



Control Number: 51023



Item Number: 790

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

2021 APR 23 PM 2:54

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 RESPONSE TO BRAD JAUER'S AND BVJ PROPERTIES, L.L.C.'S
FIFTH REQUEST FOR INFORMATION TO CPS ENERGY**

COMES NOW the City of San Antonio, acting by and through the City Public Service Board (CPS Energy) and files this Response to the Brad Jauer's and BVJ Properties, L.L.C.'s Fifth Request for Information (RFI). This Response is timely filed. 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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State Bar No. 00793325
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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 3 in this proceeding.

/s/ Kirk D. Rasmussen

Kirk D. Rasmussen

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Brad Jauer & BVJ Properties RFI 5-1:

Regarding the property on which Substation Site 7 is located: i) what is the highest point of elevation at the front of the property adjacent to Toutant Beauregard; and ii) what is the lowest point of elevation of the back of the property along Leon Creek?

Response No. 5-1:

CPS Energy has not performed any surveys and does not have survey information for Substation Site 7. Based on publicly available data from Google Earth:

(i) the highest point of elevation at the front of the property where Substation Site 7 is identified adjacent to Toutant Beauregard Road is approximately 1,288 feet above mean sea level (AMSL); and

(ii) the lowest point of elevation of the back of the property along Leon Creek is approximately 1,234 feet AMSL.

Prepared By: Scott D. Lyssy
Sponsored By: Scott D. Lyssy

Title: Manager Civil Engineering
Title: Manager Civil Engineering

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Brad Jauer & BVJ Properties RFI 5-2:

Regarding the cost information contained in Table 4 (entitled “Substation Facilities Total Estimated Costs”) of Attachment 3 to the Amended Application, how much of the estimated costs for “Engineering & Design” and “Construction of Facilities” for Substation Site 7 relate to the property: i) being within the 100-year floodplain; and/or ii) the fall in its elevation from the front of the property adjacent to Toutant Beauregard road to the back of the property along Leon Creek?

Response No. 5-2:

- (i) None of the costs estimated for this project involving routes connecting to Substation Site 7 involve “being within the 100-year floodplain.”
- (ii) Table 4 (entitled “Substation Facilities Total Estimated Costs”) of Attachment 3 to the Amended Application contains approximately \$5.1 million for substation construction for Site 7, which a portion of that amount will be used to cut/fill the site to the necessary grades to construct the Substation. CPS Energy has not performed any surveys and does not have survey information necessary to determine the exact amount of dirt work necessary, however I feel \$5.1 million is a sufficient estimate for the construction of Substation Site 7.

Prepared By: Scott D. Lyssy	Title: Manager Civil Engineering
Sponsored By: Scott D. Lyssy	Title: Manager Civil Engineering

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Brad Jauer & BVJ Properties RFI 5-3:

Is Substation Site 6 adjacent to: 1) any river, creek, stream or other body of water; or 2) any designated floodplain?

Response No. 5-3:

- (1) No. Refer to Figure 2-4 included in the Environmental Assessment.
- (2) No. Refer to Figure 2-4 included in the Environmental Assessment.

Prepared By:	Lisa B. Meaux	Title:	Project Manager, POWER Engineers, Inc.
	Scott D. Lyssy		Manager Civil Engineering
Sponsored By:	Lisa B. Meaux	Title:	Project Manager, POWER Engineers, Inc.
	Scott D. Lyssy		Manager Civil Engineering

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Brad Jauer & BVJ Properties RFI 5-4:

Admit that Substation Site 6 has less than 20 feet of elevation change.

Response No. 5-4:

CPS Energy has not performed any surveys and does not have survey information for Substation Site 6. Based on publicly available data from Google Earth, the property on which Substation Site 6 is located appears to have less than 20 feet of elevation change across the property.

Prepared By: Scott D. Lyssy	Title: Manager Civil Engineering
Sponsored By: Scott D. Lyssy	Title: Manager Civil Engineering

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Brad Jauer & BVJ Properties RFI 5-5:

Beginning at the point on Segment 54’s centerline from which Route Z1’s 82-foot distance from Habitable Structure No. 81 was measured, what is the distance from Segment 54’s centerline to the closest edge of: i) Toutant Beauregard road, including its shoulder; and ii) Toutant Beauregard’s existing road right-of-way? (See Table 4-31 of Attachment 2 to the Application Amendment for the “82-foot” reference associated with “Map Number” 81).

