



November 7, 2018

«FirstName» «LastName» «Suffix»

«SecondName»

«Address1»

«Address2»

«Address3»

«City», «State» «Zip»

***Re: Joint Application of LCRA Transmission Services Corporation and AEP Texas Inc. to Amend their Certificates of Convenience and Necessity for the Proposed Bakersfield to Solstice 345-kV Transmission Line Project in Pecos County, Texas***

**PUBLIC UTILITY COMMISSION OF TEXAS (PUC) DOCKET NO. 48787**

Dear «Formal»:

As part of our efforts to keep you and the public informed about electric transmission projects, we want you to know LCRA Transmission Services Corporation and AEP Texas Inc. are requesting approval from the Public Utility Commission of Texas (PUC) to amend their Certificate of Convenience and Necessity (CCN) to construct the proposed Bakersfield to Solstice 345-kV Transmission Line Project in Pecos County, Texas. The proposed transmission line will connect LCRA TSC's existing Bakersfield Station located approximately 38 miles northeast of the City of Fort Stockton off of Farm to Market Road 1901 to AEP Texas' existing Solstice Switch Station located approximately 29 miles west of the City of Fort Stockton on the north side of Interstate Highway 10 near Hovey Road. LCRA TSC will construct, own, operate and maintain the eastern half of the transmission line connecting to LCRA TSC's Bakersfield Station and AEP Texas will construct, own, operate and maintain the western half of the transmission line connecting to AEP Texas' Solstice Switch Station. The entire project will range from approximately 68 to 92 miles in length and is estimated to cost approximately \$194 million to \$237 million (including station costs), depending upon the final route chosen by the PUC.

If you have questions about the transmission line, you can call Regulatory Affairs Case Managers Sonya Strambler at 512-578-1856 or Randy Roper at 512-481-4572. The descriptions of the proposed routing alternatives and a map showing the proposed alternative routes are enclosed for your convenience.

The CCN application, including detailed routing maps illustrating the proposed transmission line project and project area, may be reviewed at these locations:

- LCRA offices at 3505 Montopolis Drive, Building D, Austin, Texas 78744. An appointment must be made to obtain or review the map at LCRA at 512-578-1856;
- AEP Texas offices at 400 W. 15<sup>th</sup> Street, Suite 1500, Austin, Texas 78701. An appointment must be made to obtain or review the map at AEP Texas at 512-481-4572;
- The project website at [www.lcra.org/baksol](http://www.lcra.org/baksol);
- And the Pecos County Clerk, 200 S. Nelson Street, Fort Stockton, Texas 79735.

**All routes and route segments included in this notice are available for selection and approval by the Public Utility Commission of Texas.**

The enclosed brochure entitled “Landowners and Transmission Line Cases at the PUC” (also available online at [www.puc.texas.gov](http://www.puc.texas.gov)) provides basic information about how you may participate in this docket, and how you may contact the PUC. Please read this brochure carefully. The brochure includes sample forms for making comments and for making a request to intervene as a party in this docket. ***The only way to fully participate in the PUC’s decision on where to locate the transmission line is to intervene in the docket. It is important for an affected person to intervene because LCRA TSC and AEP Texas are not obligated to keep affected people informed of the PUC’s proceedings and cannot predict which route may or may not be approved by the PUC.***

In addition to the contacts listed in the brochure, you may call the PUC’s Customer Assistance Hotline at 888-782-8477. Hearing- and speech-impaired individuals with text telephones (TTY) may contact the PUC’s Customer Assistance Hotline at 512-936-7136, or toll free at 800-735-2989. If you wish to participate in this proceeding by becoming an intervenor, the deadline for intervention in the proceeding is December 27, 2018, and the PUC should receive a letter from you requesting intervention by that date. Mail the request for intervention and 10 copies of the request to:

Public Utility Commission of Texas  
Central Records  
Attn: Filing Clerk  
1701 N. Congress Ave.  
P.O. Box 13326  
Austin, Texas 78711-3326

People who wish to intervene in the docket must also mail a copy of their request for intervention to all parties in the docket and all people who have pending motions to intervene, at or before the time the request for intervention is mailed to the PUC. In addition to the intervention deadline, other important deadlines may already exist that affect your participation in this docket. You should review the orders and other filings already made in the docket. The enclosed brochure explains how you can access these filings.

Thank you for your interest in this project.

Sincerely,

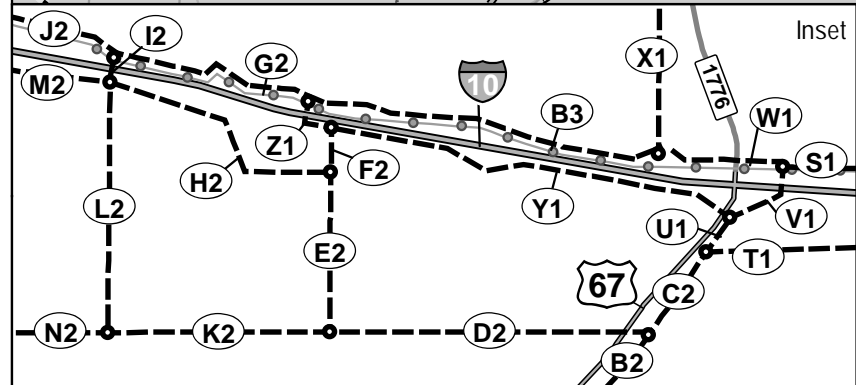
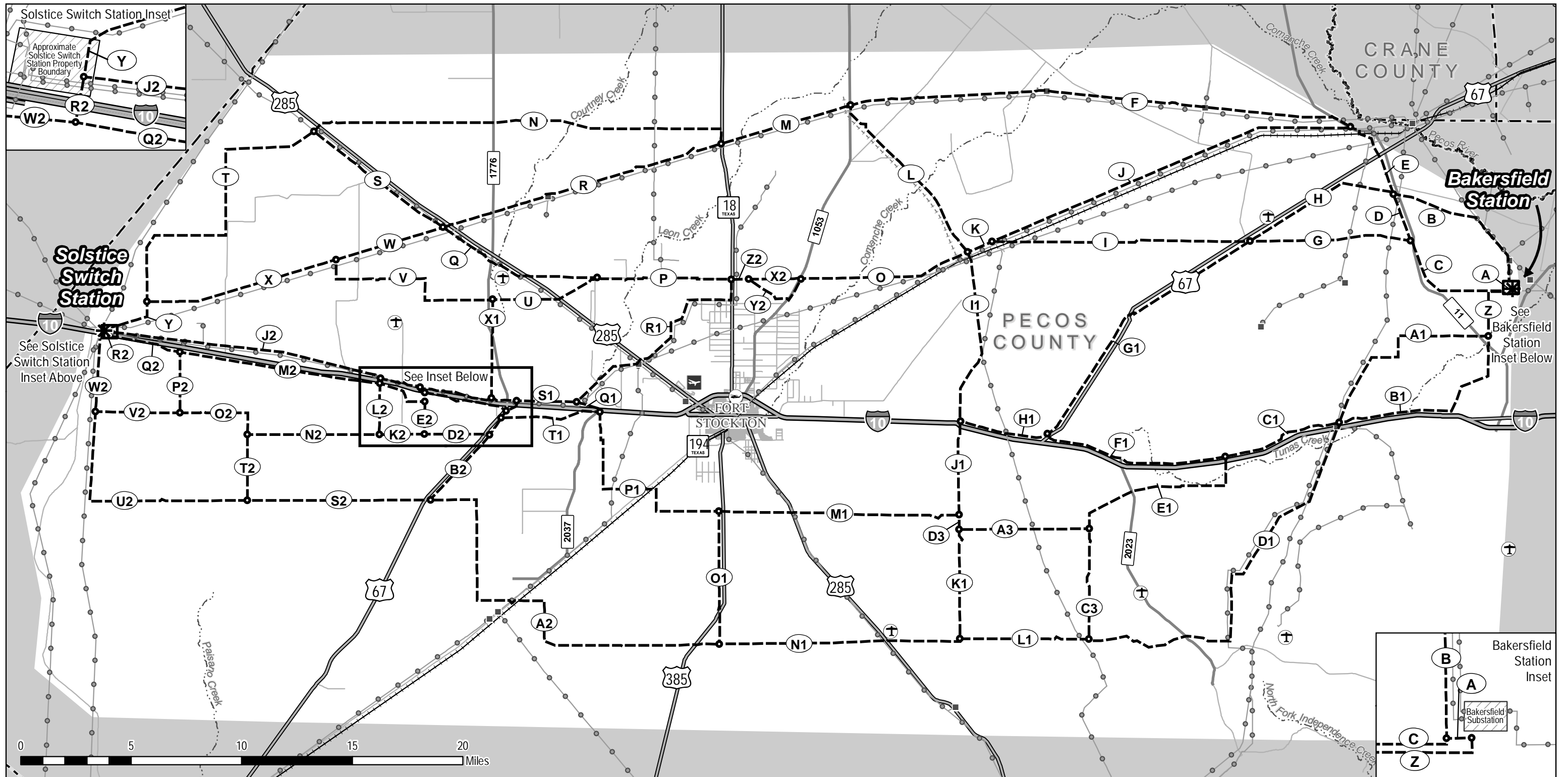


