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5 APPLICATION OF THE CITY OF SAN ANTONIO
6 TO AMEND ITS CERTIFICATE OF
7 CONVENIENCE AND NECESSITY FOR THE
8 SCENIC LOOP 138-KV TRANSMISSION LINE IN
9 BEXAR COUNTY

BEFORE THE STATE OFFICE

OF

ADMINISTRATIVE HEARINGS

10
11
12 PAUL CRAIG REPLY BRIEF

13
14 **I. INTRODUCTION**

15 Intervenor Pro Se Paul Craig (referenced herein as “Craig” or “I”) submits this Reply Brief. Its purpose is
16 merely to point out a few specific observations on the briefs of other parties.

17 *Question at hand: Which proposed transmission line route is the best alternative weighing the factors in*
18 *PURA § 37.056(c) and 16 TAC § 25.101(b)(3)(B)?*

19 **II. PRUDENT AVOIDANCE VS. COST**

20 Some parties have made the claim that the cost factor in the guidance for Prudent Avoidance in 16 TAC §
21 25.101(a)(6), “The limiting of exposures to electric and magnetic fields that can be avoided with reasonable
22 investments of money and effort,” would seem to make some routes less favorable than others, even unreasonable.
23 They make statements such as “Paying \$384,666 per habitable structure avoided...is not a reasonable investment of
24 money” (Clearwater Ranch POA's Post-Hearing Initial Brief, pg. 18), and that “spending well over a quarter of a
25 million dollars per avoided structure to avoid the number of habitable structures within 300 feet of Route Z1 versus
26 Route P is not a reasonable investments [sic] of money and effort” (SHLAA Initial Brief, footnote 22). However, the
27 principle of Prudent Avoidance is focused on and mandates the “limiting of exposures,” and makes no guidance on
28 what amount of investments of money and effort would be reasonable to do so. To that point, even CPS Energy

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1 itself has made the determination that the costs are, in fact, reasonable, summing up their position that “All routes
2 presented in the Application...reflect reasonable investments of money and effort in order to limit exposure to
3 electric and magnetic fields” (CPS Energy Intial Brief, pg. 30). Thus, the reasonableness of the investments has
4 already been accepted by the applicant, and it stands to reason that the greater mandate is to choose a route that
5 limits exposure to electric and magnetic fields to the greatest extent possible.

6 Even if cost were the critical factor here in determining between a few selected routes, there has been much
7 discussion and elaboration as to why the actual costs of routes along Toutant Beauregard as presented by CPS
8 Energy have been “not...reliable” or “gross[ly] miscalculat[ed]” (Jauer Intial Brief, pg. 22; Cichowski Initial Brief).
9 Rose Palace also presents a more detailed analysis, concluding that “as clarified by the testimony at hearing, any
10 route (including Route Z1 and all Northern Focus Routes) that uses the site for Substation 7 and the adjacent section
11 of Toutant Beauregard may face significant additional costs that CPS did not account for” (Rose Palace Initial Brief,
12 pg. 5). Thus, any claims making a judgement on whether a specific amount of money is to be considered
13 “reasonable” in light of Prudent Avoidance, especially as concerns Route Z1 compared with other routes that do not
14 lie along Toutant Beauregard, should be weighed accordingly.

15 Finally, answering SHLAA’s direct claim that the amount of money needed for Route Z1 over Route P is
16 not reasonable, given the cost estimates as they stand without any adjustment for error, it must be pointed out that
17 Route P, which is also the route supported by PUC Commission Staff, is still the “14th least costly of the 39
18 alternative routes,” at \$43.4 million being cheaper by about \$2.6 million than the average cost of all the routes,
19 which is about \$46 million. Similarly, Route R1, which has even fewer habitable structures affected, is similarly
20 situated with a \$43.5 million cost estimate, \$2.5 million cheaper than the average cost.

21 III. CONCLUSION

22 In conclusion, Craig continues to maintain that the evidence supports the conclusion any routes utilizing
23 segments 13, 14, 54, and/or 17, and by extension Substations 1 and 7, are not routes that best comply with the
24 factors provided in PURA § 37.056(c) and 16 TAC § 25.101(b)(3)(B), and again respectfully asks the ALJs to
25 recommend a route to the Commission that does not utilize these segments or substations.

26 Thank you for your time and consideration.

27 Respectfully submitted,

28 /s/ Paul Craig 28 May 2021
Paul Craig