Response No. 5-5:

- (i) Beginning at the point on Segment 54’s centerline from which Route Z1’s 82-foot distance from Habitable Structure No. 81 was measured, the distance from Segment 54’s centerline to the closest edge of Toutant Beauregard Road, including its shoulder (specifically to the edge of the pavement), is approximately 27 feet.
- (ii) Beginning at the point on Segment 54’s centerline from which Route Z1’s 82-foot distance from Habitable Structure No. 81 was measured, the distance from Segment 54’s centerline to the closest edge of Toutant Beauregard’s existing road right of way is approximately 18 feet.

Prepared By: Lisa B. Meaux
Sponsored By: Lisa B. Meaux

Title: Project Manager, POWER Engineers, Inc.
Title: Project Manager, POWER Engineers, Inc.

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Brad Jauer & BVJ Properties RFI 5-6:

Beginning at the point on Segment 54’s centerline from which Route Z1’s 251-foot distance from Habitable Structure No. 82 was measured, what is the distance from Segment 54’s centerline to the closest edge of: i) Toutant Beauregard road, including its shoulder; and ii) Toutant Beauregard’s existing road right-of-way? (See Table 4-31 of Attachment 2 to the Application Amendment for the “251-foot” reference associated with “Map Number” 82).

Response No. 5-6:

- (i) Beginning at the point on Segment 54’s centerline from which Route Z1’s 251-foot distance from Habitable Structure No. 82 was measured, the distance from Segment 54’s centerline to the closest edge of Toutant Beauregard road, including its shoulder (specifically to the edge of the pavement), is approximately 30 feet.
- (ii) Beginning at the point on Segment 54’s centerline from which Route Z1’s 251-foot distance from Habitable Structure No. 82 was measured, the distance from Segment 54’s centerline to the closest edge of Toutant Beauregard’s existing road right of way is approximately 21 feet.

Prepared By: Lisa B. Meaux
Sponsored By: Lisa B. Meaux

Title: Project Manager, POWER Engineers, Inc.
Title: Project Manager, POWER Engineers, Inc.

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Brad Jauer & BVJ Properties RFI 5-7:

Beginning at the point on Segment 54’s centerline from which Route Z1’s 260-foot distance from the habitable structure between Habitable Structure Nos. 93 and 94 was measured, what is the distance from Segment 54’s centerline to the closest edge of: i) Toutant Beauregard road, including its shoulder; and ii) Toutant Beauregard’s existing road right-of-way? (See CPS Energy’s Response to Brad Jauer & BVJ Properties RFI 2-17 for the “260-foot” reference associated with the habitable structure between Habitable Structure Nos. 93 and 94).

Response No. 5-7:

- (i) Beginning at the point on Segment 54’s centerline from which Route Z1’s 260-foot distance from Habitable Structure No. 202 (the structure between Habitable Structure Nos. 93 and 94) was measured, the distance from Segment 54’s centerline to the closest edge of Toutant Beauregard road, including its shoulder (specifically to the edge of the pavement), is approximately 64 feet.

- (ii) Beginning at the point on Segment 54’s centerline from which Route Z1’s 260-foot distance from Habitable Structure No. 202 (the structure between Habitable Structure Nos. 93 and 94) was measured, the distance from Segment 54’s centerline to the closest edge of Toutant Beauregard’s existing road right of way is approximately 50 feet.

Prepared By: Lisa B. Meaux	Title: Project Manager, POWER Engineers, Inc.
Sponsored By: Lisa B. Meaux	Title: Project Manager, POWER Engineers, Inc.

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Brad Jauer & BVJ Properties RFI 5-8:

Beginning at the point on Segment 20’s centerline from which Route Z1’s 195-foot distance from Habitable Structure No. 97 was measured, what is the distance from Segment 20’s centerline to the closest edge of: i) Toutant Beauregard road, including its shoulder; and ii) Toutant Beauregard’s existing road right-of-way? (See Table 4-31 of Attachment 2 to the Application Amendment for the “195-foot” reference associated with “Map Number” 97).

Response No. 5-8:

- (i) Beginning at the point on Segment 20’s centerline from which Route Z1’s 195-foot distance from Habitable Structure No. 97 was measured, the distance from Segment 20’s centerline to the closest edge of Toutant Beauregard road, including its shoulder (specifically to the edge of the pavement), is approximately 80 feet.
- (ii) Beginning at the point on Segment 20’s centerline from which Route Z1’s 195-foot distance from Habitable Structure No. 97 was measured, the distance from Segment 20’s centerline to the closest edge of Toutant Beauregard’s existing road right of way is approximately 50 feet.