Sonya Strambler  
Regulatory Case Manager  
Lower Colorado River Authority  
P.O. Box 220, MS DSC-D140  
Austin, Texas 78767



Randy Roper  
Regulatory Case Manager  
AEP Texas, Inc.  
400 W. 15<sup>th</sup> Street, Suite 1500  
Austin, Texas 78701




Enclosures




Project Components	Existing Utilities	Transportation	Administrative Boundaries	Surface Water
<ul style="list-style-type: none"> <li>Project Endpoint</li> <li>Primary Alternative Route Segment, Node and Label</li> <li>Substation Area</li> <li>Study Area</li> </ul>	<ul style="list-style-type: none"> <li>Existing Substation</li> <li>Transmission Line</li> </ul>	<ul style="list-style-type: none"> <li>Interstate Highway</li> <li>US Highway</li> <li>State Highway</li> </ul>	<ul style="list-style-type: none"> <li>Farm-to-Market Road</li> <li>Local / County Road</li> <li>Railroad</li> <li>Railroad: Abandoned</li> <li>Public Airport</li> <li>Private Airstrip</li> <li>Heliport</li> </ul>	<ul style="list-style-type: none"> <li>County Boundary</li> <li>City Boundary</li> <li>River or Stream</li> </ul>

**Bakersfield to Solstice  
345-kV Transmission Line Project**

**Primary Alternative  
Route Segments**



An AEP Company      BOUNDLESS ENERGY

**LCRA Transmission Service Corporation and American Electric Power, Texas Inc.  
Bakersfield to Solstice 345-kV Transmission Line Project in Pecos County, Texas  
PUCT Docket No. 48787  
Description of the Primary Alternative Routes**

LCRA Transmission Services Corporation (LCRA TSC) and American Electric Power, Texas Inc. (AEP Texas) have filed a joint application with the Public Utility Commission of Texas (PUC) to amend their Certificate of Convenience and Necessity (CCN) to construct the Bakersfield to Solstice 345-kV Transmission Line Project in Pecos County, Texas. In their CCN application for this project, LCRA TSC and AEP Texas have presented 25 alternative routes comprised of 82 segments for consideration by the PUC. The following table lists the segment combinations that make up LCRA TSC and AEP Texas' 25 alternative routes and the length of each alternative route in miles. All routes and segments are available for selection and approval by the PUC. Only one multi-segment transmission line route will ultimately be constructed. Alternative routes are not listed in any order of preference or priority.

PRIMARY ALTERNATIVE ROUTES	SEGMENT COMBINATION	TOTAL LENGTH IN MILES
1	A-B-E-F-M-R-W-X-Y	70.8
2	A-C-G-I-K-O-X2-Z2-P-Q-W-X-Y	67.8
3	A-C-G-I-K-O-X2-Z2-R1-S1-W1-B3-G2-J2	69.5
4	A-C-G-I-K-L-M-R-W-X-Y	71.2
5	A-B-E-J-K-O-X2-Z2-P-Q-W-X-Y	71.8
6	A-C-D-E-J-K-O-Y2-Z2-P-U-V-X-Y	74.3
7	A-B-E-J-K-O-Y2-Z2-P-U-X1-B3-G2-J2	75.8
8	A-B-E-F-M-N-T-Y	77.3
9	A-C-D-E-F-M-R-S-T-Y	71.2
10	Z-B1-C1-F1-H1-J1-M1-P1-Q1-S1-W1-B3-G2-J2	78.7
11	A-C-G-I-K-O-X2-Z2-P-Q-S-T-Y	75.6
12	A-B-H-G1-H1-J1-M1-P1-Q1-S1-W1-B3-G2-J2	80.4
13	Z-A1-C1-F1-H1-J1-M1-P1-T1-C2-D2-E2-F2-Z1-G2-J2	81.0
14	A-C-G-G1-H1-J1-M1-P1-T1-C2-D2-K2-L2-I2-J2	81.2
15	Z-B1-C1-F1-H1-J1-M1-P1-T1-C2-D2-K2-N2-O2-P2-Q2-R2	82.6
16	Z-A1-C1-F1-H1-J1-M1-P1-T1-C2-D2-K2-N2-O2-V2-W2-R2	83.9
17	Z-A1-C1-F1-H1-I1-O-X2-Z2-P-U-V-X-Y	81.3
18	Z-B1-D1-L1-N1-O1-P1-Q1-S1-V1-Y1-F2-H2-M2-Q2-R2	88.4
19	Z-A1-C1-F1-H1-J1-M1-P1-Q1-S1-V1-U1-C2-B2-S2-U2-W2-R2	89.1
20	Z-B1-C1-E1-C3-L1-N1-A2-S2-T2-O2-P2-Q2-R2	89.9
21	Z-A1-C1-E1-A3-K1-N1-A2-S2-U2-W2-R2	91.6
22	Z-A1-C1-E1-A3-D3-M1-P1-Q1-S1-W1-B3-G2-J2	77.0
23	A-B-E-J-K-O-X2-Z2-R1-S1-W1-B3-G2-J2	73.5
24	A-C-D-E-F-M-R-W-X-Y	71.2
25	Z-A1-C1-E1-A3-D3-M1-P1-T1-C2-D2-K2-N2-O2-V2-W2-R2	82.2

*Note: All distances are approximate and rounded to the nearest hundredths of a mile. The distances of individual segments below may not sum to the total length of route presented above due to rounding.*

**Segment A (see Inset)**

Segment A begins at the existing Bakersfield Station, approximately 0.80 miles west of Farm-to-Market (FM) 1901 in Pecos County. The segment exits the southwest side of the existing Bakersfield Station and proceeds west for approximately 0.11 mile. The segment terminates at its intersection with Segments B and C.

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**Segment B**

Segment B begins at its intersection with Segments A and C (see Inset). The segment proceeds north for approximately 1.60 miles, paralleling the west side of an existing transmission line. The segment then angles northwest for approximately 2.25 miles, paralleling the southwest side of an existing transmission line. The segment then angles west-northwest for approximately 1.19 miles, and then angles northwest for approximately 1.77 miles. The segment then angles west-northwest for approximately 0.93 mile, crossing an existing transmission line and FM 11. The segment terminates at its intersection with Segments D, E, and H, on the southwest side of FM 11.

**Segment C**

Segment C begins at its intersection with Segments A and B (see Inset). The segment proceeds south for approximately 0.02 mile, and then turns west for approximately 3.14 miles. The segment then angles northwest for approximately 2.66 miles, paralleling the northeast side of FM 11. The segment then turns west-southwest for approximately 0.06 mile, crossing FM 11. The segment terminates at its intersection with Segments D and G, on the southwest side of FM 11.

**Segment D**

Segment D begins at its intersection with Segments C and G, on the southwest side of FM 11. The segment proceeds northwest for approximately 2.24 miles, paralleling the southwest side of FM 11 and crossing an existing transmission line. The segment terminates at its intersection with Segments B, E, and H, on the southwest side of FM 11.

