge of the polygon fronts on Scenic
2 Loop Drive. Consequently, Substation 6 will be more visible to the surrounding area.

- 3 • Route Z-1 is comparable to Alternative Routes with regard to potential impacts to
4 cultural resources in the study area. Routes W and R-1 are roughly comparable to
5 Route Z-1.
- 6 • Route Z-1 utilizes Segment 42a which has approximately 2,059 feet of ROW that the
7 landowner agreed to donate to CPS if a route utilizing Segment 42a is approved by the
8 Commission. The donated distance represents approximately 8.61 percent of the total
9 length of Route Z-1. Neither Route W or Route R-1 has donated land for ROW on any
10 of their segments.
- 11 • In that context, Route Z-1 has the second lowest total estimated cost of the 31
12 Alternative Routes at \$38,474,771. Route W, on the other hand, has a total estimated
13 cost of \$52,869,828. Route R-1 has a total estimated cost of \$43,522,858.
- 14 • It should be noted here that Route AA-1 and AA-2 are generally comparable to Route
15 Z-1 with regard to the 48 criteria used by POWER to evaluate the alternative routes
16 and segments.

17
18 **Q. DO YOU HAVE REBUTTAL OF SPECIFIC ISSUES RAISED BY MR.**
19 **ANDERSON REGARDING THE USE OF ROUTE Z-1?**

20 A. Yes. Firstly, he says that Segment 54 (Toutant Beauregard Road) should not be
21 used because it is a highly constrained and congested utility and transportation corridor
22 located in the center of a rapidly growing community. I disagree with Mr. Anderson's

1 statement that Segment 54 should not be used. The reason I disagree is that most of the
2 characteristics Mr. Anderson assigns to Segment 54, actually make it a very useful corridor
3 for bundling infrastructure that is necessary to support rapid subdivision and commercial
4 development in that area. By placing infrastructure necessary to support the growth in that
5 community, on Segment 54 and on subsequent Segments on Toutant Beauregard it is
6 possible to keep other nearby areas from being utilized for infrastructure placement that
7 are to date relatively unaffected.

8 Secondly, Mr. Anderson contends that no routes that run close to the elementary
9 school (McAndrew Elementary School) should be approved. With respect to the proximity
10 to Route Z-1 to the McAndrew Elementary School, it should be noted that the centerline
11 of the ROW is approximately 320 feet to the closest edge of the school building. The
12 distance between the ROW to the nearest edge of the playground is 335 feet. The distance
13 from the ROW to the nearest edge of the soccer field / ballfield is approximately 280 feet.

14 The McAndrew Elementary School site is not atypical of tracts dedicated for or
15 donated to governmental entities in which new housing subdivisions are being developed.
16 It is not uncommon for developers to provide land for schools that is less useful for the
17 primary intended purpose (building houses) of the subdivision. In this instance, the school
18 property is adjacent to a drainage easement, a wastewater treatment plant, and a floodplain.

19 By way of comparison, I looked at locations of other schools within the Northside
20 Independent School District (NISD) using the NISD website and selected Google Earth
21 images. See **Exhibit Rebuttal MT-1** for photographs and maps for each of the schools
22 referenced below. For each school shown, there is an aerial photograph, a ground level

1 photograph, and a map showing the location of the school in a given neighborhood. The
2 schools I looked at include Jerry D. Allen Elementary, Braun Station Elementary, R.R.
3 Cable Elementary, Jimmy Elrod Elementary, Galm Elementary, Hatchett Elementary,
4 Mary Hull Elementary, and Raba Elementary. Inspection of the aerial and ground
5 photography for each school listed indicates that there is placement of electric transmission
6 lines near each of the school properties at distances comparable to the distance of proposed
7 Route Z-1 to McAndrew Elementary. In one case, R.R. Cable Elementary, there are not
8 only multiple electric transmission lines in relative proximity to the school property, there
9 is also a substation. Five of the schools listed also have local distribution lines located on
10 school property. The point worth emphasizing with regard to Mr. Anderson's commentary
11 about the relative proximity of proposed Route Z-1 to McAndrew Elementary is that the
12 proposed alignment of Route Z-1 seems to follow that of several schools within the NISD.
13 **Exhibit Rebuttal MT-1** is a true and accurate depiction of each elementary school.

