STANDARD APPLICATION FOR A CERTIFICATE OF CONVENIENCE AND NECESSITY FOR A PROPOSED TRANSMISSION LINE

DOCKET NO. 55121

Submit seven (7) copies of the application and all attachments supporting the application. If the application is being filed pursuant to 16 Tex. Admin. Code §25.101(b)(3)(D) (TAC) or 16 TAC §25.174, include in the application all direct testimony. The application and other necessary documents shall be submitted to:

Public Utility Commission of Texas
Attn: Filing Clerk
1701 N. Congress Ave.
Austin, Texas 78711-3326

June 22, 2023

Standard Application for a Certificate of Convenience and Necessity for a Proposed Transmission Line
and
Application for a Certificate of Convenience and Necessity for a Proposed Transmission Line Pursuant To 16 TAC §25.174

Note: As used herein, the term "joint application" refers to an application for proposed transmission facilities for which ownership will be divided. All applications for such facilities should be filed jointly by the proposed owners of the facilities.

1. Applicant (Utility) Name:

For joint applications, provide all information for each applicant.

Applicant (Utility) Name:	Oncor Electric Delivery Company LLC ("Oncor")
Certificate Number:	30043
Street Address:	1616 Woodall Rodgers Freeway Dallas, Texas 75202
Mailing Address:	1616 Woodall Rodgers Freeway Dallas, Texas 75202-1234

Applicant (Utility) Name:	LCRA Transmission Services Corporation ("LCRA TSC")
Certificate Number:	30110
Street Address:	3700 Lake Austin Boulevard Austin, Texas 78703
Mailing Address:	P.O. Box 220 Austin, Texas 78767-0220

2. Please identify all entities that will hold an ownership interest or an investment interest in the proposed project but which are not subject to the Commission's jurisdiction.

Oncor and LCRA TSC ("Applicants") will each hold an ownership interest in portions of the North McCamey to Sand Lake 345 kV Transmission Line Project ("Proposed Transmission Line Project").

3. Person to Contact:

	Chris Reily
Title/Position:	Regulatory Manager
Phone Number:	(214) 486-4717
Mailing Address:	1616 Woodall Rodgers Fwy, Suite 6A-012 Dallas, Texas 75202-1234
Email Address:	Chris.Reily@oncor.com

	Person to Contact:	Justin Stryker
	Title/Position:	Senior Regulatory Case Manager
	Phone Number:	(512) 730-6803
	Mailing Address:	P.O. Box 220, Mail Stop DSC D140 Austin, Texas 78760-0220
	Email Address:	Justin.Stryker@lcra.org
3a.	**Alternate Contact:**	Thomas Yamin, P.E.
	Title/Position:	Director of Regulatory Transmission & Planning
	Phone Number:	(214) 486-3512
	Mailing Address:	1616 Woodall Rodgers Fwy, Suite 6B-005 Dallas, Texas 75202-1234
	Email Address:	Thomas.Yamin@oncor.com
3b.	**Legal Counsel - Oncor:**	
		Jaren A. Taylor Winston P. Skinner Erik Jacobson
	Phone Number:	(214) 220-7754
	Mailing Address:	Vinson & Elkins LLP Trammell Crow Center 2001 Ross Avenue, Suite 3900 Dallas, Texas 75201
	Email Address:	jarentaylor@velaw.com wskinner@velaw.com ejacobson@velaw.com
	Legal Counsel – LCRA TSC:	
		Kirk Rasmussen Craig R. Bennett
	Phone Number:	(512) 236-2200
	Mailing Address:	Jackson Walker, LLP 100 Congress Avenue, Suite 1100 Austin, Texas 78701
	Email Address:	krasmussen@jw.com cbennett@jw.com

Please contact Jaren Taylor or Kirk Rasmussen with any inquiries regarding the project.

4. Project Description:

Provide a general description of the project, including the design voltage rating (kV), the operating voltage (kV), the CREZ Zone(s) (if any) where the project is located (all or in part), any substations and/or substation reactive compensation constructed as part of the project, and any series elements such as sectionalizing switching devices, series line compensation, etc. For HVDC transmission lines, the converter stations should be considered to be project components and should be addressed in the project description.

If the project will be owned by more than one party, briefly explain the ownership arrangements between the parties and provide a description of the portion(s) that will be owned by each party. Provide a description of the responsibilities of each party for implementing the project (design, Right-Of-Way acquisition, material procurement, construction, etc.).

If applicable, identify and explain any deviation in transmission project components from the original transmission specifications as previously approved by the Commission or recommended by a PURA §39.151 organization.

Name or Designation of Project:	North McCamey – Sand Lake 345 kV Transmission Line Project
Design Voltage Rating (kV):	345 kV
Operating Voltage Rating (kV):	345 kV
Normal Peak Operating Current (A):	5,040 A

The Proposed Transmission Line Project is a new 345 kilovolt ("kV") double-circuit transmission line connecting LCRA TSC's existing North McCamey Station, located approximately 0.6 mile north of the city of McCamey on the northwest side of the intersection of United States Highway ("US") 67 and US 385 in Upton County, Texas, to Oncor's existing Sand Lake Station, located approximately 6 miles northeast of the city of Pecos on the northwest side of Farm-to-Market Road ("FM") 3398 in Ward County, Texas.

Applicants plan to each construct 50% of the Proposed Transmission Line Project as detailed in the Letter Agreement dated August 25, 2022, which is included as Attachment No. 2. Prior to final approval, Applicants will identify and disclose an appropriate location along the approved route for a division of ownership between Oncor and LCRA TSC that will generally divide the line in two even parts. Applicants have agreed that each party will be responsible for their respective portions of the Proposed Transmission Line Project (i.e. design, right-of-way ("ROW") acquisition, material procurement, construction, etc.) with coordination of these activities between the two parties.

The Proposed Transmission Line Project includes 345 kV additions to LCRA's North McCamey Station and to Oncor's Sand Lake Station. The work at these stations may include station dead-end structures, bus work, transformers, grading, fences, and other structures and equipment.

The length of the overall Proposed Transmission Line Project ranges from approximately 88.0 to 106.1 miles, depending on which route is selected by the Public Utility Commission of Texas ("PUCT").

This project shares a common endpoint with the separate North McCamey – Bearkat 345 kV transmission line project, which LCRA TSC and Wind Energy Transmission Texas, LLC ("WETT") are concurrently filing in Docket No. 55120. The Proposed Transmission Line Project and the North McCamey – Bearkat 345 kV transmission line project are together referred to in this Application as the Bearkat – North McCamey – Sand Lake Project. Pursuant to PURA § 37.0541, Applicants will seek consolidation of this proceeding with the North McCamey – Bearkat 345 kV transmission line project.

5. Conductor and Structures:

Conductor Size and Type:	1926.9 kcmil ACSS/TW (Oncor) 1926.9 kcmil ACSS/TW (LCRA TSC)
Number of conductors per phase:	2
Continuous Summer Static Current Rating (A):	5,138 A (Oncor) 5,040 A (LCRA TSC)
Continuous Summer Static Line Capacity at Operating Voltage (MVA):	3,070 MVA (Oncor) 3,011 MVA (LCRA TSC)
Continuous Summer Static Line Capacity at Design Voltage (MVA):	3,070 MVA (Oncor) 3,011 MVA (LCRA TSC)
Type and composition of Structures:	Double-Circuit Lattice Steel Tower
Height of Typical Structures:	110 – 190 feet* (Oncor) 70 – 180 feet* (LCRA TSC)

*This number reflects the approximate visible height of the structure from ground to structure top. Please see the drawing of a typical structures in Figures 1-2 and 1-3, pages 1-4 and 1-5, of the *Environmental Assessment and Alternative Route Analysis prepared for Oncor and LCRA TSC: North McCamey to Sand Lake 345-kV Transmission Line Project in Crane, Crockett, Pecos, Reeves, Upton, and Ward Counties, Texas* ("Environmental Assessment and Routing Study"), prepared by Burns & McDonnell Engineering Company, Inc. ("Burns & McDonnell") and included as Attachment No. 1.

