

December 2020

## CPS ENERGY

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**Scenic Loop 138 kV  
Transmission Line and Substation Project  
Environmental Assessment and Alternative Route Analysis  
AMENDMENT**  
*Bexar County, Texas*

**PROJECT NUMBER:**  
156816

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*Scenic Loop 138 kV Transmission Line and Substation Project*

*AMENDED*

***PREPARED FOR:*** CPS ENERGY  
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HOUSTON, TEXAS

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**Note:** The order that the amended figures and tables are introduced provide a convenient order for introduction, presentation, and explanation for this amendment; however, the figure numbers and table numbers correspond to the figure numbers and table numbers in the Environmental Assessment filed with the CCN Application.

### ADDED FIGURES:

- Figure 6-20 Addition of Segments 42a, 46a, 46b, and 49a. Removal of Segments 48 and 49 Following the CCN Filing
- Figure 6-21 Modification of Segment 26 Following the CCN Filing

### AMENDED FIGURES:

- Figure 2-3 Amended Resulting Primary Alternative Segments Following the Open House Meeting
- Figure 2-4 Amended Primary Alternative Routing Segments with Environmental and Land Use Constraints (Topographic Base Map with Constraints)(Appendix D)
- Figure 4-1 Amended Habitable Structures and Other Land Use Features in the Vicinity of the Primary Alternative Routes (Aerial Photograph Base Map with CCN Inventory Items) (Appendix E)

### AMENDED TABLES:

- Table 2-1 Amended Alternative Substation and Route Composition and Length
- Table 4-1 Amended Land Use and Environmental Data for Route Evaluation
- Table 4-2 Amended Land Use and Environmental Data for Segment Evaluation

### SECTION 4.0 AMENDED:

- 4.0 Environmental Impacts of the Alternative Routes – Amended

**APPENDIX C AMENDED:**

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## 1.0 INTRODUCTION

On December 4, 2020, the presiding Administrative Law Judges in Public Utility Commission of Texas (PUC or Commission) Docket No. 51023 ordered the City of San Antonio, acting by and through City Public Service Board (CPS Energy) to amend its application pending in that docket to address landowner requested modifications to four primary alternative route segments. Subsequent to the issuance of the order, CPS Energy and POWER Engineers, Inc. (POWER) determined that an adjustment was necessary to another primary alternative route segment as a result of recent development activities in the study area. This *Scenic Loop 138 kV Transmission Line and Substation Project Environmental Assessment and Alternative Route Analysis AMENDMENT* (EA Amendment) was prepared to document the changes to the information previously reported by POWER in the environmental assessment (EA), which is Attachment 1 to the CPS Energy application in PUC Docket No. 51023. This EA Amendment includes the following:

- The changes made to Segments 26, 42, 46, 48, and 49 (Figures 6-20 and 6-21).
- The location of Segments 26a, 42a, 46a, 46b, and 49a (Figure 2-3 Amended (11X17-inch) and Figure 2-4 Amended).
- The amended set of proposed alternative routes (Table 2-1 Amended).
- A description of five additional habitable structures included in the application (Section 2.2).
- Revision of Section 4.0 of the environmental assessment to account for the environmental impacts of the modified segments and routes. This revision of Section 4.0 is intended to **entirely** replace Section 4.0 in the environmental assessment originally filed with the application. Revised Section 4.0 presents the potential impacts of the 31 amended primary alternative routes.
- The amended land use and environmental data for route and segment evaluation (Table 4-1 Amended (route data) and Table 4-2 Amended (segment data)).
- The location of habitable structures and other land use features in the vicinity of the amended primary alternative routes (Figure 4-1 Amended).
- The habitable structures and other land use features in the vicinity of the amended primary alternative routes (Appendix C Amended Tables 4-6 through 4-36).

## **2.0 SEGMENT MODIFICATIONS AND NEWLY IDENTIFIED HABITABLE STRUCTURES**

### **2.1 Segment Modifications**

All of the 48 evaluation criteria presented in the EA were considered when evaluating the segment modifications.

The northern portion of Segment 42 was modified by shifting it to the north at the request of the landowner. To distinguish this segment from the original alignment of Segment 42 it was renamed as Segment 42a (Figure 6-20).

The eastern portion of Segment 46 was modified by shifting it to the south to better avoid a habitable structure and at the request of the landowner. To distinguish this segment from the original alignment of Segment 46 it was renamed as Segment 46a (Figure 6-20).

The eastern half of Segment 49 was modified by shifting it to the north at the request of the landowner. As a result of shifting Segments 49 and 42, the node between Segments 42, 48, and 49 was moved to the northwest, decreasing the length of Segment 49 and eliminating the need for Segment 48. To distinguish this segment from the original alignment of Segment 49 it was renamed as Segment 49a. Moving the node to the west also split Segment 46 causing the western portion of the segment to be relabeled as Segment 46b (Figure 6-20).