**Segment E**

Segment E begins at its intersection with Segments B, D, and H, on the southwest side of FM 11. The segment proceeds northwest for approximately 1.62 miles, paralleling the southwest side of FM 11. The segment then angles west-northwest for approximately 1.14 miles, crossing United States Highway (U.S. HWY) 67 and two existing transmission lines. The segment then angles west-northwest for approximately 0.57 mile, and then angles north for approximately 0.18 mile, crossing an existing railroad and FM 11. The segment then turns west for approximately 0.42 mile, paralleling the northeast side of FM 11 and crossing an existing transmission line. The segment terminates at its intersection with Segments F and J, on the northeast side of FM 11.

**Segment F**

Segment F begins at its intersection with Segments E and J, on the northeast side of FM 11. The segment proceeds northwest for approximately 0.98 mile, paralleling the northeast side of FM 11 and crossing an existing transmission line. The segment then angles west for approximately 6.98 miles, paralleling the north side of an existing transmission line, immediately crossing FM 11 and crossing an existing transmission line. The segment then angles northwest for approximately 0.15 mile, then angles west for approximately 0.18 mile, and then angles west-southwest for approximately 0.15 mile. The segment then angles west-northwest for approximately 5.40 miles, paralleling the north side of an existing transmission line. The segment then angles west-southwest for approximately 8.45 miles, paralleling the north side of an existing transmission line and crossing Comanche Creek. The segment then angles southwest for approximately 0.70 mile, paralleling the north side of an existing transmission line. The segment terminates at its intersection with Segments L and M, on the east side of FM 1053 and on the north side of an existing transmission line.

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**Segment G**

Segment G begins at its intersection with Segments C and D, on the southwest side of FM 11. The segment proceeds west for approximately 1.08 miles, crossing an existing transmission line. The segment then angles west-northwest for approximately 0.31 mile. The segment then angles west for approximately 0.69 mile, and then angles west-southwest for approximately 1.34 miles, crossing an existing transmission line. The segment then angles west for approximately 3.91 miles. The segment terminates at its intersection with Segments H, I, and G1, on the southeast side of U.S. HWY 67.

**Segment H**

Segment H begins at its intersection with Segments B, D, and E, on the southwest side of FM 11. The segment proceeds west-northwest for approximately 2.41 miles, crossing an existing transmission line. The segment then angles southwest for approximately 4.93 miles, paralleling the southeast side of U.S. HWY 67. The segment terminates at its intersection with Segments G, I, and G1, on the southeast side of U.S. HWY 67.

**Segment I**

Segment I begins at its intersection with Segments G, H, and G1, on the southeast side of U.S. HWY 67. The segment proceeds west for approximately 5.15 miles, crossing U.S. HWY 67. The segment then angles southwest for approximately 0.13 mile, and then angles west for approximately 6.53 miles, crossing an existing transmission line, an existing railroad, and an existing transmission line. The segment terminates at its intersection with Segments J and K, on the northwest side of an existing transmission line.

**Segment J**

Segment J begins at its intersection with Segments E and F, on the northeast side of FM 11. The segment proceeds southwest for approximately 0.06 mile, crossing FM 11. The segment then angles west for approximately 4.14 miles, paralleling the north side of an existing transmission line. The segment then angles southwest for approximately 13.13 miles, paralleling the northwest side of an existing transmission line. The segment terminates at its intersection with Segments I and K, on the northwest side of an existing transmission line.

**Segment K**

Segment K begins at its intersection with Segments I and J, on the northwest side of an existing transmission line. The segment proceeds southwest for approximately 1.22 miles, paralleling the northwest side of an existing transmission line. The segment terminates at its intersection with Segments L, O, and I1, on the northwest side of an existing transmission line.

**Segment L**

Segment L begins at its intersection with Segments K, O, and I1, on the northwest side of an existing transmission line. The segment proceeds northwest for approximately 1.06 miles. The segment then angles north-northwest for approximately 1.83 miles, paralleling the northeast side of an abandoned railroad. The segment then angles northwest for approximately 4.38 miles, paralleling the northeast side of an abandoned railroad and crossing Comanche Creek. The segment then angles north for approximately 0.22 mile, and then turns west for approximately 0.23 mile. The segment then angles northwest for approximately 0.63 mile, paralleling the northeast side of an abandoned railroad. The segment then angles north for approximately 0.45 mile, paralleling the east side of FM 1053 and crossing

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an existing transmission line. The segment terminates at its intersection with Segments F and M, on the east side of FM 1053 and on the north side of an existing transmission line.

**Segment M**

Segment M begins at its intersection with Segments F and L, on the east side of FM 1053 and on the north side of an existing transmission line. The segment angles southwest for approximately 6.10 miles, paralleling the northwest side of an existing transmission line, immediately crossing FM 1053, and crossing an abandoned railroad, Leon Creek, and State Highway (SH) 18. The segment terminates at its intersection with Segments N and R, on the west side of SH 18 and on the northwest side of an existing transmission line.

**Segment N**

Segment N begins at its intersection with Segments M and R, on the west side of SH 18 and on the northwest side of an existing transmission line. The segment proceeds north for approximately 0.67 mile, paralleling the west side of SH 18. The segment then turns west for approximately 5.93 miles, crossing an existing transmission line. The segment then angles northwest for approximately 1.40 miles, crossing Courtney Creek. The segment then angles west for approximately 2.05 miles. The segment then angles west-southwest for approximately 0.98 mile, and then angles west for approximately 7.15 miles, crossing FM 1776. The segment then angles northwest for approximately 0.21 mile. The segment then angles southwest for approximately 0.17 mile, and then angles west for approximately 0.39 mile. The segment then angles southwest for approximately 0.51 mile, crossing U.S. HWY 285 and an existing transmission line. The segment terminates at its intersection with Segments S and T, on the southwest side of an existing transmission line on the southwest side of U.S. HWY 285.

**Segment O**

Segment O begins at its intersection with Segments K, L and I1, on the northwest side of an existing transmission line. The segment proceeds southwest for approximately 2.41 miles, paralleling the northwest side of an existing transmission line, and crossing an abandoned railroad. The segment then angles west for approximately 5.43 miles, crossing Comanche Creek. The segment terminates at its intersection with Segments X2 and Y2, on the east side of FM 1053.

**Segment P**

Segment P begins at its intersection with Segments R1 and Z2, on the west side of SH 18 and an existing transmission line. The segment proceeds west for approximately 1.53 miles. The segment then turns north for approximately 0.06 mile, and then turns west for approximately 1.90 miles. The segment then angles west-southwest for approximately 0.16 mile, and then angles west for approximately 0.40 mile. The segment then angles southwest for approximately 0.06 mile, and then angles west for approximately 0.67 mile, crossing Leon Creek. The segment then angles southwest for approximately 0.14 mile, and then angles northwest for approximately 0.16 mile. The segment then angles west for approximately 0.96 mile, and then angles west-northwest for approximately 0.18 mile. The segment terminates at its intersection with Segments Q and U.

**Segment Q**

Segment Q begins at its intersection with Segments P and U. The segment proceeds west for approximately 3.60 miles, crossing U.S. HWY 285, and an existing transmission line. The segment then angles northwest for approximately 0.90 mile, paralleling the southwest side of an existing transmission line. The segment then angles west-southwest for approximately 0.12 mile, and then angles northwest for

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approximately 0.64 mile crossing Courtney Creek and FM 1776. The segment then angles north-northwest for approximately 0.19 mile, and then angles northwest for approximately 2.28 miles, paralleling the southwest side of an existing transmission line and crossing an existing transmission line. The segment terminates at its intersection with Segments R, S, and W, on the southwest side of an existing transmission line and U.S. HWY 285 and north side of an existing transmission line.

**Segment R**

Segment R begins at its intersection with Segments M and N, on the west side of SH 18 and on the northwest side of an existing transmission line. The segment proceeds west-southwest for approximately 1.10 miles, paralleling the northwest side of an existing transmission line. The segment then angles northwest for approximately 0.23 mile, and then turns southwest for approximately 0.44 mile. The segment then angles west-southwest for approximately 2.00 miles, paralleling the northwest side of an existing transmission line, and crossing an existing transmission line. The segment then angles west for approximately 0.39 mile, and then angles southwest for approximately 0.23 mile. The segment then angles west-southwest for approximately 3.60 miles, paralleling the northwest side of an existing transmission line. The segment then angles west for approximately 0.43 mile, and then angles southwest for approximately 0.25 mile. The segment then angles west-southwest for approximately 4.75 miles, paralleling the northwest side of an existing transmission line and crossing Courtney Creek, FM 1776, U.S. HWY 285, and an existing transmission line. The segment terminates at its intersection with Segments R, S, and W, on the southwest side of an existing transmission line and U.S. HWY 285 and north side of an existing transmission line.