14 The third issue raised by Mr. Anderson is the quality and characteristics of proposed
15 Substation 7, and his opinion that it should not be used. Among other things, he indicates
16 that it is highly constrained in size, close to nearby homes, and the Leon Creek Watershed.
17 The proposed location of Substation 7 sits on a 7.2-acre tract that is roughly triangular in
18 shape. The northwestern point of the tract fronts on Toutant Beauregard Road. There is a
19 heavy stand of trees adjacent to Toutant Beauregard Road at what would be the entry point
20 for the tract. Inspection of the layout for a typical substation indicates that the facility could
21 be built on a location within the tract that is set back from the road and screened by the
22 trees. The setback could be accommodated without encroaching on the potential flood
23 crest elevation of Leon Creek. Mr. Anderson's concern about the slope of the tract that

1 runs down gradient toward the creek can be mitigated by normal grading and drainage
2 management practices. There are existing structures in the vicinity, but it is possible to
3 construct Substation 7 on this 7.2-acre tract and provide a reasonable buffer zone between
4 it and any other structures.

5 Another issue raised by Mr. Anderson is the location of a “steel natural gas
6 pipeline” adjacent to Segment 20 on Route Z-1. He expresses considerable concern about
7 the omission of the information regarding the location and size of this pipeline in the EA
8 database, and in subsequent CPS RFI responses to Brad Jauer. Based on CPS Energy’s
9 supplemental response to Brad Jauer, it turns out that the “steel” gas transmission pipeline
10 is actually two small diameter (6 inch and 8 inch) plastic local distribution gas lines.
11 According to CPS, these types of natural gas distribution lines are common within road
12 ROWs throughout many urban and suburban areas of Bexar County and are expected to
13 exist throughout the study area. Moreover, CPS does not anticipate any interference
14 between the plastic natural gas distribution lines and the proposed electric transmission line
15 along Segment 20.

16 Ultimately, Mr. Anderson indicates that Route W best meets the requirements for
17 PURA and the PUC Substantive Rule. I have provided in a comparison of Route Z-1 and
18 Route W earlier in this testimony that demonstrates why Route W does not best meet the
19 requirements of PURA and the PUC Substantive Rule. Based on that comparison and one

1 I provided in my direct testimony, it is apparent that Route Z-1 best meets the requirements
2 of PURA and the PUC Substantive Rule.

3 Moreover, the western most extension of Route W, Segment 44, literally bisects
4 the Bexar Ranch on its east/west axis without any justification in the linear siting criteria
5 listed in the Substantive Rule. There is absolutely no compatible ROW in that very large
6 and completely undeveloped, heavily wooded, open space. In addition, there are no natural
7 or cultural features present that would qualify as a path forward for Segment 44. Segment
8 44 is one of only a few segments that I have ever seen that has no regulatory basis for its
9 existence.

10
11 **Q. DO YOU HAVE REBUTTAL OF SPECIFIC ISSUES RAISED BY MR.**
12 **CICHOWSKI REGARDING THE USE OF ROUTE Z-1?**

13 A. Yes. Mr. Cichowski generally raises the same issues that Mr. Anderson does in his
14 testimony. However, with regard to the use of Toutant Beauregard he extends his concern
15 for the use of Segment 54, but also includes Segments 36, 42a, 38, 39, or 43. In particular,
16 he is concerned about Segment 36, "... running through the Anaqua Springs Subdivision
17 entry way."

18 In the context of the use of Toutant Beauregard Road, he questions the placement
19 of Substation 7 in the middle of a neighborhood. In general, my responses to Mr.
20 Cichowski's concerns are the same that I stated in my rebuttal of Mr. Anderson's
21 testimony. In addition, Mr. Cichowski supports the use of Route W which uses Substation

1 6. I have addressed the issues associated with Route W relative to Route Z-1 in the
2 comparison I described earlier in this testimony.

3 With regard to the use of Substation 6 as opposed to Substation 7, it is apparent that
4 the rectangular shaped tract for Substation 6 is more visible than the triangular shaped 7.2-
5 acre tract proposed for Substation 7. Substation 6 fronts Scenic Loop Road and will be
6 much more difficult to screen from public view. With regard to Substation 7, Mr.
7 Cichowski says that, “CPS proposes to put a 5-acre industrial site in the middle of a
8 neighborhood”. It is apparent that the roughly triangular shaped 7.2-acre site has not been
9 attractive for residential development in the middle of the neighborhood. It is conceivable,
10 however, that the tract is suitable for installation of basic infrastructure needed to support
11 the continued rapid growth of the area.