Prepared By: Lisa B. Meaux
Sponsored By: Lisa B. Meaux

Title: Project Manager, POWER Engineers, Inc.
Title: Project Manager, POWER Engineers, Inc.

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Brad Jauer & BVJ Properties RFI 5-9:

Beginning at the point on Segment 36’s centerline from which Route Z1’s 482-foot distance from CellTex Cite Services, Ltd.’s communications tower was measured, what is the distance from Segment 36’s centerline to the closest edge of: i) Toutant Beauregard road, including its shoulder; and ii) Toutant Beauregard’s existing road right-of-way? (See Table 4-31 of Attachment 2 to the Application Amendment for the “482-foot” reference associated with “Map Number” 501).

Response No. 5-9:

- (i) Beginning at the point on Segment 36’s centerline from which Route Z1’s 482-foot distance from CellTex Cite Services, Ltd.’s communications tower was measured, the distance from Segment 36’s centerline to the closest edge of Toutant Beauregard road, including its shoulder (specifically to the edge of the pavement), is approximately 68 feet.
- (ii) Beginning at the point on Segment 36’s centerline from which Route Z1’s 482-foot distance from CellTex Cite Services, Ltd.’s communications tower was measured, the distance from Segment 36’s centerline to the closest edge of Toutant Beauregard’s existing road right of way is approximately 45 feet.

Prepared By: Lisa B. Meaux
Sponsored By: Lisa B. Meaux

Title: Project Manager, POWER Engineers, Inc.
Title: Project Manager, POWER Engineers, Inc.

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Brad Jauer & BVJ Properties RFI 5-10:

Beginning at the point on Segment 36’s centerline from which Route Z1’s 227-foot distance from the “Commercial-Guard House” was measured, what is the distance from Segment 36’s centerline to the closest edge of: i) Toutant Beauregard road, including its shoulder; and ii) Toutant Beauregard’s existing road right-of-way? (See Table 4-31 of Attachment 2 to the Application Amendment for the “227-foot” reference associated with “Map Number” 200).

Response No. 5-10:

- (i) Beginning at the point on Segment 36’s centerline from which Route Z1’s 227-foot distance from Habitable Structure No. 200 (the “Commercial-Guard House”) was measured, the distance from Segment 36’s centerline to the closest edge of Toutant Beauregard road, including its shoulder (specifically to the edge of the pavement), is approximately 50 feet.
- (ii) Beginning at the point on Segment 36’s centerline from which Route Z1’s 227-foot distance from Habitable Structure No. 200 (the “Commercial-Guard House”) was measured, the distance from Segment 36’s centerline to the closest edge of Toutant Beauregard’s existing road right of way is approximately 33 feet.

Prepared By: Lisa B. Meaux
Sponsored By: Lisa B. Meaux

Title: Project Manager, POWER Engineers, Inc.
Title: Project Manager, POWER Engineers, Inc.

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Brad Jauer & BVJ Properties RFI 5-11:

What is the “Estimated Total Cost” of Route Z1 if CPS were to acquire 100-foot right-of-way along Route Z1’s entire length?

Response No. 5-11:

The Estimated Total Cost of Route Z1 if CPS Energy assumed acquisition of approximately 100 feet width of easement area on private property (as opposed to utilizing some portion of road right of way for the necessary 100 foot operational clearances) along the entire length of Route Z1 is approximately \$38,798,708. Note that in some areas of Segment 54, 100 feet width of easement area on private property may not be available.

Prepared By: Scott D. Lyssy
Sponsored By: Scott D. Lyssy

Title: Manager Civil Engineering
Title: Manager Civil Engineering

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Brad Jauer & BVJ Properties RFI 5-12:

What are the anticipated range of dimensions (including depth above and below the surface) of the foundations likely to be constructed for the poles utilized in the route selected in this proceeding? Please respond separately the foundations used for tangents, running angles and dead ends.

Response No. 5-12:

CPS Energy will conduct specific engineering studies once the application is approved and a route has been selected by the Public Utility Commission of Texas. However, based on the typical foundation sizes CPS Energy utilizes for these types of projects, it is anticipated that foundation diameters will vary between five to ten feet with the top of the foundations approximately three feet above the ground line. The anticipated embedment depth for foundations likely to be constructed for the route selected in this proceeding is 28 to 38 feet deep for tangent poles and 35 to 55 feet deep for running angles and dead ends.