Explain why these structures were selected; include such factors as landowner preference,

engineering considerations, and costs comparisons to alternate structures that were considered.

For joint applications, provide and separately identify the above-required information regarding structures for the portion(s) of the project owned by each applicant.

Applicants selected double-circuit 345 kV self-supporting lattice steel towers. These towers were selected for numerous reasons including costs, technical specifications, structure footprint, ROW requirements, the specific characteristics of the study area, and other items.

Provide dimensional drawings of the typical structures to be used in the project.

Drawings of the typical structures are shown in Figures 1-2 and 1-3, pages 1-4 and 1-5, of the Environmental Assessment and Routing Study included as Attachment No. 1. As shown in Attachment No. 1, the typical structure height is anticipated to be 110 to 190 feet for Oncor's structures and 70 to 180 feet for LCRA TSC's structures, but structure height will vary depending on terrain and other engineering considerations.

6. Right-of-way:

For joint applications, provide and separately identify the above-required information for each route for the portion(s) of the project owned by each applicant.

Miles of Right-of-Way	Approximately 88.0 to 106.1 miles
Miles of Circuit	Approximately 176.0 to 212.2 miles
Width of Right-of-Way	Approximately 160 feet
Percent of Right-of-Way Acquired	0%

Provide a brief description of the area traversed by the transmission line. Include a description of the general land uses in the area and the type of terrain crossed by the line.

The study area encompasses approximately 3,375 square miles in portions of Crane, Crockett, Pecos, Reeves, Upton, and Ward Counties, Texas. Approximately 95 percent of the study area is classified as rangeland, approximately 4 percent is classified as developed area, and 1 percent is classified as cropland. The major roadway corridors in the study area include Interstate Highway ("IH") 10, IH 20, US 285, US 385, and US 67. The sparsely populated study area is dominated by many large, sprawling tracts of land used primarily for oil and gas production and livestock grazing. Areas of residential or urban development are concentrated in the vicinity of the study area's nine incorporated cities and six unincorporated communities. Incorporated cities and towns located in the study area include: the city of Barstow; the city of Crane; the town of Grandfalls; the city of McCamey; the city of Monahans; the city of Pecos; the town of Pyote; the town of

Thortonville; and the town of Wickett. Unincorporated communities, or places, in the Study Area include Bakersfield, Coyanosa, Imperial, Girvin, Royalty, and Tubbs Corner. The study area is bisected by the Pecos River.

Study area elevations range from 2,245 to 3,165 feet above mean seal level. The study area consists of a nearly flat plateau underlain by extensive stream deposits of sand and gravel. Drainage is dominated by widespread, small, intermittent streams.

Specific discussion regarding natural, human, and cultural resources in the project area is set forth in Sections 3.1 through 3.8, pages 3-1 through 3-60, of the Environmental Assessment and Routing Study, included as Attachment No. 1.

7. Substations or Switching Stations:

List the name of all existing HVDC converter stations, substations or switching stations that will be associated with the new transmission line. Provide documentation showing that the owner(s) of the existing HVDC converter stations, substations and/or switching stations have agreed to the installation of the required project facilities.

Oncor's Sand Lake Station
LCRA TSC's North McCamey Station

The estimated costs associated with the modifications to LCRA's North McCamey Station total $11,800,000, and the estimated costs associated with the modifications to Oncor's Sand Lake Station total $5,534,000. Total estimated station costs associated with the Proposed Transmission Line Project are $17,334,000 (see additional details in response to Question No. 13).

Oncor's Sand Lake Station

Currently, the Sand Lake Station's dimensions are approximately 910 feet by 650 feet. The Sand Lake Station is currently designed as an Oncor 345/138 kV breaker-and-a-half station with six 138 kV rungs, two 345 kV rungs, terminating seven 138 kV transmission lines, three 345 kV transmission lines, and connecting to two 345/138 kV autotransformers. Relaying for the Sand Lake Station is contained in two separate control centers.

The Proposed Transmission Line Project will modify the Sand Lake Station to add two typical Oncor 345 kV breaker-and-a-half rungs, with four breakers installed and two 345 kV line terminations on A-frame dead end structures. Other 345 kV equipment to be added includes disconnect switches for circuit breaker isolation, voltage transformers for relay input, surge arresters for lightning protection, and all associated tubular aluminum bus, insulators, and steel support structures.

The Proposed Transmission Line Project will expand the dimensions of the Sand Lake Station to approximately 990 feet by 650 feet and include capacity for expansion. There

will be the ability and space to add two additional 345 kV line terminals for future 345 kV lines. The dimensions and additional details regarding the current and proposed layout of the Sand Lake Station are illustrated in Attachment No. 3.

LCRA TSC's North McCamey Station

The dimensions of LCRA TSC's North McCamey Station are approximately 1121 feet by 740 feet, which includes both the 138 kV and 345 kV transmission facilities. The termination of the proposed 345 kV Sand Lake and Bearkat transmission lines to the North McCamey Station will require an additional area of station site expansion measuring approximately 675 feet by 230 feet all within property currently owned by LCRA TSC. The existing North McCamey 345 kV four (4) breaker ring bus will require an upgrade to a double bus arrangement including two (2) new additional breaker and half bays specifically for the Sand Lake and Bearkat circuits. The proposed 345 kV bus arrangement includes optionality for future termination of two additional 345 kV transmission circuits on existing double circuit capable transmission lines that currently terminate at the North McCamey Station.

List the name of all new HVDC converter stations, substations or switching stations that will be associated with the new transmission line. Provide documentation showing that the owner(s) of the new HVDC converter stations, substations and/or switching stations have agreed to the installation of the required project facilities.

None.

8. Estimated Schedule:

*Estimated Dates of:	Start*	Completion*
Right-of-way and Land Acquisition**	12/2023 (Oncor) 12/2023 (LCRA TSC)	10/2024 (Oncor) 02/2025 (LCRA TSC)
Engineering and Design	12/2023 (Oncor) 12/2023 (LCRA TSC)	07/2024 (Oncor) 12/2024 (LCRA TSC)
Material and Equipment Procurement	06/2023 (Oncor) 06/2023 (LCRA TSC)	03/2025 (Oncor) 03/2025 (LCRA TSC)
Construction of Facilities	10/2024 (Oncor) 01/2025 (LCRA TSC)	05/2026 (Oncor) 05/2026 (LCRA TSC)
Energize Facilities	-	06/2026 (Oncor) 06/2026 (LCRA TSC)

*Dates are based on a 180-day CCN process.

**One or both Applicants may commence ROW discussions with landowners during the pendency of this proceeding.

9. Counties:

For each route, list all counties in which the route is to be constructed.

Counties (East to West)	Routes
Upton	All Filed Routes
Crane	All Filed Routes
Crockett	15, 16
Pecos	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 60, 61, 62, 63
Ward	All Filed Routes
Reeves	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 64, 82

10. Municipalities:

For each route, list all municipalities in which the route is to be constructed.

No route is proposed to be constructed within the city limits or extra-territorial jurisdiction ("ETJ") of any municipality.

For each applicant, attach a copy of the franchise, permit or other evidence of the city's consent held by the utility, if necessary or applicable. If franchise, permit, or other evidence of the city's consent has been previously filed, provide only the docket number of the application in which the consent was filed. Each applicant should provide this information only for the portion(s) of the project which will be owned by the applicant.

Not Applicable.

11. Affected Utilities:

Identify any other electric utility served by or connected to facilities in this application.

No other electric utility will be served by or connected to the Proposed Transmission Line Project other than the Applicants.

Other utilities connected at LCRA TSC's North McCamey Station include AEP Texas Inc. and Garland Power & Light (GP&L).

LCRA TSC and WETT are simultaneously filing a CCN application for the North McCamey – Bearkat 345 kV transmission line, which will connect LCRA TSC's North McCamey Station to WETT's Bearkat Station.

Describe how any other electric utility will be affected and the extent of the other utilities' involvement in the construction of this project. Include any other electric utilities whose existing facilities will be utilized for the project (vacant circuit positions, ROW, substation sites and/or equipment, etc.) and provide documentation showing that the owner(s) of the existing facilities have agreed to the installation of the required project facilities.