12
13 **Q. DO YOU HAVE REBUTTAL OF SPECIFIC ISSUES RAISED BY MR. BUNTZ**
14 **REGARDING THE USE OF ROUTE Z-1?**

15 A. Yes. Mr. Buntz’s direct testimony focuses primarily on the need to recognize,
16 understand, and preserve historical value associated with several resources located
17 primarily in the northwest quadrant of the study area. He also identifies non-historical
18 resources such as the San Antonio Rose Facility that should be provided with similar
19 consideration. His primary mitigation strategy is to recommend avoidance of areas that
20 have been identified as having historically significant uses. He identifies the Scenic Loop
21 – Boerne Stage – Toutant Beauregard Historic Corridor, and the Old Spanish Trail. He

1 also identifies the Heidemann Ranch as a historical remnant that should be avoided. The
2 routes he describes that have special historic significance have been recognized under the
3 Texas Historic Roads and Highways Program and the designation of routes as historic
4 highways. Properties in the Study Area such as the Heidemann Ranch and the White Ranch
5 have, in the alternative, been designated as historical districts.

6 He rightly points out that the designation as a historic highway does not prevent
7 development along the route. The intent of the Act is to encourage “heritage tourism”
8 which can potentially have a positive effect on small businesses and communities linked
9 to the historic route. Typically, these designations by the Legislature are memorialized by
10 the placement of historical markers in accessible locations along the route.

11 His research on these historical resources in this part of the study area is
12 comprehensive and informative. It is his strategy for dealing with them, however, that I
13 have some concerns about because instead of recognizing the fact that these routes have
14 for the most part evolved into busy streets and highways that have become compatible
15 ROW for the purposes of discussion in this case, he advocates that the areas be avoided all
16 together by additional infrastructure. Ironically, this infrastructure is necessary to support
17 the growth and development of the area. His approach to dealing with the attempt by CPS
18 to employ a multi-disciplinary assessment of potential alternative routes for the proper
19 placement of an electric transmission line selectively overstates the importance of a handful
20 of cultural and historical criteria that are part of an assessment that looks at a total of 48
21 criteria. This selective weighting of historical characteristics leads him to recommend the
22 use of Route R-1 because it avoids most of the historic resources he has identified. To

1 reiterate rebuttal directed at Mr. Anderson's and Mr. Cichowski's direct testimonies, Mr.
2 Buntz also tries to minimize the need to take a broader cumulative impacts approach to
3 identifying a route that best meets the requirements of PURA and the PUC Substantive
4 Rule.

5 Mr. Buntz states that, as part of the basis for his recommendation, that the
6 placement of a 138-KV electric transmission line **adjacent** to a historical property would
7 have not only a visual effect but would also alter the rural setting. Route R-1 contains
8 Segment 43. Segment 43 diverges sharply southwest from the northern property line of
9 the Bexar Ranch and then cuts sharply back to the northwest. Although Segment 43 starts
10 and ends on the north property line of the Ranch, 70 percent of its total length, 1.4 miles,
11 runs across the northern area of the Ranch without any comparable or compatible ROW or
12 natural/cultural features to justify its placement.

13 The Bexar Ranch is a totally undeveloped multi-generational family ranch that is
14 immediately adjacent to the White Ranch. The White Ranch has been designated as a
15 historic district. The White Ranch and the Bexar Ranch used to be parts of the same ranch.
16 It is difficult to imagine that the historic significance of the White Ranch stops at the
17 contiguous east/west boundary of the White and Bexar Ranches. So it is conceivable that
18 in a purely historical context Mr. Buntz recommendation to use Route R-1 could degrade
19 the historic quality that is likely to be a characteristic of the totally undeveloped, unstudied,
20 and undesignated Bexar Ranch.

21 In terms of historical land use patterns, however, the Bexar Ranch is somewhat
22 similar to the Heidemann Ranch. If it is detrimental to the historical setting to place a

1 transmission line, not on, but adjacent to the Heidemann Ranch, according to Mr. Buntz,
2 then it may be even more detrimental to place a transmission line segment that runs deep
3 into the northern area of the Bexar Ranch without the benefit of any paralleling feature to
4 justify 70 percent of its placement.