The western portion of Segment 26 was modified by shifting it to the east on the other side of the property line in order to avoid a habitable structure that was recently constructed in the direct path of the original alignment of Segment 26. As a result of shifting Segment 26, the node between Segments 26, 37, and 38 was moved to the northeast, decreasing the length of Segment 37 and increasing the length of Segment 38 (Figure 6-21).

The location of the amended primary alternative routing segments described above are presented in Figure 2-3 Amended (11X17) and also in Figure 2-4 Amended, a large plot topographic base map with the environmental and land use constraints.

## 2.2 Newly Identified Habitable Structures

Field reconnaissance performed by POWER on December 7, 2020 identified a newly constructed habitable structure directly under the north-south portion where Segment 26 was originally proposed. This habitable structure is labeled as Map ID 198 (see Figure 6-21). As a result of becoming aware of this newly constructed habitable structure, Segment 26 was shifted to the east and is now referred to as Segment 26a (see Figure 6-21). Another newly constructed habitable structure, located to the south of Segment 26, was also identified and is labeled as Map ID 199 (see Figure 6-21). Another existing structure to the east of Segment 26a was also identified as a habitable structure and is labeled as Map ID 197 (see Figure 6-21). Structure 197 is farther than 300 feet from Segment 26a, but should have been originally identified in the application due to its location 239 feet from Segment 37.

CPS Energy and POWER were recently provided documentation supporting a determination that the previously identified Anaqua Springs Ranch guard house meets the Commission's definition of a "habitable structure." The Anaqua Springs Ranch guard house is now included in the habitable structure inventory. The guard house is located west of Segment 36 and is labeled as Map ID 200 (see Figure 4-1 Amended).

CPS Energy and POWER were recently provided information that a structure, located north of Segment 43, previously determined to be a non-habitable pool house, is an occupied guest house. The guest house is now included in the habitable structure inventory and is labeled as Map ID 201 (see Figure 4-1 Amended).

These five additional habitable structures are included in the amended data tables, amended inventory tables, and on amended figures as appropriate.

## 3.0 PRIMARY ALTERNATIVE ROUTES

The environmental and land use criteria data collected for all of the primary alternative route segments were reviewed and used to develop the 31 amended primary alternative routes. The amended primary alternative segments and alternative substation sites comprising each of the 31 amended primary alternative routes are presented in Table 2-1 Amended. Of the 31 amended primary alternative routes presented in Table 2-1 Amended, five are modifications of existing application routes resulting from the changes to Segment 26 (Routes F1, N1, Q1, R1, and U1), eleven are modifications of existing application routes resulting from the changes to Segments 42, 46, 48, and 49 (Routes B1, C1, D1, G1, I1, J1, M1, T1,

X1, Z1, and AA1), and two are new routes from segment combinations utilizing Segments 46A and 46b (Route DD) and 46a and 49a (Route EE).

The 49 amended primary alternative segments and seven alternative substation sites included in the application for consideration by the PUC are depicted on Figure 2-3 Amended, Figure 2-4 Amended, and Figure 4-1 Amended.

Landowners who were listed on the Bexar County appraisal district tax rolls as owning property in July 2020 that were directly affected by each of the 49 amended primary alternative segments received formal notification regarding the project from CPS Energy at the time of the filing of the application with the PUC. Therefore, to the extent necessary, various additional alternative routes could be formulated by different combinations of the amended primary alternative segments.

#### **4.0 ENVIRONMENTAL ASSESSMENT SECTION 4.0 AMENDED**

Section 4.0 Amended (*4.0 Environmental Impacts of the Alternative Routes – Amended*) presents the potential impacts of the amended primary alternative routes. The amended land use and environmental data for route and segment evaluation is presented in Table 4-1 Amended (route data) and Table 4-2 Amended (segment data) and the locations of habitable structures and other land use features in the vicinity of the amended primary alternative routes are presented in Figure 4-1 Amended.

In summary, considering the distance to the project endpoints, the amount of area encompassed, and routing constraints and opportunities (densely developed areas, existing transmission facilities, and current land uses, etc.) the 31 amended primary alternative routes represent an adequate number of reasonable, viable, geographically varied alternative routes for an approximate four - to seven-mile project.

#### **5.0 APPENDIX C AMENDED**

Appendix C Amended includes Tables 4-6 through 4-36, which present the habitable structures and other land use features in the vicinity of the amended primary alternative routes. For convenience and completeness, all of the inventory tables in Appendix C have been included even if they were not amended.