Prepared By: Scott D. Lyssy
Sponsored By: Scott D. Lyssy

Title: Manager Civil Engineering
Title: Manager Civil Engineering

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Brad Jauer & BVJ Properties RFI 5-13:

What is the width of the easement associated with the natural gas pipeline owned and operated by CPS Energy’s Gas Solutions and identified in CPS Energy’s Supplemental Response to Brad Jauer & BVJ Properties RFI 2-16?

Response No. 5-13:

There is generally no easement associated with the existing natural gas distribution pipeline as it is located within the road right of way.

Prepared By: Adam R. Marin
Sponsored By: Adam R. Marin

Title: Regulatory Case Manager
Title: Regulatory Case Manager

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Brad Jauer & BVJ Properties RFI 5-14:

Will CPS be required to obtain permits for crossing public road right of way with high voltage transmission lines? If the answer is yes, from which agency or agencies?

Response No. 5-14:

CPS Energy will obtain necessary roadway crossing approval from Bexar County for crossing roadways controlled by Bexar County via a Utility ROW Permit.

Prepared By: Scott D. Lyssy
Sponsored By: Scott D. Lyssy

Title: Manager Civil Engineering
Title: Manager Civil Engineering

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Brad Jauer & BVJ Properties RFI 5-15:

Will CPS be required to obtain permits for encroachment on public road right of way when paralleling the road with high voltage transmission lines? If the answer is yes, from which agency or agencies?

Response No. 5-15:

No. CPS Energy will not need any permits for utilizing road right of way for the clearances necessary to operate the proposed transmission line facilities parallel to existing roadways.

Prepared By: Scott D. Lyssy	Title: Manager Civil Engineering
Sponsored By: Scott D. Lyssy	Title: Manager Civil Engineering

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Brad Jauer & BVJ Properties RFI 5-16:

Will CPS be required to obtain permits for placing conductor or structure arms within overhead road right of way with high voltage transmission lines. If the answer is yes, from which agency or agencies?

Response No. 5-16:

No.

Prepared By: Scott D. Lyssy
Sponsored By: Scott D. Lyssy

Title: Manager Civil Engineering
Title: Manager Civil Engineering

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Brad Jauer & BVJ Properties RFI 5-17:

Please indicate along which portions of Toutant Beauregard CPS Energy expects to share road right of way.

Response No. 5-17:

All or a portion of Segments 4, 5, 14, 17, 20, 29, 31, 32, 33, 34, 35, 36, 40, and 54 all cross or are adjacent to Toutant Beauregard Road and CPS Energy can and will utilize road right of way for clearances necessary to operate the proposed transmission line facilities along some or all of these segments if a route is approved by the Public Utility Commission of Texas using any of these segments.

Prepared By: Scott D. Lyssy
Sponsored By: Scott D. Lyssy

Title: Manager Civil Engineering
Title: Manager Civil Engineering

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Brad Jauer & BVJ Properties RFI 5-18:

Does Segment 36 run between the existing distribution line and Toutant Beauregard where it crosses Brad Jauer and BVJ Properties, LLC’s property, or does it run on the southwest side of the distribution line? If it runs on the southwest side of the distribution line (i.e., not the Toutant Beauregard side), what is the distance from the property line to the farthest edge of Segment 36’s right-of-way?

Response No. 5-18:

Segment 36 is generally not identified between the existing CPS Energy electric distribution lines and Toutant Beauregard Road. As stated in response to Question 6 of the Application and on page 1-1 of the Environmental Assessment, which is Attachment 1 to the Application, it is currently anticipated that the proposed transmission line facilities will be constructed utilizing a right of way width of approximately 100 feet. The survey, geotechnical, and engineering work necessary to design the proposed transmission line facilities along Segment 36 have not yet been completed. However, the distance from the Brad Jauer and BVJ Properties, LLC’s property line and the farthest edge of the currently identified easement area for Segment 36 in that area is approximately 100 feet. Due to the curvature of the roadway and variances of the edge of the road right of way, the distance may be slightly more or slightly less than 100 feet in some locations. Also, as the segment crosses the roadway to the node of Segments 20 and 32, the distances will decrease from the general 100 feet and Segment 36 crosses the existing electric distribution line. In some areas along Segment 36, CPS Energy may be able to acquire less than 100 feet on private property and/or may be able to utilize 25 feet or more, if possible, of the road right of way for the clearances necessary to safely operate the transmission line facilities.

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