5
6 **Q. HAVE YOU IDENTIFIED OTHER DIRECT TESTIMONY TO WHICH YOU**
7 **WISH TO PROVIDE REBUTTAL?**

8 A. Yes. In Mr. Patrick Cleveland's direct testimony, he outlines a novel approach for
9 ranking the suitability of alternative routes. His analysis is a combination of his
10 determination of the visual and economic impacts on properties and habitable structures.
11 The habitable structures analysis is relatively consistent with most other assessments.
12 However, he extends the analysis to include essentially all properties that are adjacent to a
13 proposed alternative route. The basis for his approach is that he believes that, "There is no
14 reasonable scenario where a 130' tall structure would not be visible from an adjacent
15 property and thus, affect the aesthetics and value of the property if the structure is at or
16 near the property line." (page 5, lines 27-28 and page 6, lines 1-2) He gives an example
17 on page 7 of his testimony, "... the proposed segments in Route A are located on 36
18 properties with 87 properties adjacent to those segments in Route A for a total of 123
19 properties affected." (page 7, lines 2-4) Mr. Cleveland, after going through his analytic
20 protocol, places Route Z-1 in a tie for the thirteenth most favorable position with Route
21 AA-1. (page 13, lines 12-13) I disagree with Mr. Cleveland's methodological approach
22 and his findings. It would be virtually impossible to use his methodology in a systematic

1 comparison of the potential impacts of proposed routes in the framework of the EA
2 prepared by POWER Engineers. The methodology used by POWER and other qualified
3 contractors has been recognized and validated in numerous utility projects as a systematic
4 way to operationalize the requirements of PURA and the PUC Substantive Rule.

5 Moreover, I am not convinced that an attempt to replicate Mr. Cleveland's
6 methodology by an independent third party would produce comparable or consistent
7 results.

8

9 **Q. DOES THIS CONCLUDE YOUR REBUTTAL OF SELECTED TESTIMONIES IN**
10 **THIS PROCEEDING AND DO YOU HAVE ANY SUMMARY OBSERVATIONS**
11 **ABOUT THEM?**

12 A. Yes. A common theme of the testimonies I have cited in this rebuttal testimony is
13 that they oppose the selection of Route Z-1 as the route that best meets PURA and the PUC
14 Substantive Rule. The opposition to Route Z-1 appears to be based primarily on property
15 specific issues. I do not see any comprehensive data or analysis presented in those direct

1 testimonies demonstrating that either Route W or Route R-1 best meet the requirements of
2 PURA and the PUC Substantive Rule.