**Segment S**

Segment S begins at its intersection with Segments Q, R, and W, on the southwest side of an existing transmission line and U.S. HWY 285 and north side of an existing transmission line. The segment proceeds northwest for approximately 7.30 miles, paralleling the southwest side of an existing transmission line. The segment terminates at its intersection with Segments N and T, on the southwest side of an existing transmission line on the south side of U.S. HWY 285.

**Segment T**

Segment T begins at its intersection with Segments N and S, on the southwest side of an existing transmission line on the south side of U.S. HWY 285. The segment proceeds southwest for approximately 1.26 miles. The segment then angles west for approximately 2.94 miles. The segment then turns south for approximately 3.90 miles, and then turns west for approximately 3.24 miles. The segment then angles south-southwest for approximately 0.69 mile, paralleling the southeast side of an existing transmission line. The segment then angles south for approximately 2.40 miles. The segment terminates at its intersection with Segments X and Y.

**Segment U**

Segment U begins at its intersection with Segments P and Q. The segment proceeds southwest for approximately 2.02 miles, crossing U.S. HWY 285. The segment then angles west for approximately 3.01 miles, crossing an existing transmission line, and Courtney Creek. The segment terminates at its intersection with Segments V and X1, on the east side of FM 1776.

**Segment V**

Segment V begins at its intersection with Segments U and X1, on the east side of FM 1776. The segment proceeds west for approximately 3.05 miles, immediately crossing FM 1776. The segment then turns



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north for approximately 0.98 mile, and then turns west for approximately 2.08 miles. The segment then angles southwest for approximately 0.12 mile, then angles west for approximately 0.13 mile, and then angles northwest for approximately 0.13 mile. The segment then angles west for approximately 1.66 miles, and then turns north for approximately 0.89 mile, crossing an existing transmission line. The segment terminates at its intersection with Segments W and X, on the northwest side of an existing transmission line.

**Segment W**

Segment W begins at its intersection with Segments Q, R, and S, on the southwest side of an existing transmission line and U.S. HWY 285 and north side of an existing transmission line. The segment proceeds west-southwest for approximately 5.07 miles, paralleling the northwest side of an existing transmission line. The segment terminates at its intersection with Segments V and X, on the northwest side of an existing transmission line.

**Segment X**

Segment X begins at its intersection with Segments V and W, on the northwest side of an existing transmission line. The segment proceeds southwest for approximately 6.57 miles, paralleling the northwest side of an existing transmission line. The segment then angles west for approximately 2.33 miles. The segment terminates at its intersection with Segments T and Y.

**Segment Y**

Segment Y begins at its intersection with Segments T and X. The segment proceeds south for approximately 0.70 mile. The segment then angles southwest for approximately 1.80 miles, paralleling the northwest side of an existing transmission line and crossing an existing transmission line. The segment then turns south for approximately 0.14 mile. The segment terminates at a point inside the Solstice Switch Station property, on the north side of Interstate Highway (IH) 10 in Pecos County (see Inset).

**Segment Z**

Segment Z begins at the existing Bakersfield Station, approximately 0.80 miles west of FM 1901 in Pecos County (see inset). The segment exits the southwest corner of the existing Bakersfield Station and proceeds south for approximately 0.07 mile. The segment then turns west for approximately 1.05 miles, and then turns south for approximately 2.02 miles. The segment terminates at its intersection with Segments A1 and B1.

**Segment A1**

Segment A1 begins at its intersection with Segments Z and B1. The segment proceeds west for approximately 4.10 miles, crossing FM 11. The segment then turns south for approximately 0.96 mile. The segment then turns west for approximately 1.22 miles. The segment then angles southwest for approximately 3.27 miles, paralleling the southeast side of an existing transmission line. The segment terminates at its intersection with Segments B1, C1, and D1, on the southeast side of an existing transmission line on the north side of IH 10.

**Segment B1**

Segment B1 begins at its intersection with Segments Z and A1. The segment proceeds south for approximately 1.65 miles, immediately crossing Tunas Creek, and crossing FM 11. The segment then angles southwest for approximately 1.21 miles. The segment then angles south-southwest for

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approximately 1.20 miles, and then angles west for approximately 4.32 miles, paralleling the north side of IH 10, and crossing Tunas Creek. The segment then angles northwest for approximately 0.28 mile, then angles southwest for approximately 0.20 mile, and then angles west for approximately 0.66 mile, paralleling the north side of IH 10. The segment terminates at its intersection with Segments A1, C1, and D1, on the southeast side of an existing transmission line on the north side of IH 10.

**Segment C1**

Segment C1 begins at its intersection with Segments A1, B1, and D1, on the southeast side of an existing transmission line on the north side of IH 10. The segment proceeds southwest for approximately 0.79 mile, paralleling the north side of IH 10 and immediately crossing an existing transmission line. The segment angles west for approximately 0.61 mile, then angles southwest for approximately 0.66 miles, paralleling the north side of IH 10. The segment then angles west for approximately 0.49 mile, then angles southwest for approximately 0.48 mile, and then angles west-southwest for approximately 1.79 miles, paralleling the north side of IH 10. The segment terminates at its intersection with Segments E1 and F1, on the north side of IH 10.

**Segment D1**

Segment D1 begins at its intersection with Segments A1, B1, and C1, on the southeast side of an existing transmission line on the north side of IH 10. The segment proceeds south-southwest for approximately 3.80 miles, paralleling the southwest side of two existing transmission lines, immediately crossing IH 10, and crossing an existing transmission line and Tunas Creek. The segment then angles southwest for approximately 1.50 miles, paralleling the southeast side of an existing transmission line and crossing an existing transmission line. The segment then angles south-southwest for approximately 3.06 miles, paralleling the southeast side of an existing transmission line. The segment then angles west for approximately 0.51 mile, paralleling the south side of an existing transmission line. The segment then turns south for approximately 3.08 miles, paralleling the east side of an existing transmission line, and immediately crossing an existing transmission line. The segment then turns west for approximately 1.01 miles. The segment then angles northwest for approximately 0.27 mile, then angles west for approximately 0.78 mile, and then angles west-southwest for approximately 1.06 miles, crossing FM 2023. The segment then angles west-southwest for approximately 0.74 mile, and then angles northwest for approximately 0.62 mile. The segment then angles west for approximately 0.17 mile. The segment then angles northwest for approximately 0.41 mile, and then angles west-southwest for approximately 1.82 miles, and then angles north for approximately 0.07 mile. The segment terminates at its intersection with Segments C3 and L1.

**Segment E1**

Segment E1 begins at its intersection with Segments C1 and F1, on the north side of IH 10. The segment proceeds south for approximately 1.34 miles, immediately crossing IH 10 and crossing Tunas Creek. The segment then turns west for approximately 2.00 miles, then angles southwest for approximately 0.09 mile, and then angles west for approximately 1.10 miles. The segment then angles southwest for approximately 3.28 miles, crossing FM 2023. The segment then angles south for approximately 0.72 mile. The segment terminates at its intersection with Segments A3 and C3.

**Segment F1**

Segment F1 begins at its intersection with Segments C1 and E1, on the north side of IH 10. The segment proceeds westerly for approximately 4.49 miles, paralleling the north side of IH 10, and crossing Tunas Creek. The segment then angles northwest for approximately 0.30 mile, and then angles west for

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approximately 0.29 mile. The segment then angles northwesterly for approximately 3.37 miles, paralleling the north side of IH 10 and crossing U.S. HWY 67. The segment terminates at its intersection with Segments G1 and H1, on the northwest side of U.S. HWY 67.