No other electric utility will be involved in the construction of the Proposed Transmission Line Project other than the Applicants. No other utilities' existing facilities will be utilized other than the Applicants' facilities.

12. Financing:

Describe the method of financing this project. For each applicant that is to be reimbursed for all or a portion of this project, identify the source and amount of the reimbursement (actual amount if known, estimated amount otherwise) and the portion(s) of the project for which the reimbursement will be made.

Oncor proposes to finance the facilities included in the Proposed Transmission Line Project with a combination of debt and equity in compliance with its authorized capital structure, which is similar to the means used for previous construction projects. Oncor plans to utilize internally generated funds (equity) and proceeds received from the issuance of securities. Oncor will typically obtain short-term borrowings as needed for interim financing of its construction expenditures in excess of funds generated internally. These borrowings are then repaid through the issuance of long-term debt securities, the type and amount of which are as of yet undetermined.

LCRA TSC will finance its portion of the Proposed Transmission Line Project in a similar manner to the approach that has been used for projects previously constructed by LCRA TSC. Financing may include a combination of tax-exempt commercial paper, tax-exempt private revolving note, or taxable commercial paper, and, subsequent to project completion, fixed-rate debt. Interest on the debt may be capitalized until the Project is in service, at which point it is intended that both the principal and interest will be serviced with Transmission Cost of Service revenues.

13. Estimated Costs:

Provide cost estimates for each route of the proposed project using the following table. Provide a breakdown of "Other" costs by major cost category and amount. Provide the information for each route in an attachment to this application.

	Transmission Facilities	Oncor Station Facilities	LCRA TSC Station Facilities***
Right-of-way and Land Acquisition	*	$0**	$244,927
Engineering and Design (Utility)	*	$0	$612,458
Engineering and Design (Contract)	*	$200,000	$721,451
Procurement of Material and Equipment (including stores)	*	$3,320,000	$2,183,989
Construction of Facilities (Utility)	*	$200,000	$1,839,132
Construction of Facilities (Contract)	*	$1,814,000	$5,556,569
Other (all costs not included in the above categories)	*	$0	$641,473
Estimated Total Cost	*	$5,534,000	$11,800,000

*Refer to Attachment No. 5 for cost estimates for each alternative route presented in the Application.

**Oncor's Sand Lake Station modifications for the project will be on existing Oncor property.

***The estimates shown for additions at LCRA TSC's North McCamey Station are for upgrades to interconnect the transmission line from North McCamey to Sand Lake in this case, and do not include station costs associated with the LCRA TSC/WETT line that will connect the North McCamey and Bearkat stations. These costs are separately addressed in Docket No. 55120.

For joint applications, provide and separately identify the above-required information for the portion(s) of the project owned by each applicant.

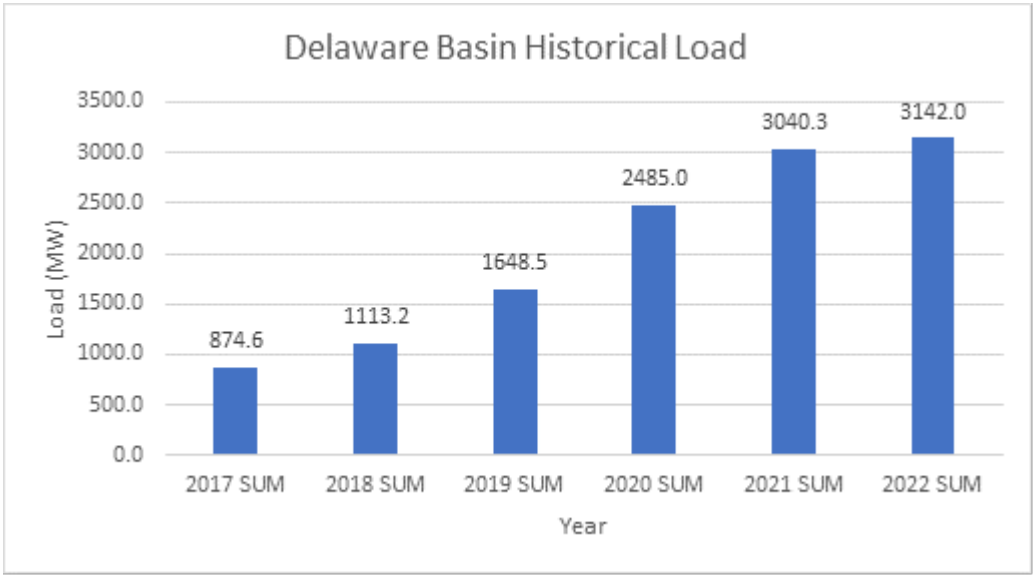
The Proposed Transmission Line Project is proposed to be split evenly, and each Applicant will bear the costs associated with its half of the project.

14. Need for the Proposed Project:

For a standard application, describe the need for the construction and state how the proposed project will address the need. Describe the existing transmission system and

conditions addressed by this application. For projects that are planned to accommodate load growth, provide historical load data and load projections for at least five years. For projects to accommodate load growth or to address reliability issues, provide a description of the steady state load flow analysis that justifies the project. For interconnection projects, provide any documentation from a transmission service customer, generator, transmission service provider, or other entity to establish that the proposed facilities are needed. For projects related to a Competitive Renewable Energy Zone, the foregoing requirements are not necessary; the applicant need only provide a specific reference to the pertinent portion(s) of an appropriate commission order specifying that the facilities are needed. For all projects, provide any documentation of the review and recommendation of a PURA §39.151 organization.

The Proposed Transmission Line Project, as a component of the overall Bearkat – North McCamey – Sand Lake Project, is needed to address reliability issues driven by rapid load growth in the oil and gas industry, as well as to improve power import capability into the Delaware Basin area. The Delaware Basin area currently lacks the necessary transmission facilities to address the area's substantial historical and projected load growth, which far exceeds other areas of ERCOT. The existing transmission system configuration is depicted in Attachment No. 6, and the table below shows the Delaware Basin area's historical load.



The Proposed Transmission Line Project will address the Delaware Basin area's rapid increase in demand for electric power and reliability issues that will result if the project is not built.

Multiple studies and analyses show the need for the Proposed Transmission Line Project. In December 2019, ERCOT completed the Delaware Basin Load Integration Study Report ("Delaware Basin Study"). The main purpose of the Delaware Basin Study was to identify potential reliability needs and cost-effective transmission system upgrades whose need would be triggered upon reaching certain load levels in the Delaware Basin area. The Delaware Basin Study recommended the Bearkat – North McCamey – Sand Lake Project, explaining that the project's need is triggered when the Delaware Basin area load level reaches 4,022 MW. This load level could be reached as early as next year.

In December 2021, ERCOT completed the Permian Basin Load Interconnection Study Report ("Permian Basin Study"). Even though ERCOT already identified the need for the Bearkat – North McCamey – Sand Lake Project in the Delaware Basin Study, ERCOT's Permian Basin Study provided additional analysis of this project and reconfirmed its need. ERCOT's Permian Basin Study also identified the Bearkat – North McCamey – Sand Lake Project as a preferred reliability upgrade.

Oncor, LCRA TSC, and WETT submitted the Bearkat – North McCamey – Sand Lake 345-kV Transmission Line Addition Project to ERCOT's Regional Planning Group on April 7, 2022 ("RPG Submittal"), which is included as Attachment No. 7. Consistent with the Delaware Basin Study and Permian Basin Study, the RPG Submittal recommended the Proposed Transmission Line Project and identified the need for it to be in-service by June 2026. ERCOT considered the RPG Submittal and in July 2022 issued its Independent Review of the Bearkat – North McCamey – Sand Lake Project ("Independent Review"). The Delaware Basin Study and Permian Basin Study served as the foundations for ERCOT's Independent Review. The Independent Review—including the Delaware Basin Study and Permian Basin Study as Appendices A and B, respectively—is included as Attachment No. 8. ERCOT's Independent Review found that the Proposed Transmission Line Project is needed and critical to the reliability of the ERCOT transmission system. ERCOT's Independent Review recommended that the project be in-service by summer of 2026. ERCOT's Board of Directors formally endorsed the Bearkat – North McCamey – Sand Lake Project, including the Proposed Transmission Line Project, as a Tier 1 project and designated it as critical to ERCOT system reliability under 16 Texas Administrative Code ("TAC") § 25.101(b)(3)(D). ERCOT's August 16, 2022, Board of Directors meeting minutes memorializing this approval and critical designation is included as Attachment No. 9.