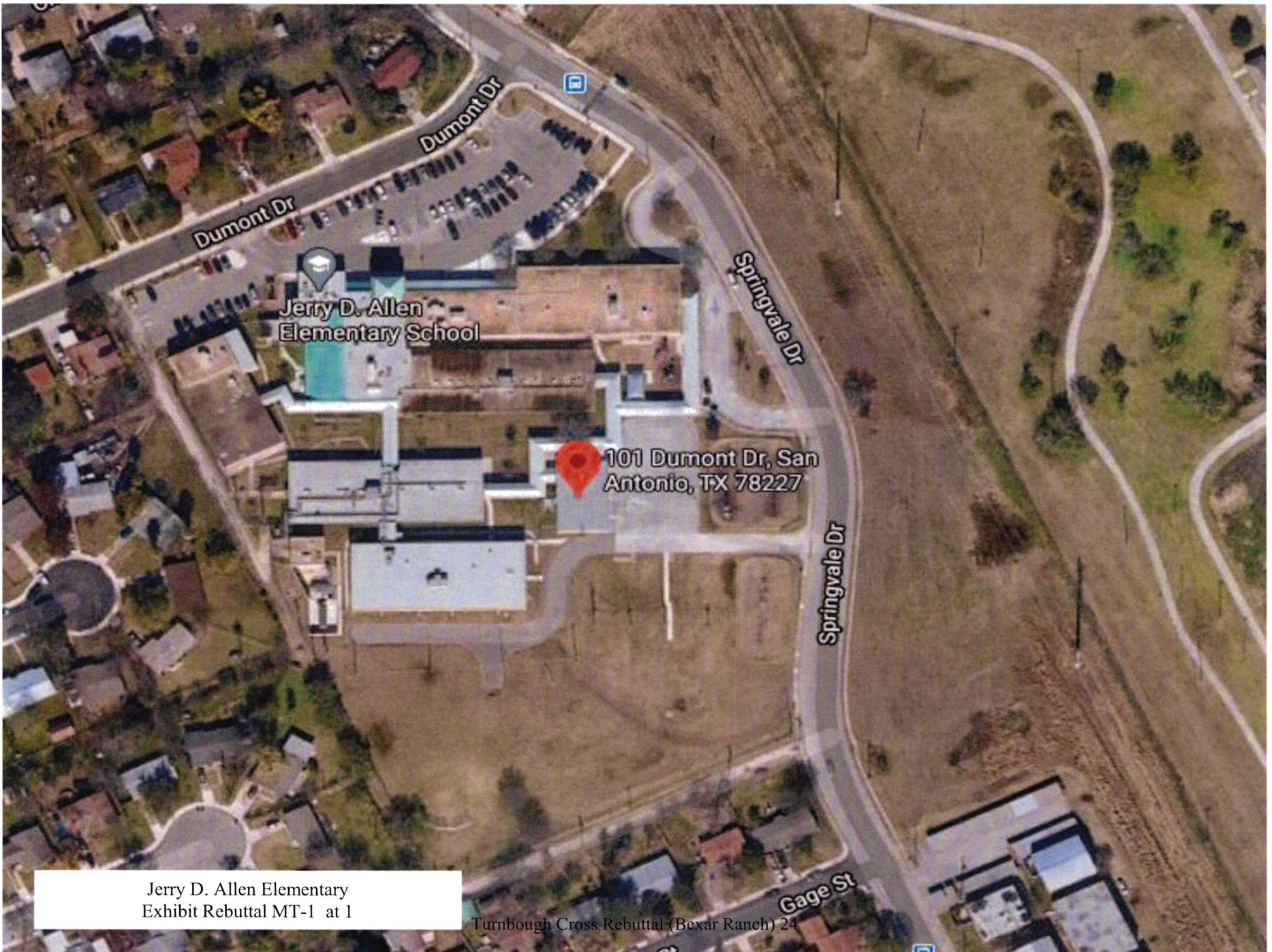
3

4

IV. CONCLUSION

5 **Q. WHAT CONCLUSION HAVE YOU DRAWN FROM YOUR ANALYSIS?**

6 A. An objective assessment of the data that makeup much of the administrative record in this
7 case indicates that Route Z-1 best meets PURA and the PUC Substantive Rule.