**Segment G1**

Segment G1 begins at its intersection with Segments G, H and I, on the southeast side of U.S. HWY 67. The segment proceeds southwest for approximately 6.15 miles, paralleling the southeast side of U.S. HWY 67. The segment then turns northwest for approximately 0.07 mile, crossing U.S. HWY 67. The segment then turns southwest for approximately 6.80 miles, paralleling the northwest side of U.S. HWY 67. The segment terminates at its intersection with Segments F1 and H1, on the northwest side of U.S. HWY 67.

**Segment H1**

Segment H1 begins at its intersection with Segments F1 and G1, on the northwest side of U.S. HWY 67. The segment proceeds southwest for approximately 0.43 mile, paralleling the northwest side of U.S. HWY 67. The segment then angles west-northwest for approximately 3.63 miles, paralleling the north side of IH 10 and crossing an existing transmission line. The segment terminates at its intersection with Segments I1 and J1, on the north side of IH 10.

**Segment I1**

Segment I1 begins at its intersection with Segments H1 and J1, on the north side of IH 10. The segment proceeds north for approximately 1.44 miles. The segment then angles northeast for approximately 1.92 miles. The segment then angles north-northwest for approximately 4.22 miles. The segment then angles northwest for approximately 0.39 mile, crossing an existing transmission line, an existing railroad, and an existing transmission line. The segment terminates at its intersection with Segments K, L, and O, on the northwest side of an existing transmission line.

**Segment J1**

Segment J1 begins at its intersection with Segments H1 and I1, on the north side of IH 10. The segment proceeds south for approximately 0.62 mile, crossing IH 10. The segment then angles southwest for approximately 0.24 mile, and then angles south for approximately 3.42 miles. The segment terminates at its intersection with Segments M1 and D3.

**Segment K1**

Segment K1 begins at its intersection with Segments A3 and D3. The segment proceeds south for approximately 0.28 mile, and then angles southeast for approximately 0.21 mile. The segment then turns southwest for approximately 0.26 mile. The segment then angles south for approximately 4.34 miles. The segment terminates at its intersection with Segments L1 and N1.

**Segment L1**

Segment L1 begins at its intersection with Segments D1 and C3. The segment proceeds west for approximately 1.28 miles, crossing an existing transmission line. The segment then angles northwest for approximately 0.23 mile, and then turns southwest for approximately 0.14 mile. The segment then angles west for approximately 4.29 miles. The segment terminates at its intersection with Segments K1 and N1.

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**Segment M1**

Segment M1 begins at its intersection with Segments J1 and D3. The segment proceeds west for approximately 0.80 mile. The segment then angles southwest for approximately 0.20 mile. The segment then turns northwest for approximately 0.40 mile, and then angles west for approximately 9.54 miles, crossing an existing transmission line, U.S. HWY 285, and U.S. HWY 385. The segment terminates at its intersection with Segments O1 and P1, on the west side of U.S. HWY 385.

**Segment N1**

Segment N1 begins at its intersection with Segments L1 and K1. The segment proceeds south for approximately 0.13 mile, then west for approximately 3.30 miles, then southwest for approximately 0.04 mile, crossing U.S. HWY 285 and an existing transmission line. The segment then proceeds northwest for approximately 0.13 mile, then west for approximately 7.43 miles. The segment terminates at its intersection with Segments O1 and A2.

**Segment O1**

Segment O1 begins at its intersection with Segments N1 and A2. The segment proceeds north for approximately 1.57 miles. The segment then proceeds west-northwest for approximately 0.05 mile, crossing U.S. HWY 385. The segment then continues north for approximately 4.42 miles, paralleling the west side of U.S. HWY 385. The segment terminates at its intersection with Segments M1 and P1, on the west side of U.S. HWY 385.

**Segment P1**

Segment P1 begins at its intersection with Segments M1 and O1, on the west side of U.S. HWY 385. The segment proceeds west for approximately 2.83 miles, and then turns north for approximately 1.01 miles. The segment then turns west for approximately 2.51 miles, crossing an existing railroad and an existing transmission line. The segment then then turns north for approximately 2.23 miles. The segment then turns west for approximately 0.10 mile, and then turns north for approximately 1.26 miles. The segment terminates at its intersection with Segments Q1 and T1, on the south side of IH 10 and on the east side of FM 2037.

**Segment Q1**

Segment Q1 begins at its intersection with Segments P1 and T1, on the south side of IH 10 and on the east side of FM 2037. The segment proceeds north for approximately 0.12 mile, crossing IH 10. The segment then angles west-northwest for approximately 1.12 miles, crossing Leon Creek and an existing transmission line. The segment terminates at its intersection with Segments R1 and S1, on the northwest side of an existing transmission line on the north side of IH 10.

**Segment R1**

Segment R1 begins at its intersection with Segments Z2 and P, on the west side of SH 18. The segment proceeds south for approximately 0.94 mile, paralleling the west side of an existing transmission line. The segment then turns west for approximately 1.95 miles, paralleling the north side of an existing transmission line. The segment then angles south-southwest for approximately 0.90 mile, paralleling the northwest side of an existing transmission line. The segment then angles west-southwest for approximately 0.54 mile, paralleling the northwest side of an existing transmission line, and then angles south for approximately 0.68 mile, paralleling the west side of an existing transmission line. The segment then angles southwest for approximately 1.38 miles, paralleling the northwest side of an existing transmission line. The segment then angles west-southwest for approximately 0.37 mile, paralleling the

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northwest side of an existing transmission line, and then angles southwest for approximately 0.26 mile, crossing U.S. HWY 285 and an existing transmission line. The segment then angles west for approximately 1.09 miles, paralleling the north side of an existing transmission line. The segment then angles southwest for approximately 2.33 miles, paralleling the northwest side of an existing transmission line and crossing Leon Creek. The segment terminates at its intersection with Segments Q1 and S1, on the northwest side of an existing transmission line on the north side of IH 10.

**Segment S1**

Segment S1 begins at its intersection with Segments Q1 and R1, on the northwest side of an existing transmission line on the north side of IH 10. The segment proceeds west for approximately 2.73 miles, paralleling the north side of an existing transmission line. The segment terminates at its intersection with Segments V1 and W1, on the north side of an existing transmission line on the north side of IH 10 (see Inset).

**Segment T1**

Segment T1 begins at its intersection with Segments P1 and Q1, on the south side of IH 10 and on the east side of FM 2037. The segment proceeds west for approximately 0.79 mile, paralleling the south side of IH 10 and crossing FM 2037 and Leon Creek. The segment then angles southwest for approximately 1.06 miles, and then angles west-northwest for approximately 0.75 mile. The segment then angles west for approximately 1.94 miles. The segment terminates at its intersection with Segments U1 and C2, on the east side of U.S. HWY 67 (see Inset).

**Segment U1 (see Inset)**

Segment U1 begins at its intersection with Segments V1 and Y1, on the south side of IH 10 and on the east side of U.S. HWY 67. The segment proceeds southwest for approximately 0.39 mile, paralleling the east side of U.S. HWY 67. The segment terminates at its intersection with Segments T1 and C2, on the east side of U.S. HWY 67.

**Segment V1 (see Inset)**

Segment V1 begins at its intersection with Segments S1 and W1, on the north side of an existing transmission line on the north side of IH 10. The segment proceeds south for approximately 0.27 mile, immediately crossing an existing transmission line and crossing IH 10. The segment then angles west-southwest for approximately 0.51 mile. The segment terminates at its intersection with Segments U1 and Y1, on the south side of IH 10 and on the east side of U.S. HWY 67.

**Segment W1 (see Inset)**

Segment W1 begins at its intersection with Segments S1 and V1, on the north side of an existing transmission line on the north side of IH 10. The segment proceeds west for approximately 0.91 mile, paralleling the north side of an existing transmission line and crossing FM 1776. The segment then angles northwest for approximately 0.27 mile. The segment terminates at its intersection with Segments X1 and B3.

**Segment X1**

Segment X1 begins at its intersection with Segments U and V, on the east side of FM 1776. The segment proceeds south for approximately 1.73 miles, paralleling the east side of FM 1776 and then crossing FM 1776. The segment then continues south for approximately 2.81 miles. The segment terminates at its intersection with Segments W1 and B3 (see Inset).