The Delaware Basin area lacks the transmission facilities necessary to address substantial occurring load growth. Without the Proposed Transmission Line Project, capacity would not exist to serve further oil and gas development and load in the general project area. If the transmission system is not upgraded as this load growth continues, the likelihood of reliability issues (e.g., voltage collapse) rises. ERCOT's Independent Review identified

the Bearkat – North McCamey – Sand Lake Project as necessary to resolve potential voltage collapse and other reliability violations during an N-1 condition—that is, the unexpected failure or outage of a transmission system component—relating to certain North American Electric Reliability Corporation ("NERC") Category P7 contingencies by the summer of 2026. Under NERC Reliability Standard TPL-001-5.1, with certain exceptions, a Category P7 contingency includes the loss of any two vertically or horizontally adjacent circuits on a common structure. The Proposed Transmission Line Project will address these NERC Reliability Standard violations.

ERCOT's Independent Review recommended the Bearkat – North McCamey – Sand Lake Project to reliably serve the Delaware Basin area once the peak demand level of this area exceeds 4,022 MW. In other words, if the Proposed Transmission Line Project is not in-service by the time the area's demand level exceeds 4,022 MW, reliability issues will likely negatively affect service. Load growth in the Delaware Basin area is expected to exceed 4,022 MW no later than summer of 2026 but has the potential to surpass this level sooner. While the Permian Basin Study projected load growth in the Delaware Basin area to exceed 4,022 MW by 2030, this study only included cases for year 2025 (projecting an area load of 3,789 MW) and year 2030 (projecting an area load of 4,898 MW). ERCOT's Independent Review shows that its 2021 Regional Transmission Plan ("RTP") cases and October 2021 Steady-State Working Group ("SSWG") cases project load growth in the Delaware Basin area to potentially exceed 4,022 MW much earlier. Specifically, the 2021 RTP cases indicate that the Delaware Basin area load will exceed 4,022 MW prior to summer of 2026, and the 2021 SSWG cases project load exceeding this level by 2024. Table 8.1 of ERCOT's Independent Review compares the Delaware Basin area load forecasts of the Permian Basin Study, 2021 RTP cases, and 2021 SSWG cases for years 2025 to 2027, and is shown below:

Delaware Basin Area Load Forecasts Comparison

Year	2021 RTP (MW)	Permian Basin Study (MW)	October 2021 SSGW (MW)
2025	n/a*	3,789	4,515
2026	4,347	n/a**	4,543
2027	4,545	n/a**	4,556

*2021 RTP study did not include the case for year 2025.
**The Permian Basin Study only included the cases for years 2025 and 2030. The load level for year 2030 is 4,898.

As this table illustrates, projections vary regarding when the Delaware Basin area's load will exceed 4,022 MW (i.e., the level triggering the Proposed Transmission Line Project's need). This further bolsters the urgent need for the Proposed Transmission Line Project because stronger-than-forecast oil and gas-related load growth could exceed the 4,022 MW trigger point earlier than the 2021 RTP cases and Permian Basin Study

project. This uncertainty is also in part why ERCOT deemed the Proposed Transmission Line Project critical to reliability. The Bearkat – North McCamey – Sand Lake Project will address the Delaware Basin area's load growth by increasing the load serving capability in the area to 4,582 MW.

The Proposed Transmission Line Project will also address the above-described reliability and load growth issues by providing additional, new 345 kV outlets to, and improve the capability to import power into, the Delaware Basin area. This project's addition of new 345 kV outlets to the area will improve system strength by reducing overall system impedances and reactive losses, resulting in improved dynamic stability of the existing system in the area around the North McCamey station.

In addition, the Proposed Transmission Line Project will result in improvements such as: (1) providing increased operational flexibility during emergency conditions; (2) enhancing voltage support for the Applicants' service areas in the Delaware Basin by creating a more integrated 345 kV transmission system; (3) providing transformer redundancy in the area; and (4) allowing for future expansion in the project area.

In sum, the Proposed Transmission Line Project, as part of the Bearkat – North McCamey – Sand Lake Project, is needed to address critical reliability issues resulting from rapid load growth in an area of oil and gas development. The Proposed Transmission Line Project will address reliability violations under NERC Reliability Standards and improve the transmission system's import capability to support future load growth in the area, all of which will improve service for new and existing customers as swift economic expansion occurs in the Delaware Basin area.

15. Alternatives to Project:

For a standard application, describe alternatives to the construction of this project (not routing options). Include an analysis of distribution alternatives, upgrading voltage or bundling of conductors of existing facilities, adding transformers, and for utilities that have not unbundled, distributed generation as alternatives to the project. Explain how the project overcomes the insufficiencies of the other options that were considered.

The Delaware Basin Study prioritized certain alternative project options while considering the Delaware Basin area's estimated load growth and recommended transmission system upgrades in five stages. The trigger levels of these five stages range from Stage 1's trigger level of 3,052 MW to Stage 5's trigger level of 5,972 MW. The Bearkat – North McCamey – Sand Lake Project is ERCOT's recommended Stage 2 upgrade whose need is triggered when the Delaware Basin area load level reaches 4,022 MW.

The Delaware Basin Study's recommended Stage 1 upgrade is the second circuit addition on the existing Big Hill – Bakersfield 345 kV line. The Delaware Basin Study determined that this project alternative was needed before the Proposed Transmission Line Project. In June 2021, ERCOT endorsed, and on March 3, 2022, the Commission approved in Docket No. 52610, the second circuit addition on the existing Big Hill – Bakersfield 345 kV line. As the Delaware Basin Study's recommended Stage 2 upgrade, the Bearkat – North McCamey – Sand Lake Project should be built next because it is the best option to address the reliability issues and load growth in the area.

Another alternative to the Proposed Transmission Line Project is the Faraday – Lamesa – Clearfork – Riverton double-circuit 345 kV line (i.e., the Delaware Basin Study's recommended Stage 5 upgrade). The Proposed Transmission Line Project is needed before this project alternative for multiple reasons. The Bearkat – North McCamey – Sand Lake Project entails acquiring relatively less new right-of-way (28 fewer miles) and was projected to cost $73 million less compared to the Faraday – Lamesa – Clearfork – Riverton double-circuit 345 kV line. Moreover, the estimated load serving capabilities of these two projects are similar. Therefore, ERCOT proposed the Bearkat – North McCamey – Sand Lake Project as a Stage 2 upgrade to occur before this Stage 5 upgrade in the Delaware Basin Study.

ERCOT's Independent Review also considered alternatives submitted by GP&L and Texas-New Mexico Power Company ("TNMP"). GP&L's proposed alternative would have one of the two new 345 kV circuits originating at the Bearkat station terminating at the King Mountain station rather than the North McCamey station, and it would have made a portion of the other new circuit between the Bearkat and North McCamey stations share the same towers as the existing King Mountain – North McCamey circuit. ERCOT determined that the Bearkat – North McCamey – Sand Lake Project is more reliable than this alternative for the following reasons:

1) compared to GP&L's alternative, the Bearkat – North McCamey – Sand Lake Project provides one more outlet to the North McCamey station where two 800 MVA 345/138 kV transformers are located to serve the load and generation on the 138 kV system in the McCamey area;

2) GP&L's alternative would leave only one circuit from the Bearkat station to the North McCamey station under the maintenance outage of the existing North McCamey to King Mountain circuit (ERCOT's steady-state analysis with the maintenance outage condition showed thermal overloads on some of the 138 kV lines in the McCamey area);

3) under GP&L's alternative, a NERC Category P7 contingency would remove both the existing North McCamey – King Mountain 345 kV line and new North McCamey – Bearkat double-circuit 345 kV line;

4) ERCOT's high-level stability study for GP&L's alternative indicated negative impact on the McCamey GTC limit under the prior outage of the Noelke – Schneeman Draw or Cedar Canyon – Noelke 345 kV double circuits when compared to the Bearkat – North McCamey – Sand Lake Project; and

5) extended construction outages or higher energized construction costs may be needed to add a second 345 kV circuit on the existing towers in GP&L's alternative.