Jerry D. Allen Elementary
Exhibit Rebuttal MT-1 at 1



Jerry D. Allen Elementary
Exhibit Rebuttal MT-1 at 2

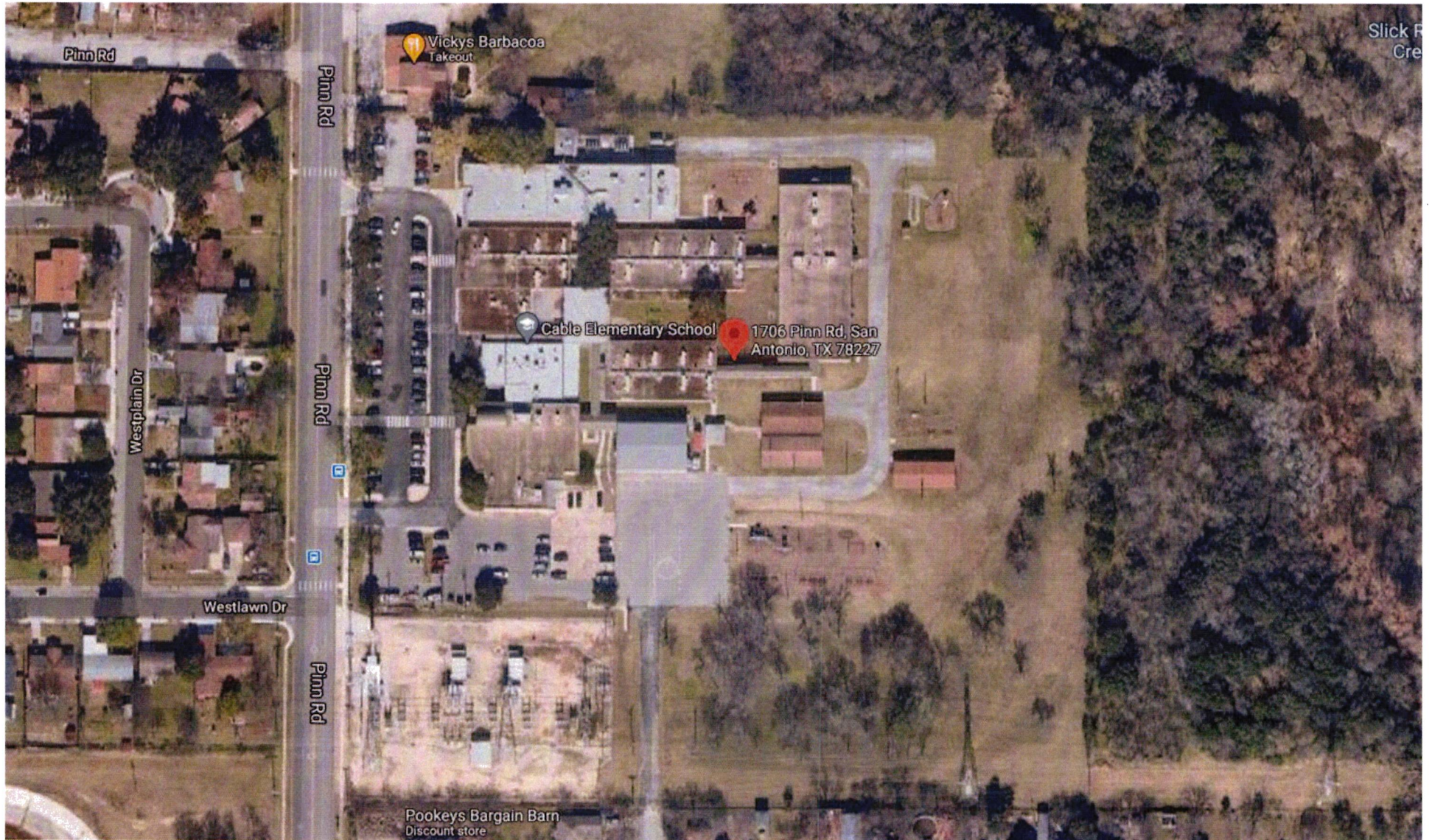


Braun Station Elementary
Exhibit Rebuttal MT-1 at 3



8673 Tezel Rd
San Antonio, Texas
Google
Street View

Braun Station Elementary
Exhibit Rebuttal MT-1 at 4



R.R. Cable Elementary
Exhibit Rebuttal MT-1 at 5

6800 Westlawn Dr
San Antonio, Texas
Google
Street View



1706 Pin
Antonio,

R.R. Cable Elementary
Exhibit Rebuttal MT-1 at 6

Turnbough Cross Rebuttal (Bexar Ranch) 29





1950 Pinn Rd
San Antonio, Texas
Google
Street View



R.R. Cable Elementary
Exhibit Rebuttal MT-1 at 7

Turnbough Cross Rebuttal (Bexar Ranch) 30

Google



R.R. Cable Elementary
Exhibit Rebuttal MT-1 at 8