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**Segment Y1**

Segment Y1 begins at its intersection with Segments U1 and V1 (see Inset), on the south side of IH 10 and on the east side of U.S. HWY 67. The segment proceeds northwest for approximately 0.39 mile, crossing U.S. HWY 67. The segment then angles west for approximately 1.60 miles, paralleling the south side of IH 10. The segment then angles west-southwest for approximately 0.37 mile, and then angles northwest for approximately 0.42 mile. The segment then angles west for approximately 1.05 miles, paralleling the south side of IH 10. The segment terminates at its intersection with Segments Z1 and F2, on the south side of IH 10.

**Segment Z1 (see Inset)**

Segment Z1 begins at its intersection with Segments Y1 and F2, on the south side of IH 10. The segment proceeds west for approximately 0.26 mile, paralleling the south side of IH 10. The segment then turns north for approximately 0.21 mile, crossing IH 10 and an existing transmission line. The segment terminates at its intersection with Segments G2 and B3, on the north side of an existing transmission line on the north side of IH 10.

**Segment A2**

Segment A2 begins at its intersection with Segments N1 and O1. The segment proceeds west for approximately 7.45 miles, crossing U.S. HWY 385. The segment then angles northwest for approximately 0.54 mile, and then angles north for approximately 1.83 miles. The segment then turns west for approximately 1.33 miles, and then angles southwest for approximately 0.20 mile, paralleling the southeast side of an existing railroad. The segment then turns northwest for approximately 0.17 mile, crossing an existing railroad and an existing transmission line. The segment then angles west for approximately 1.48 miles. The segment then turns north for approximately 4.55 miles, and then turns west for approximately 2.08 miles. The segment terminates at its intersection with Segments B2 and S2, on the east side of U.S. HWY 67.

**Segment B2**

Segment B2 begins at its intersection with Segments C2 and D2 (see Inset), on the east side of U.S. HWY 67. The segment proceeds southwest for approximately 4.00 miles, paralleling the east side of U.S. HWY 67. The segment terminates at its intersection with Segments A2 and S2, on the east side of U.S. HWY 67.

**Segment C2 (see Inset)**

Segment C2 begins at its intersection with Segments T1 and U1, on the east side of U.S. HWY 67. The segment proceeds southwest for approximately 0.93 mile, paralleling the east side of U.S. HWY 67. The segment terminates at its intersection with Segments B2 and D2, on the east side of U.S. HWY 67.

**Segment D2 (see Inset)**

Segment D2 begins at its intersection with Segments B2 and C2, on the east side of U.S. HWY 67. The segment proceeds west for approximately 2.94 miles, immediately crossing U.S. HWY 67. The segment terminates at its intersection with Segments E2 and K2.

**Segment E2 (see Inset)**

Segment E2 begins at its intersection with Segments D2 and K2. The segment proceeds north for approximately 1.49 miles. The segment terminates at its intersection with Segments F2 and H2.

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**Segment F2 (see Inset)**

Segment F2 begins at its intersection with Segments E2 and H2. The segment proceeds north for approximately 0.42 miles. The segment terminates at its intersection with Segments Y1 and Z1, on the south side of IH 10.

**Segment G2 (see Inset)**

Segment G2 begins at its intersection with Segments Z1 and B3, on the north side of an existing transmission line on the north side of IH 10. The segment proceeds west-northwest for approximately 0.14 mile, paralleling the north side of an existing transmission line. The segment then angles west for approximately 0.44 mile, paralleling the north side on an existing transmission line. The segment then angles northwest for approximately 0.33 mile, paralleling the north side on an existing transmission line. The segment then turns southwest for approximately 0.12 mile, paralleling the north side on an existing transmission line. The segment then angles west-northwest for approximately 0.90 mile, paralleling the north side on an existing transmission line. The segment terminates at its intersection with Segments I2 and J2, on the north side of an existing transmission line on the north side of IH 10.

**Segment H2 (see Inset)**

Segment H2 begins at its intersection with Segments E2 and F2. The segment proceeds west for approximately 0.80 mile, and then angles northwest for approximately 0.52 mile. The segment then angles west-northwest for approximately 1.12 miles. The segment terminates at its intersection with Segments L2, I2, and M2, on the south side of IH 10.

**Segment I2 (see Inset)**

Segment I2 begins at its intersection with Segments H2, L2, and M2, on the south side of IH 10. The segment proceeds north for approximately 0.24 mile, crossing IH 10 and an existing transmission line. The segment terminates at its intersection with Segments G2 and J2, on the north side of an existing transmission line on the north side of IH 10.

**Segment J2**

Segment J2 begins at its intersection with Segments G2 and I2, on the north side of an existing transmission line on the north side of IH 10 (see Inset). The segment proceeds northwest for approximately 0.24 mile, paralleling the north side of an existing transmission line. The segment then angles and proceeds westerly for approximately 12.3 miles, paralleling the north side of an existing transmission line and crossing an existing transmission line. The segment terminates at a point inside the Solstice Switch Station property, on the north side of IH 10 in Pecos County (see Inset).

**Segment K2 (see Inset)**

Segment K2 begins at its intersection with Segments D2 and E2. The segment proceeds west for approximately 2.05 miles. The segment terminates at its intersection with Segments L2 and N2.

**Segment L2 (see Inset)**

Segment L2 begins at its intersection with Segments K2 and N2. The segment proceeds north for approximately 2.30 miles. The segment terminates at its intersection with Segments H2, I2 and M2, on the south side of IH 10.

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**Segment M2**

Segment M2 begins at its intersection with Segments H2, I2, and L2, on the south side of IH 10 (see Inset). The segment proceeds west-northwest for approximately 9.14 miles, paralleling the south side of IH 10. The segment terminates with its intersection with Segments P2 and Q2, on the south side of IH 10.

**Segment N2**

Segment N2 begins at its intersection with Segments K2 and L2 (see Inset). The segment proceeds west for approximately 5.98 miles. The segment terminates at its intersection with Segments O2 and T2.

**Segment O2**

Segment O2 begins at its intersection with Segments N2 and T2. The segment proceeds north for approximately 0.97 mile, and then turns west for approximately 3.16 miles. The segment terminates at its intersection with Segments P2 and V2.

**Segment P2**

Segment P2 begins at its intersection with Segments O2 and V2. The segment proceeds north for approximately 2.75 miles. The segment terminates at its intersection with Segments M2 and Q2, on the south side of IH 10.

**Segment Q2**

Segment Q2 begins at its intersection with Segments M2 and P2, on the south side of IH 10. The segment proceeds west-northwest for approximately 0.56 mile. The segment then angles northwest for approximately 0.58 mile, and then angles west-northwest for approximately 2.30 miles, paralleling the south side of IH 10. The segment terminates at its intersection with Segments R2 and W2, on the south side of IH 10 (see Inset).

**Segment R2 (see Inset)**

Segment R2 begins at its intersection with Segments Q2 and W2, on the south side of IH 10. The segment proceeds north for approximately 0.19 mile, crossing IH 10 and two existing transmission lines. The segment terminates at a point inside the Solstice Switch Station property, on the north side of IH 10 in Pecos County.

**Segment S2**

Segment S2 begins at its intersection with Segments A2 and B2, on the east side of U.S. HWY 67. The segment proceeds west for approximately 8.30 miles, immediately crossing U.S. HWY 67. The segment terminates at its intersection with Segments T2 and U2.

**Segment T2**

Segment T2 begins at its intersection with Segments S2 and U2. The segment proceeds north for approximately 3.00 miles. The segment terminates at its intersection with Segments N2 and O2.

**Segment U2**

Segment U2 begins at its intersection with Segments S2 and T2. The segment proceeds west for approximately 3.70 miles, and then angles northwest for approximately 0.19 mile. The segment then turns southwest for approximately 0.10 mile, and then angles west for approximately 3.18 miles. The segment then turns north for approximately 4.07 miles, paralleling the east side of an existing transmission line.



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The segment terminates at its intersection with Segments V2 and W2, on the east side of an existing transmission line.

**Segment V2**

Segment V2 begins at its intersection with Segments O2 and P2. The segment proceeds west for approximately 3.84 miles. The segment terminates at its intersection with Segments U2 and W2, on the east side of an existing transmission line.