TNMP's proposed alternative would loop the new North McCamey – Sand Lake double-circuit 345 kV line into a new proposed Cedarvale 345 kV station approximately 3.7 miles southeast of the existing Sand Lake station. However, TNMP and Oncor agreed to allow the Bearkat – North McCamey – Sand Lake Project to proceed without delay as submitted to ERCOT, with both transmission service providers committing to addressing new customer loads in the area above and beyond the Delaware Basin Study review, including through ERCOT's Large Flexible Load Task Force.

Distribution alternatives to the Proposed Transmission Line Project are not practical because they would not improve the reliability and operational capability of the transmission system in the area, cannot adequately serve all of the increasing oil and gas load, and cannot address the voltage stability requirements in this area.

Upgrading the voltage of existing facilities, bundling of conductors, and adding transformers would not resolve the reliability issues identified in ERCOT's Independent Review and discussed above. Likewise, these types of alternatives would neither provide the necessary level of service to meet oil and gas customers' needs nor improve the import capability of the transmission system serving many of these loads.

16. Schematic or Diagram:

For a standard application, provide a schematic or diagram of the applicant's transmission system in the proximate area of the project. Show the location and voltage of existing transmission lines and substations, and the location of the construction. Locate any taps, ties, meter points, or other facilities involving other utilities on the system schematic.

A schematic of the transmission system in the proximate area of the Proposed Transmission Line Project is shown in Attachment No. 10. The location and voltage of existing transmission lines, substations, taps, ties, meter points or other facilities involving other utilities in relation to the Proposed Transmission Line Project are included. A map of the project area can be found in Figures 3-1A through 3-1C in

Appendix G of the Environmental Assessment and Routing Study included as Attachment No. 1.

17. Routing Study:

Provide a brief summary of the routing study that includes a description of the process of selecting the study area, identifying routing constraints, selecting potential line segments, and the selection of the routes. Provide a copy of the complete routing study conducted by the utility or consultant. State which route the applicant believes best addresses the requirements of PURA and P.U.C. Substantive Rules.

Burns & McDonnell was retained to prepare the Environmental Assessment and Routing Study for the Proposed Transmission Line Project. The objective of the Environmental Assessment and Routing Study was to provide information in support of this Application in addressing the requirements of Section 37.056(c)(4)(A)-(D) of the Texas Utilities Code, the PUCT CCN Application form, and 16 TAC § 25.101 as these apply to the Proposed Transmission Line Project.

By examining existing environmental conditions, including the human and natural resources that are located in the project area, the Environmental Assessment and Routing Study appraises the environmental effects that could result from the construction, operation, and maintenance of the Proposed Transmission Line Project. The Environmental Assessment and Routing Study may also be used in support of any additional local, state, or federal permitting activities that may be required for the Proposed Transmission Line Project.

To assist Burns & McDonnell in its evaluation, Applicants provided information regarding the project endpoints, the need for the project, engineering and design requirements, construction practices, and ROW requirements for the Proposed Transmission Line Project.

After considering environmental and geographical data, Burns & McDonnell defined a study area that encompassed the provided endpoints with a sufficient area to identify a diverse set of potential routing alternatives. *See* Section 3.0 of the Environmental Assessment and Routing Study, included as Attachment No. 1, for a discussion of the study area. Routing constraints were identified after collection of area data from many sources (*e.g.*, governmental agencies, evaluation of aerial photography) and consideration of the criteria established in Section 37.056(c)(4)(A)-(D) of the Texas Utilities Code, the PUCT's CCN Application form, and 16 TAC § 25.101.

Potential line segments were identified by evaluating the constraints mapped within the study area and then developing potential areas such as existing corridors and other linear features where constraints were minimal. Corridors were identified and developed into

potentially viable routes. Potential impacts to both the human and natural environment were evaluated by Burns & McDonnell for each identified preliminary alternative route.

Applicants evaluated the alternative routes and identified Route 65 as the route that best addresses the requirements of the Texas Utilities Code and the PUCT's Substantive Rules.

Specific discussions regarding the study area, identification of constraints, selection of potential line segments, and alternative route analysis are set forth in the Environmental Assessment and Routing Study. Specific discussion regarding the evaluation and selection of routes filed with the Application and identification of the route that Applicants believe best addresses the requirements of the Texas Utilities Code and the PUCT's Substantive Rules is contained in an office memorandum from Casey D. Petty (included as Attachment No. 11).

18. Public Meeting or Public Open House:

Provide the date and location for each public meeting or public open house that was held in accordance with 16 TAC §22.52. Provide a summary of each public meeting or public open house including the approximate number of attendants, and a copy of any survey provided to attendants and a summary of the responses received. For each public meeting or public open house provide a description of the method of notice, a copy of any notices, and the number of notices that were mailed and/or published.

Applicants hosted two public participation meetings in accordance with 16 TAC § 22.52. The meetings were attended by personnel from Applicants, Burns & McDonnell, and Integra Realty Resources, a contractor assisting Oncor in property abstracting. The first public participation meeting was held on January 17, 2023, from 5:00 p.m. to 8:00 p.m., at the Upton County 4H Community Center in McCamey, Texas and was a joint open house with LCRA TSC/WETT for the North McCamey – Bearkat CCN project. The second public participation meeting was held on January 18, 2023, from 4:00 p.m. to 7:00 p.m., at the Reeves County Civic Center in Pecos, Texas.

A total of 2,553 individual written notices of the meetings were mailed to owners of property within 550 feet of the centerline of the preliminary alternative route links for the Proposed Transmission Line Project in accordance with 16 TAC §22.52. In consideration of horizontal accuracy limitations as it relates to county appraisal district data and aerial photography interpretation when developing preliminary routes, notification to property owners was over-inclusive, including properties crossed by or within 550 feet of preliminary alternative route centerlines. Public notices were placed in the local newspapers listed below announcing the location, time, and purpose of the meetings. Notice of the public meetings was also provided to the Military Aviation and

Installation Assurance Siting Clearinghouse (formerly the Department of Defense Siting Clearinghouse) in accordance with 16 TAC § 22.52(a)(4).

Published Notices of Public Meetings

Newspaper	County	Publication Date
Crane News	Crane and Upton	January 5, 2023
Fort Stockton Pioneer	Pecos	January 5, 2023
McCamey News	Upton	January 5, 2023
Midland Reporter-Telegram	Upton	January 5, 2023
Monahans News	Ward	January 5, 2023
Pecos Enterprise	Reeves	January 5, 2023
San Angelo Standard-Times	Crockett	January 5, 2023

The meetings were designed to solicit comments and input from residents, landowners, public officials, and other interested parties concerning the Proposed Transmission Line Project. The objectives of the meetings included promoting an understanding of the Proposed Transmission Line Project, including the purpose, need, and potential benefits and impacts; informing and educating the public with regard to the routing process and schedule; and gathering information about the values and concerns of the public and community leaders.

The meetings were configured in an informal information station format rather than a formal speaker/audience format, with each station assigned to a particular aspect of the project or routing process and staffed with representatives from Applicants, Burns & McDonnell, and/or Integra Realty Resources. Each station had exhibits, maps, illustrations, aerial photography, or other information describing certain project aspects and subject matter information. Attendees were encouraged at the meetings' outset to visit each station in order, so the entire process could be explained in the general sequence of project development. Applicants have found this meeting format valuable due to its informality, which allows attendees to gather information most important to them and spend as much time as necessary with those particular project aspects. Additionally, individual discussions allow for and encourage more interaction from attendees who otherwise might be hesitant to participate in a more formal setting.

Twenty-eight individuals signed in as attendees at the public participation meetings (13 signed in at the McCamey meeting on January 17th and 15 signed in at the Pecos meeting on January 18th). Between the two meetings, a total of 15 attendees submitted questionnaires at the meetings. Two additional questionnaires and email correspondence were received by Oncor, LCRA TSC, or Burns & McDonnell at a later date.