Turnbough Cross Rebuttal (Bexar Ranch) 31



8885 Heath Cir Dr, San Antonio, TX 78250

Jimmy L. Elrod Elementary School

Heath Cir Dr

Heath Cir Dr

Heath Cir Dr

Heath Cir Dr

Coral Springs

Low Bid Ln

Barbary Bay

Falling Quail

Jimmy Elrod Elementary
Exhibit Rebuttal MT-1 at 9



Jimmy Elrod Elementary
Exhibit Rebuttal MT-1 at 10



Jimmy Elrod Elementary
Exhibit Rebuttal MT-1 at 11

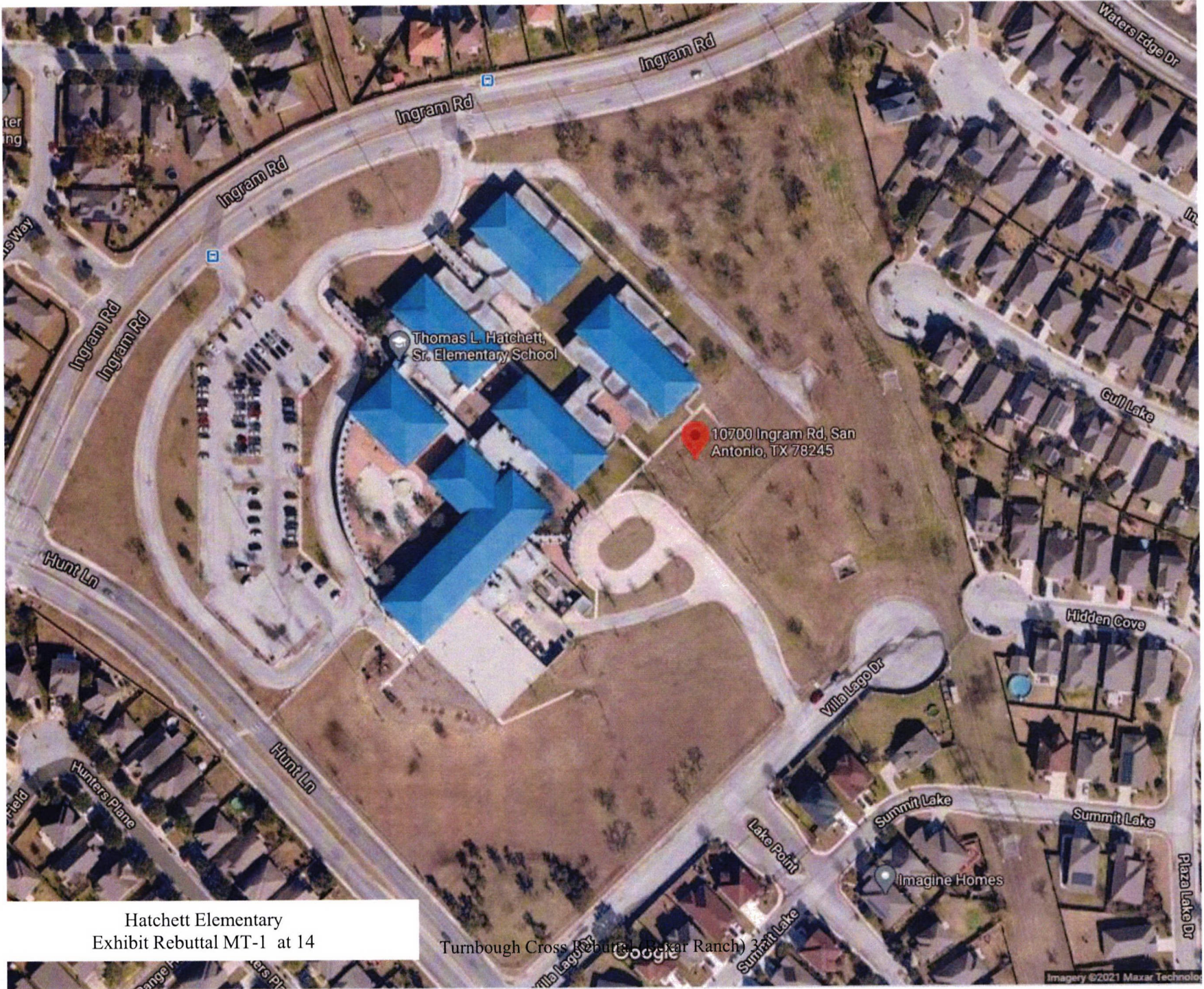


Galm Elementary
Exhibit Rebuttal MT-1 at 12



Galm Elementary
Exhibit Rebuttal MT-1 at 13

Turnbough Cross Rebuttal (Bexar Ranch) 36



Hatchett Elementary
Exhibit Rebuttal MT-1 at 14

Turnbough Cross Rebuttal (Pekar Ranch)

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Hatchett Elementary
Exhibit Rebuttal MT-1 at 15