**Segment W2**

Segment W2 begins at its intersection with Segments U2 and V2, on the east side of an existing transmission line. The segment proceeds north for approximately 3.48 miles, paralleling the east side of an existing transmission line. The segment then turns east for approximately 0.34 mile, paralleling the south side of IH 10 (see Inset). The segment terminates at its intersection with Segments Q2 and R2, on the south side of IH 10.

**Segment X2**

Segment X2 begins at its intersection with Segments O and Y2, on the east side of FM 1053. The segment proceeds west for approximately 2.39 miles, immediately crossing FM 1053. The segment terminates at its intersection with Segments Y2 and Z2.

**Segment Y2**

Segment Y2 begins at its intersection with Segments O and X2, on the east side of FM 1053. The segment proceeds southwest for approximately 1.10 miles, paralleling the east side of FM 1053. The segment then turns northwest for approximately 0.11 mile, crossing FM 1053. The segment then angles west for approximately 0.53 mile, then angles northwest for approximately 1.53 miles. The segment terminates at its intersection with Segments X2 and Z2.

**Segment Z2**

Segment Z2 begins at its intersection with Segments X2 and Y2. The segment proceeds west for approximately 0.79 mile, crossing an existing transmission line and SH 18. The segment terminates at its intersection with Segments P and R1, on the west side of SH 18.

**Segment A3**

Segment A3 begins at its intersection with Segments E1 and C3. The segment proceeds west for approximately 5.92 miles, crossing an existing transmission line. The segment terminates at its intersection with Segments K1 and D3.

**Segment B3 (Inset)**

Segment B3 begins at its intersection with Segments W1 and X1. The segment proceeds southwest for approximately 0.26 mile, and then angles west for approximately 0.68 mile, paralleling the north side of an existing transmission line. The segment then angles west-northwest for approximately 0.82 mile, paralleling the north side of an existing transmission line. The segment then angles west for approximately 0.80 mile, paralleling the north side of an existing transmission line. The segment then angles west-northwest for approximately 0.25 mile, and then angles west for approximately 0.38 mile. The segment then angles northwest for approximately 0.16 mile, paralleling the north side of an existing transmission line. The segment terminates at its intersection with Segments Z1 and G2, on the north side of an existing transmission line on the north side of IH 10.

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**Segment C3**

Segment C3 begins at its intersection with Segments E1 and A3. The segment proceeds south for approximately 0.45 mile, then angles southeast for approximately 0.12 mile, and then turns southwest for approximately 0.14 mile. The segment then angles south for approximately 1.33 miles, and then angles southwest for approximately 0.24 mile. The segment then angles south for approximately 0.24 mile, then angles southeast for approximately 0.22 mile, and then angles south for approximately 2.39 miles. The segment terminates at its intersection with Segments D1 and L1.

**Segment D3**

Segment D3 begins at its intersection with Segments K1 and A3. The segment proceeds north for approximately 0.65 mile. The segment terminates at its intersection with Segments J1 and M1.

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# Landowners and Transmission Line Cases at the PUC

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*Public Utility Commission of Texas*



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[www.puc.state.tx.us](http://www.puc.state.tx.us)

Effective: June 1, 2011

## ***Purpose of This Brochure***

This brochure is intended to provide landowners with information about proposed new transmission lines and the Public Utility Commission's ("PUC" or "Commission") process for evaluating these proposals. At the end of the brochure is a list of sources for additional information.

The following topics are covered in this brochure:

- How the PUC evaluates whether a new transmission line should be built,
- How you can participate in the PUC's evaluation of a line, and
- How utilities acquire the right to build a transmission line on private property.

You are receiving the enclosed formal notice because one or more of the routes for a proposed transmission line may require an easement or other property interest across your property, or the centerline of the proposed project may come within 300 feet of a house or other habitable structure on your property. This distance is expanded to 500 feet if the proposed line is greater than 230 kilovolts (kV). For this reason, your property is considered **directly affected land**. This brochure is being included as part of the formal notice process.

If you have questions about the proposed routes for a transmission line, you may contact the applicant. The applicant also has a more detailed map of the proposed routes for the transmission line and nearby habitable structures. The applicant may help you understand the routing of the project and the application approval process in a transmission line case but cannot provide legal advice or represent you. ***The applicant cannot predict which route may or may not be approved by the PUC. The PUC decides which route to use for the transmission line, and the applicant is not obligated to keep you informed of the PUC's proceedings. The only way to fully participate in the PUC's decision on where to locate the transmission line is to intervene, which is discussed below.***

The PUC is sensitive to the impact that transmission lines have on private property. At the same time, transmission lines deliver electricity to millions of homes and businesses in Texas, and new lines are sometimes needed so that customers can obtain reliable, economical power.

The PUC's job is to decide whether a transmission line application should be approved and on which route the line should be constructed. The PUC values input from landowners and encourages you to participate in this process by intervening in the docket.

## ***PUC Transmission Line Case***

Texas law provides that most utilities must file an application with the PUC to obtain or amend a Certificate of Convenience and Necessity (CCN) in order to build a new transmission line in Texas. The law requires the PUC to consider a number of factors in deciding whether to approve a proposed new transmission line.

The PUC may approve an application to obtain or amend a CCN for a transmission line after considering the following factors:

- Adequacy of existing service;
- Need for additional service;
- The effect of approving the application on the applicant and any utility serving the proximate area;
- Whether the route utilizes existing compatible rights-of-way, including the use of vacant positions on existing multiple-circuit transmission lines;
- Whether the route parallels existing compatible rights-of-way;
- Whether the route parallels property lines or other natural or cultural features;
- Whether the route conforms with the policy of prudent avoidance (which is defined as the limiting of exposures to electric and magnetic fields that can be avoided with reasonable investments of money and effort); and
- Other factors such as community values, recreational and park areas, historical and aesthetic values, environmental integrity, and the probable improvement of service or lowering of cost to consumers in the area.

If the PUC decides an application should be approved, it will grant to the applicant a CCN or CCN amendment to allow for the construction and operation of the new transmission line.

### ***Application to Obtain or Amend a CCN:***

An application to obtain or amend a CCN describes the proposed line and includes a statement from the applicant describing the need for the line and the impact of building it. In addition to the routes proposed by the applicant in its application, the possibility exists that additional routes may be developed, during the course of a CCN case, that could affect property in a different manner than the original routes proposed by the applicant.

The PUC conducts a case to evaluate the impact of the proposed line and to decide which route should be approved. Landowners who would be affected by a new line can:

- informally file a protest, or
- formally participate in the case as an intervenor.

### ***Filing a Protest (informal comments):***

If you do not wish to intervene and participate in a hearing in a CCN case, you may file **comments**. An individual or business or a group who files only comments for or against any aspect of the transmission line application is considered a “protestor.”

Protestors make a written or verbal statement in support of or in opposition to the utility’s application and give information to the PUC staff that they believe supports their position.

Protestors are *not* parties to the case, however, and do not have the right to:

- Obtain facts about the case from other parties;
- Receive notice of a hearing, or copies of testimony and other documents that are filed in the case;
- Receive notice of the time and place for negotiations;
- File testimony and/or cross-examine witnesses;
- Submit evidence at the hearing; or
- Appeal P.U.C. decisions to the courts.

If you want to make comments, you may either send written comments stating your position, or you may make a statement on the first day of the hearing. If you have not intervened, however, you will not be able to participate as a party in the hearing. Only parties may submit evidence and *the PUC must base its decision on the evidence*.

### ***Intervening in a Case:***

To become an intervenor, you must file a statement with the PUC, no later than the date specified in the notice letter sent to you with this brochure, requesting intervenor status (also referred to as a party). This statement should describe how the proposed transmission line would affect your property. Typically, intervention is granted only to directly affected landowners. However, any landowner may request to intervene and obtain a ruling on his or her specific fact situation and concerns. A sample form for intervention and the filing address are attached to this brochure, and may be used to make your filing. A letter requesting intervention may also be used in lieu of the sample form for intervention.