Additional discussion concerning the public involvement program, specific information regarding the public participation meetings, and a summary of questionnaire responses may be found in Section 2.5, pages 2-9 through 2-10, and Section 5.0, pages 5-1 through 5-3, of the Environmental Assessment and Routing Study. A representative copy of the notice that was provided to property owners and a copy of the questionnaire provided to meeting attendees is included in Appendix B of the Environmental Assessment and Routing Study.

19. Routing Maps:

Base maps should be a full scale (one inch = not more than one mile) highway map of the county or counties involved, or other maps of comparable scale denoting sufficient cultural and natural features to permit location of all routes in the field. Provide a map (or maps) showing the study area, routing constraints, and all routes or line segments that were considered prior to the selection of the routes. Identify the routes and any existing facilities to be interconnected or coordinated with the project. Identify any taps, ties, meter points, or other facilities involving other utilities on the routing map. Show all existing transmission facilities located in the study area. Include the locations of radio transmitters and other electronic installations, airstrips, irrigated pasture or cropland, parks and recreational areas, historical and archeological sites (subject to the instructions in Question 27), and any environmentally sensitive areas (subject to the instructions in Question 29).

Three one inch = 5,000 feet maps (Figures 3-1A through 3-1C) are included in the Appendix G map pocket of the Environmental Assessment and Routing Study included as Attachment No. 1. These base maps denote sufficient cultural and natural features to permit the location of all routes in the field. These maps delineate the study area, routing constraints, and all routes and route links considered in the selection of routes. These maps also depict the approximate locations of radio transmitters and other electronic installations, airstrips, irrigated pasture or cropland, parks and recreational areas, historical and archeological sites, and environmentally sensitive areas, if any. Figures 3-1A through 3-1C depict existing transmission facilities in the area of the Proposed Transmission Line Project, including taps, ties, meter points, or other utility facilities, as applicable.

Provide aerial photographs of the study area displaying the date that the photographs were taken or maps that show (1) the location of each route with each route segment identified, (2) the locations of all major public roads including, as a minimum, all federal and state

roadways, (3) the locations of all known habitable structures or groups of habitable structures (see Question 19 below) on properties directly affected by any route, and (4) the boundaries (approximate or estimated according to best available information if required) of all properties directly affected by any route.

Figures 3-1A through 3-1C of the Environmental Assessment and Routing Study, included as Attachment No. 1, depict on an aerial photograph: (1) the location of each link that is used in the alternative routes filed in this Application, with each link identified; (2) the locations of all major public roads, including all federal and state roadways; (3) the locations of all known habitable structures on properties directly affected by any link used in the alternative routes; and (4) the boundaries (approximate or estimated according to available county tax information) of all properties directly affected by any link used in an alternative route.

For each route, cross-reference each habitable structure (or group of habitable structures) and directly affected property identified on the maps or photographs with a list of corresponding landowner names and addresses and indicate which route segment affects each structure/group or property.

Attachment No. 13 is a table that cross references each habitable structure and directly affected property identified in Figures 3-1A through 3-1C of the Environmental Assessment and Routing Study; the cross-reference table includes corresponding landowner names and addresses and indicates which links and alternative routes affect each structure or property.

20. Permits:

List any and all permits and/or approvals required by other governmental agencies for the construction of the proposed project. Indicate whether each permit has been obtained.

If necessary, the following permits/approvals will be obtained or consultations will occur after PUCT approval of this Application and prior to beginning construction:

1. Texas Department of Transportation ("TxDOT") permit(s) for crossing a roadway, highway or other property owned or maintained by TxDOT.
2. A Storm Water Pollution Prevention Plan ("SWPPP") will be prepared and a Notice of Intent will be submitted to the Texas Commission on Environmental Quality under the Texas Pollutant Discharge Elimination System ("TPDES") program.
3. A cultural resources survey plan with the Texas Historical Commission ("THC").
4. Consultation with the U.S. Army Corps of Engineers will occur following the Commission's approval of this Application to determine appropriate requirements under Section 404/Section 10 Permit criteria.
5. Consultation with the U.S. Fish and Wildlife Service will occur following the Commission's approval of this Application to determine appropriate requirements under the Endangered Species Act.

6. Texas General Land Office miscellaneous easement(s) as necessary for crossing riverbeds, navigable streams or other properties involving State property interests.

21. Habitable structures:

For each route list all single-family and multi-family dwellings and related structures, mobile homes, apartment buildings, commercial structures, industrial structures, business structures, churches, hospitals, nursing homes, schools, or other structures normally inhabited by humans or intended to be inhabited by humans on a daily or regular basis within 300 feet of the centerline if the proposed project will be constructed for operation at 230kV or less, or within 500 feet of the centerline if the proposed project will be constructed for operation at greater than 230kV. Provide a general description of each habitable structure and its distance from the centerline of the route. In cities, towns or rural subdivisions, houses can be identified in groups. Provide the number of habitable structures in each group and list the distance from the centerline of the route to the closest and the farthest habitable structure in the group. Locate all listed habitable structures or groups of structures on the routing map.

A listing of all habitable structures located within 500 feet of each proposed link centerline used in the alternative routes filed in this Application, along with a general description of each habitable structure and its distance from the centerline of the link and the associated alternative routes, is provided in the table in Attachment No. 13.

Figures 3-1A through 3-1C (Appendix G map pocket) of the Environmental Assessment and Routing Study, depict the locations of all known habitable structures directly affected by the links used in the proposed alternative routes.

22. Electronic Installations:

For each route, list all commercial AM radio transmitters located within 10,000 feet of the center line of the route, and all FM radio transmitters, microwave relay stations, or other similar electronic installations located within 2,000 of the center line of the route. Provide a general description of each installation and its distance from the center line of the route. Locate all listed installations on a routing map.

There are no known AM radio transmitters located within 10,000 feet of the centerline of any of the alternative route links and no known FM radio transmitters located within 2,000 feet of the centerline of any of the alternative route links.

There are fifteen other communication towers located within 2,000 feet of the centerline of the filed alternative routes. A listing of these communication towers located within 2,000 feet of each proposed link centerline used in the alternative routes filed in this Application, along with a general description of each tower and its distance from the centerline of the link and the associated alternative routes is provided in the table below.

Facility ID	Installation Type	Routes	Link	Distance from Link (feet)	Direction
THERE ARE NO AM RADIO TRANSMITTERS WITHIN 10,000 FEET OF A ROUTE					
THERE ARE NO FM RADIO TRANSMITTERS WITHIN 2,000 FEET OF A ROUTE					
OTHER ELECTRONIC INSTALLATIONS WITHIN 2,000 FEET OF ROUTE					
Tower 1	Microwave	1, 2, 3, 4, 8, 9, 10, 11, 12, 13, 14, 15, 16, 32, 33	A13	643	Northwest
Tower 2	Cellular	32	B4b	412	East
Tower 3	Microwave	34, 35, 36, 37, 38, 39, 40. 41, 42, 43, 44	H3	671	Northwest
		46	H4	464	West
		34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 46	H9	477	North
Tower 4	Microwave	46, 47, 48, 60, 65, 67, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 81, 82	G1	1,522	Southeast
Tower 5	Cellular	81	G2c	1,672	West
Tower 6	Microwave	51, 52	G8	915	Northwest
Tower 7	Microwave	65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82	M4	1,217	Northwest
Tower 8	Microwave	65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82	M4	1,140	South
Tower 9	Microwave	65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82	M4	1,547	North
Tower 10	Microwave	1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13, 14, 15	L3	1,850	Southwest
Tower 11	Microwave	6, 17, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 31, 32	N4	787	West
Tower 12	Microwave	1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 18, 30, 33	N8	1,902	West
Tower 13	Microwave	6, 17, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 32	N7	1,161	North

Facility ID	Installation Type	Routes	Link	Distance from Link (feet)	Direction
Tower 14	Microwave	50, 55, 56, 57, 59, 61, 68, 71, 72, 73, 74, 75, 76, 77, 80	P8	1,391	Northeast
Tower 15	Microwave	18, 19, 31, 33, 34, 41, 42, 43, 49, 51, 52, 53, 54, 58, 60, 62, 63, 64, 65, 66, 67, 69, 70, 78, 79, 81	P7	1,813	Southwest

Please refer to Section 3.7.7, page 3-42, and Section 7.7.6, page 7-19, of the Environmental Assessment and Routing Study included as Attachment No. 1.