Turnbough Cross Rebuttal (Bexar Ranch) 38



Hatchett Elementary
Exhibit Rebuttal MT-1 at 16

Turnbough Cross Rebuttal (Bexar Ranch) 39



Mary Hull Elementary
Exhibit Rebuttal MT-1 at 17



Mary Hull Elementary
Exhibit Rebuttal MT-1 at 18

Turnbough Cross Rebuttal (Bexar Ranch) 41

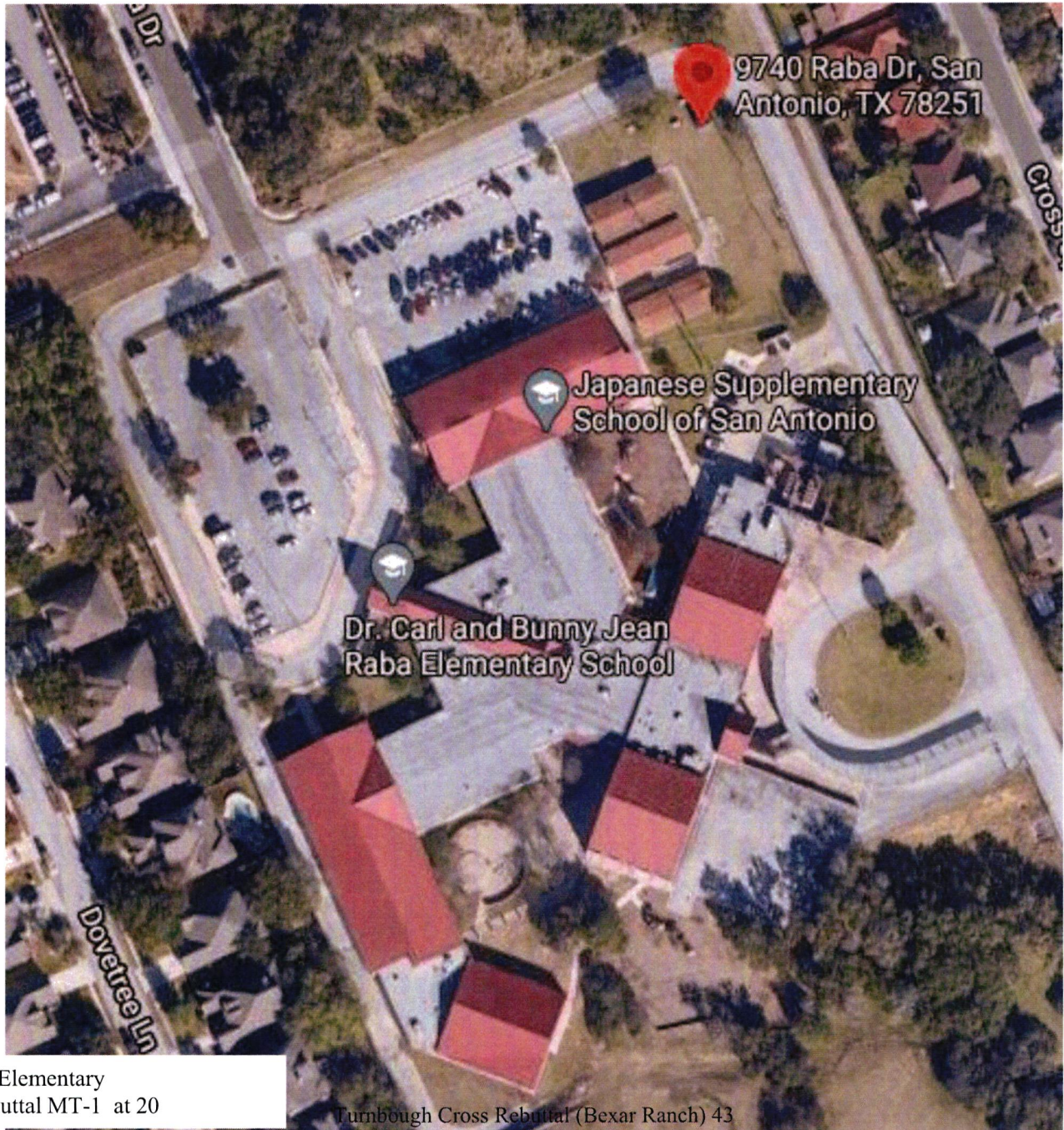


1885 Westedge Dr
San Antonio, Texas
Google
Street View



https://www.google.com/streetview

Mary Hull Elementary
Exhibit Rebuttal MT-1 at 19



Raba Elementary
Exhibit Rebuttal MT-1 at 20



Raba Elementary
Exhibit Rebuttal MT-1 at 21

Tumbough Cross Rebuttal (Bexar Ranch) 44