If you decide to intervene and become a party in a case, you will be required to follow certain procedural rules:

- You are required to timely respond to requests for information from other parties who seek information.
- If you file testimony, you must appear at a hearing to be cross-examined.
- If you file testimony or any letters or other documents in the case, you must send copies of the documents to every party in the case and you must file multiple copies with the PUC.
- If you intend to participate at the hearing and you do not file testimony, you must at least file a statement of position, which is a document that describes your position in the case.
- Failure to comply with these procedural rules may serve as grounds for you to be dismissed as an intervenor in the case.
- If you wish to participate in the proceedings it is very important to attend any prehearing conferences.

Intervenors may represent themselves or have an attorney to represent them in a CCN case. If you intervene in a case, you may want an attorney to help you understand the PUC’s procedures and the laws and rules that the PUC applies in deciding whether to approve a transmission line. The PUC encourages landowners to intervene and become parties.

### *Stages of a CCN Case:*

If there are persons who intervene in the case and oppose the approval of the line, the PUC may refer the case to an administrative law judge (ALJ) at the State Office of Administrative Hearings (SOAH) to conduct a hearing, or the Commission may elect to conduct a hearing itself. The hearing is a formal proceeding, much like a trial, in which testimony is presented. In the event the case is referred to SOAH, the ALJ makes a recommendation to the PUC on whether the application should be approved and where and how the line should be routed.

There are several stages of a CCN case:

- The ALJ holds a prehearing conference (usually in Austin) to set a schedule for the case.
- Parties to the case have the opportunity to conduct discovery; that is, obtain facts about the case from other parties.
- A hearing is held (usually in Austin), and parties have an opportunity to cross-examine the witnesses.
- Parties file written testimony before the date of the hearing. Parties that do not file written testimony or statements of position by the deadline established by the ALJ may not be allowed to participate in the hearing on the merits.
- Parties may file written briefs concerning the evidence presented at the hearing, but are not required to do so.
- In deciding where to locate the transmission line and other issues presented by the application, the ALJ and Commission rely on factual information submitted as evidence at the hearing by the parties in the case. In order to submit factual information as evidence (other than through cross-examination of other parties' witnesses), a party must have intervened in the docket and filed written testimony on or before the deadline set by the ALJ.
- The ALJ makes a recommendation, called a **proposal for decision**, to the Commission regarding the case. Parties who disagree with the ALJ's recommendation may file exceptions.
- The Commissioners discuss the case and decide whether to approve the application. The Commission may approve the ALJ's recommendation, approve it with specified changes, send the case back to the ALJ for further consideration, or deny the application. The written decision rendered by the Commission is called a **final order**. Parties who believe that the Commission's decision is in error may file motions for rehearing, asking the Commission to reconsider the decision.
- After the Commission rule on the motion for rehearing, parties have the right to appeal the decision to district court in Travis County.
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### *Right to Use Private Property*

The Commission is responsible for deciding whether to approve a CCN application for a proposed transmission line. If a transmission line route is approved that impacts your property, the electric utility must obtain the right from you to enter your property and to build, operate, and maintain the transmission line. This right is typically called an easement.

Utilities may buy easements through a negotiated agreement, but they also have the power of eminent domain (condemnation) under Texas law. Local courts, not the PUC, decide issues concerning easements for rights-of-way. The PUC does not determine the value of property.

The PUC final order in a transmission case normally requires a utility to take certain steps to minimize the impact of the new transmission line on landowners' property and on the environment. For example, the order normally requires steps to minimize the possibility of erosion during construction and maintenance activities.

## HOW TO OBTAIN MORE INFORMATION

The PUC's online filings interchange on the PUC website provides free access to documents that are filed with the Commission in Central Records. The docket number, also called a control number on the PUC website, of a case is a key piece of information used in locating documents in the case. You may access the Interchange by visiting the PUC's website home page at [www.puc.state.tx.us](http://www.puc.state.tx.us) and navigate the website as follows:

- Select "Filings."
- Select "Filings Search."
- Select "Filings Search."
- Enter 5-digit Control (Docket) Number. *No other information is necessary.*
- Select "Search." *All of the filings in the docket will appear in order of date filed.*
- Scroll down to select desired filing.
- Click on a blue "Item" number at left.
- Click on a "Download" icon at left.

Documents may also be purchased from and filed in Central Records. For more information on how to purchase or file documents, call Central Records at the PUC at 512-936-7180.

PUC Substantive Rule 25.101, Certification Criteria, addresses transmission line CCNs and is available on the PUC's website, or you may obtain copies of PUC rules from Central Records.

***Always include the docket number on all filings with the PUC. You can find the docket number on the enclosed formal notice.*** Send documents to the PUC at the following address.

Public Utility Commission of Texas  
Central Records  
Attn: Filing Clerk  
1701 N. Congress Avenue  
P.O. Box 13326  
Austin, TX 78711-3326

The information contained within this brochure is not intended to provide a comprehensive guide to landowner rights and responsibilities in transmission line cases at the PUC. This brochure should neither be regarded as legal advice nor should it be a substitute for the PUC's rules. However, if you have questions about the process in transmission line cases, you may call the PUC's Legal Division at 512-936-7261. The PUC's Legal Division may help you understand the process in a transmission line case but cannot provide legal advice or represent you in a case. You may choose to hire an attorney to decide whether to intervene in a transmission line case, and an attorney may represent you if you choose to intervene.

### ***Communicating with Decision-Makers***

***Do not contact the ALJ or the Commissioners by telephone or email. They are not allowed to discuss pending cases with you. They may make their recommendations and decisions only by relying on the evidence, written pleadings, and arguments that are presented in the case.***

# Request to Intervene in PUC Docket No. \_\_\_\_\_

The following information must be submitted by the person requesting to intervene in this proceeding. This completed form will be provided to all parties in this docket. **If you DO NOT want to be an intervenor, but still want to file comments, please complete the "Comments" page.**

Mail this completed form and 10 copies to:

Public Utility Commission of Texas  
Central Records  
Attn: Filing Clerk  
1701 N. Congress Ave.  
P.O. Box 13326  
Austin, TX 78711-3326

First Name: \_\_\_\_\_ Last Name: \_\_\_\_\_

Phone Number: \_\_\_\_\_ Fax Number: \_\_\_\_\_

Address, City, State: \_\_\_\_\_

**I am requesting to intervene in this proceeding. As an INTERVENOR, I understand the following:**

- I am a party to the case;
- I am required to respond to all discovery requests from other parties in the case;
- If I file testimony, I may be cross-examined in the hearing;
- If I file any documents in the case, I will have to provide a copy of that document to every other party in the case; and
- I acknowledge that I am bound by the Procedural Rules of the Public Utility Commission of Texas (PUC) and the State Office of Administrative Hearings (SOAH).

**Please check one of the following:**

- I own property with a habitable structure located near one or more of the utility's proposed routes for a transmission line.
- One or more of the utility's proposed routes would cross my property.
- Other. Please describe and provide comments. You may attach a separate page, if necessary. \_\_\_\_\_

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**Signature of person requesting intervention:**

\_\_\_\_\_ Date: \_\_\_\_\_



## Comments in Docket No. \_\_\_\_\_

**If you want to be a PROTESTOR only, please complete this form.** Although public comments are not treated as evidence, they help inform the PUC and its staff of the public concerns and identify issues to be explored. The PUC welcomes such participation in its proceedings.

Mail this completed form and 10 copies to:

Public Utility Commission of Texas  
Central Records  
Attn: Filing Clerk  
1701 N. Congress Ave.  
P.O. Box 13326  
Austin, TX 78711-3326

First Name: \_\_\_\_\_ Last Name: \_\_\_\_\_

Phone Number: \_\_\_\_\_ Fax Number: \_\_\_\_\_

Address, City, State: \_\_\_\_\_

**I am NOT requesting to intervene in this proceeding. As a PROTESTOR, I understand the following:**

- I am NOT a party to this case;
- My comments are not considered evidence in this case; and
- I have no further obligation to participate in the proceeding.

**Please check one of the following:**

- I own property with a habitable structure located near one or more of the utility's proposed routes for a transmission line.
- One or more of the utility's proposed routes would cross my property.
- Other. Please describe and provide comments. You may attach a separate page, if necessary. \_\_\_\_\_

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**Signature of person submitting comments:**

\_\_\_\_\_ Date: \_\_\_\_\_