23. Airstrips:

For each route, list all known private airstrips within 10,000 feet of the center line of the project. List all airports registered with the Federal Aviation Administration (FAA) with at least one runway more than 3,200 feet in length that are located within 20,000 feet of the center line of any route. For each such airport, indicate whether any transmission structures will exceed a 100:1 horizontal slope (one foot in height for each 100 feet in distance) from the closest point of the closest runway. List all listed airports registered with the FAA having no runway more than 3,200 feet in length that are located within 10,000 feet of the center line of any route. For each such airport, indicate whether any transmission structures will exceed a 50:1 horizontal slope from the closest point of the closest runway. List all heliports located within 5,000 feet of the center line of any route. For each such heliport, indicate whether any transmission structures will exceed a 25:1 horizontal slope from the closest point of the closest landing and takeoff area of the heliport. Provide a general description of each listed private airstrip, registered airport, and heliport; and state the distance of each from the center line of each route. Locate and identify all listed airstrips, airports, and heliports on a routing map.

Burns & McDonnell's review of federal and state aviation/airport maps and directories, aerial photo interpretation, and reconnaissance survey identified: (1) two FAA-registered airports with a runway greater than 3,200 feet in length within 20,000 feet of the proposed route; (2) no FAA-registered airports without a runway greater than 3,200 feet in length within 10,000 feet of the proposed route; (3) no heliports within 5,000 feet of the proposed route; and (4) one private airstrip within 10,000 feet of the proposed route. These three air facilities and their approximate distances to the alternative route link and corresponding alternative routes are provided in the table below, as well as Table 7-5 of the Environmental Assessment and Routing Study, included as Attachment No. 1.

Facility Name	Facility Use	Landing Facility Description	Routes	Link	Distance from Link (feet)	Direction from Link	May Exceed Horizontal Slope[1]
FAA REGISTERED AIRPORT WITH RUNWAY GREATER THAN 3,200 FEET WITHIN 20,000 FEET OF ROUTE							
Upton County Airport	Public	Two runways	All routes	A1	10,389	South	X
			17, 31, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 64, 65, 66, 67, 68, 73, 74, 75, 77, 81, 82	A2	10,389	South	X
			1, 2, 3, 4, 5, 6 ,7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28. 29, 30, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 58, 59, 60, 61, 62, 63, 69, 70, 71, 72, 76, 78, 79, 80	A3	7,447	South	X
			58, 59, 69, 70, 71, 72	A4	7,447	South	X
			1, 2, 3, 4, 5, 6 ,7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28. 29, 30, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 60, 61, 62, 63, 76, 78, 79, 80	A5	7,170	Southeast	X
			17, 31, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 77, 81, 82	A6	12,647	Southeast	
			1, 2, 3, 4, 5, 6 ,7, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28. 29, 30, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 60, 61, 62, 63, 76, 78, 79, 80	A7	7,866	East	X

Facility Name	Facility Use	Landing Facility Description	Routes	Link	Distance from Link (feet)	Direction from Link	May Exceed Horizontal Slope[1]
			8, 9, 10, 11, 12, 13, 14, 15, 16, 32, 33	A8	6,900	East	X
			45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 77, 81, 82	A9	17,807	Southeast	
			17, 31, 44	A10	17,314	Southeast	
			1, 2, 3, 4	A11	15,745	East	
			5, 6, 7, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 60, 61, 62, 63, 76, 78, 79, 80	A12	15,905	East	
			1, 2, 3, 4, 8, 9, 10, 11, 12, 13, 14, 15, 16, 32, 33	A13	15,747	East	
Crane County Airport	Public	Four runways	66, 68, 80	C6	16,190	East	
			66, 80	C7	16,190	East	
			68	C8	16,014	East	
*****THERE ARE NO FAA REGISTERED AIRPORTS WITH RUNWAY LESS THAN 3,200 FEET WITHIN 10,000 FEET OF A ROUTE*****							
NON-REGISTERED RUNWAYS WITHIN 10,000 FEET OF A ROUTE							
Moore Gilmore Airfield	Private	One runway	26, 27, 28, 29	K2	1,949	South	
***** THERE ARE NO HELIPORTS WITHIN 5,000 FEET OF A ROUTE *****							

1 – Assuming no elevation variation exists and a typical structure height of 125 feet

Please refer to Section 3.7.6, pages 3-40 through 3-41, and Section 7.7.5, pages 7-17 through 7-19, of the Environmental Assessment and Routing Study included as Attachment No. 1.

24. Irrigation Systems:

For each route identify any pasture or cropland irrigated by traveling irrigation systems (rolling or pivot type) that will be traversed by the route. Provide a description of the irrigated land and state how it will be affected by each route (number and type of structures etc.). Locate any such irrigated pasture or cropland on a routing map.

Results of aerial photography interpretation and field reconnaissance surveys identified approximately 1,297 feet of pasture or cropland irrigated by traveling irrigation systems (rolling or pivot type) that will be traversed by one of the filed alternative routes (Route 27). Transmission line design can be developed to have minimal impact on the irrigation systems with consideration given to locating transmission line structures along field edges in order to span the traveling arc of the mobile irrigation system. Therefore, any traveling irrigation system or other aboveground mechanical components should not be adversely affected.

Please refer to Section 7.7.3, pages 7-15 through 7-16, and Tables 7-2 and 7-3 in Appendix E of the Environmental Assessment and Routing Study included as Attachment No. 1.

25. Notice:

Notice is to be provided in accordance with 16 TAC §22.52.

A. Provide a copy of the written direct notice to owners of directly affected land. Attach a list of the names and addresses of the owners of directly affected land receiving notice.

A copy of the written direct notice, with attached map, that will be provided to the owners of the directly-affected land is included as Attachment No. 14. The names and addresses of the owners of the directly-affected land to whom notice will be mailed by first-class mail are included as Attachment No. 12. The list in Attachment No. 12 consists of owner data obtained via the Crane, Crockett, Pecos, Reeves, Upton, and Ward County Appraisal Districts.

B. Provide a copy of the written notice to utilities that are located within five miles of the routes.

A copy of the written direct notice, with attached map, that will be provided to utilities that are located within five miles of the routes is included as Attachment No. 15.

C. Provide a copy of the written notice to county and municipal authorities, and the Department of Defense Siting Clearinghouse. Notice to the DoD Siting Clearinghouse should be provided at the email address found at http://www.acq.osd.mil/dodsc/.

osd.dod-siting-clearinghouse@mail.mil

A representative copy of the written notice, with attached map, that will be provided to county authorities is included as Attachment No. 15. The following county authorities will be provided the requisite notice on or before the filing date as required by Commission rules:

- Crane County: County Judge, County Commissioners, County Clerk, County Historical Commission
- Crockett County: County Judge, County Commissioners, County Clerk, County Historical Commission
- Pecos County: County Judge, County Commissioners, County Clerk, County Historical Commission
- Reeves County: County Judge, County Commissioners, County Clerk, County Historical Commission
- Upton County: County Judge, County Commissioners, County Clerk, County Historical Commission
- Ward County: County Judge, County Commissioners, County Clerk, County Historical Commission

A representative copy of the written notice, with attached map, that will be provided to municipal authorities is included as Attachment No. 15. The following municipal authorities will be provided the requisite notice on or before the filing date, as required by Commission rules:

- City of Barstow: Mayor, Mayor Pro Tem, Alderpersons
- City of Crane: Mayor, Council Members
- Town of Grandfalls: Mayor, Alderpersons
- City of McCamey: Mayor, Alderpersons
- City of Monahans: Mayor, Mayor Pro Tem, City Manager, Council Members
- City of Pecos: Mayor, Mayor Pro Tem, Council Members, City Manager, Assistant City Manager

- Town of Pyote: Mayor, Mayor Pro Tem, Alderpersons
- Town of Wickett: Mayor, Mayor Pro Tem, Alderpersons
- Town of Thortonville: Mayor, Mayor Pro Tem, Alderpersons

A representative copy of the written notice, with attached map, that will be provided to the Military Aviation and Installation Assurance Siting Clearinghouse (formerly the Department of Defense Siting Clearinghouse) at the email address specified above is included as Attachment No. 15. Additionally, notice will be provided to the Military Aviation and Installation Assurance Siting Clearinghouse, via first-class mail, at the physical address below:

Military Aviation and Installation Assurance Siting Clearinghouse
3400 Defense Pentagon, Room 5C646
Washington, DC 20301-3400

A copy of the Application and all attachments will also be provided to the Texas Office of Public Utility Counsel ("OPUC") in accordance with 16 TAC § 22.74(b). A representative copy of the written notice, with attached map, that will be provided to OPUC is included as Attachment No. 15.

D. Provide a copy of the notice that is to be published in newspapers of general circulation in the counties in which the facilities are to be constructed. Attach a list of the newspapers that will publish the notice for this application. After the notice is published, provide the publisher's affidavits and tear sheets.

Notice for this Application will be published in the *Crane News*, *Fort Stockton Pioneer*, *McCamey News*, *Midland Reporter-Telegram*, *Monahans News*, *Pecos Enterprise*, and *San Angelo Standard-Times*, newspapers of general circulation in Crane, Crockett, Pecos, Reeves, Upton, and Ward Counties. A representative copy of the general public notice to be published is included as Attachment No. 16.

Proof of publication will be provided in the form of publisher's affidavits and tear sheets following publication of this notice.

For a CREZ application, in addition to the requirements of 16 TAC § 22.52 the applicant shall, not less than twenty-one (21) days before the filing of the application, submit to the Commission staff a "generic" copy of each type of alternative published and written notice for review. Staff's comments, if any, regarding the alternative notices will be provided to the applicant not later than seven days after receipt by Staff of the alternative notices, Applicant may take into consideration any comments made by Commission staff before the notices are published or sent by mail.

Not applicable.

26. Parks and Recreation Areas:

For each route, list all parks and recreational areas owned by a governmental body or an organized group, club, or church and located within 1,000 feet of the center line of the route. Provide a general description of each area and its distance from the center line. Identify the owner of the park or recreational area (public agency, church, club, etc.). List the sources used to identify the parks and recreational areas. Locate the listed sites on a routing map.

A review of federal, state, and local websites and maps, as well as a field reconnaissance survey, identified one recreational area owned by a government body or an organized group, club or church within 1,000 feet of the centerline of the alternative routes. The Pecos Trail Historic Picnic Area is located approximately 190 feet north of link A13 on the north side of US 385/67.

Please refer to Section 3.7.2, pages 3-35 through 3-36; and Section 7.7.2, page 7-15, of the Environmental Assessment and Routing Study, included as Attachment No. 1.

27. Historical and Archeological Sites:

For each route, list all historical and archeological sites known to be within 1,000 feet of the center line of the route. Include a description of each site and its distance from the center line. List the sources (national, state or local commission or societies) used to identify the sites. Locate all historical sites on a routing map. For the protection of the sites, archeological sites need not be shown on maps.

Research and a records review were conducted of the THC Historic Sites Atlas and the THC Archaeological Sites Atlas to locate known cultural resources within 1,000 feet of the centerline of any route for the Proposed Transmission Line Project. THC records indicated no National Register of Historic Places ("NRHP") or State Antiquities Landmarks ("SALs") recorded within 1,000 feet of any alternative route centerline. Three cemeteries and three Official Texas Historic Markers ("OTHM") were identified within 1,000 feet of the alternative routes centerline. Several archaeological sites were located within 1,000 feet of the any alternative route centerline. The distances from these cultural resources to the closest route links are provided in Attachment No. 18.

Please refer to Section 3.8.2, pages 3-45 through 3-60; and Section 7.8, pages 7-20 through 7-24, of the Environmental Assessment and Routing Study included as Attachment No. 1.

28. Coastal Management Program:

For each route, indicate whether the route is located, either in whole or in part, within the coastal management program boundary as defined in 31 T.A.C. §503.1. If any route is,

either in whole or in part, within the coastal management program boundary, indicate whether any part of the route is seaward of the Coastal Facilities Designation Line as defined in 31 T.A.C. §19.2(a)(21). Using the designations in 31 T.A.C. §501.3(b), identify the type(s) of Coastal Natural Resource Area(s) impacted by any part of the route and/or facilities.

The Proposed Transmission Line Project is not located, either in whole or in part, within the coastal management program boundary as defined in 31 TAC § 503.1.

29. Environmental Impact:

Provide copies of any and all environmental impact studies and/or assessments of the project. If no formal study was conducted for this project, explain how the routing and construction of this project will impact the environment. List the sources used to identify the existence or absence of sensitive environmental areas. Locate any environmentally sensitive areas on a routing map. In some instances, the location of the environmentally sensitive areas or the location of protected or endangered species should not be included on maps to ensure preservation of the areas or species.

The Environmental Assessment and Routing Study prepared by Burns & McDonnell is included as Attachment No. 1.

Within seven days after filing the application for the project, provide a copy of each environmental impact study and/or assessment to the Texas Parks and Wildlife Department (TPWD) for its review at the address below. Include with this application a copy of the letter of transmittal with which the studies/assessments were or will be sent to the TPWD.

Wildlife Habitat Assessment Program
Wildlife Division
Texas Parks and Wildlife Department
4200 Smith School Road
Austin, Texas 78744

The applicant shall file an affidavit confirming that the letter of transmittal and studies/assessments were sent to TPWD.

A copy of the complete Application, including the Environmental Assessment and Routing Study, will be provided to the Texas Parks and Wildlife Department ("TPWD") for review within seven days following the filing of the Application for the Proposed Transmission Line Project. Please refer to Attachment No. 19 for a copy of the transmittal letter with which the complete Application, including the Environmental Assessment and Routing Study, will be sent to the TPWD.

30. Affidavit

Attach a sworn affidavit from a qualified individual authorized by the applicant to verify and affirm that, to the best of their knowledge, all information provided, statements made, and matters set forth in this application and attachments are true and correct.

31. List of Attachments to the CCN Application

Attachment No. 1:	Environmental Assessment and Routing Study
Attachment No. 2:	Oncor/LCRA TSC Letter Agreement dated August 25, 2022
Attachment No. 3:	Layout of the Modified Oncor Sand Lake Station
Attachment No. 4:	Layout of the Modified LCRA TSC North McCamey Station
Attachment No. 5:	Cost Estimates
Attachment No. 6:	Existing Transmission Area Map
Attachment No. 7:	LCRA TSC, Oncor, and WETT ERCOT RPG Submittal
Attachment No. 8:	ERCOT Independent Review of the Bearkat – North McCamey – Sand Lake 345-kV Transmission Line Addition Project (July 2022), with Appendices A (Delaware Basin Load Integration Study Report) and B (Permian Basin Load Interconnection Study Report)
Attachment No. 9:	ERCOT Board of Directors Meeting Minutes
Attachment No. 10:	Schematic of Transmission System in Proximate Area of Project
Attachment No. 11:	Routing Memorandum of Casey D. Petty
Attachment No. 12:	Listing of Directly Affected Land Owners for Notice
Attachment No. 13:	Habitable Structures within 500 Feet of the Filed Alternative Routes
Attachment No. 14:	Copy of Notice to Directly Affected Land Owners
Attachment No. 15:	Copy of Notice to Utilities, Counties, Municipalities, OPUC, and Department of Defense Siting Clearinghouse
Attachment No. 16:	Copy of Newspaper/Public Notice
Attachment No. 17:	Copy of Courtesy Notice to Certain Pipeline Owners/Operators
Attachment No. 18:	Cultural Resource Sites within 1,000 Feet of the Filed Alternative Routes
Attachment No. 19:	Transmittal Letter to TPWD
Attachment No. 20:	Affidavit