

1 BEFORE THE ARIZONA POWER PLANT LS-395

2 AND TRANSMISSION LINE SITING COMMITTEE

3

4 IN THE MATTER OF THE APPLICATION)DOCKET NO.
 4 OF SALT RIVER PROJECT)L-00000B-24-0223-00239
 AGRICULTURAL IMPROVEMENT AND)
 5 POWER DISTRICT, IN CONFORMANCE)LS CASE NO. 239
 WITH THE REQUIREMENTS OF ARIZONA)
 6 REVISED STATUTES §40-360, ET)
 SEQ., FOR A CERTIFICATE OF)
 7 ENVIRONMENTAL COMPATIBILITY)
 AUTHORIZING THE SOUTH MOUNTAIN)
 8 TRANSMISSION PROJECT, WHICH)
 INCLUDES THE CONSTRUCTION OF TWO)
 9 NEW 230 KV DOUBLE-CIRCUIT)
 TRANSMISSION LINES THAT WILL)
 10 INTERCONNECT THE EXISTING)
 DOUBLE-CIRCUIT ANDERSON-ORME)
 11 TRANSMISSION LINE TO A NEW)
 SUBSTATION, EACH LOCATED WITHIN)
 12 THE CITY OF PHOENIX, MARICOPA)
 COUNTY, ARIZONA.)EVIDENTIARY HEARING
 13 _____)

14 At: Laveen Village, Arizona

15 Date: November 12, 2024

16 Filed: November 19, 2024

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18 REPORTER'S TRANSCRIPT OF PROCEEDINGS

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VOLUME I
(Pages 1 through 233)

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2	VOLUME III	November 14, 2024	Pages 446 to 681

3

4

INDEX TO PROCEEDINGS

5	ITEM	PAGE
6	Opening Statement of Mr. Derstine	10
7	Opening Statement of Ms. De Blasi	26
8	Presentation of Virtual Tour	194
9	Public Comment Session	223
10	Closing Statement of Mr. Derstine	553
11	Closing Statement of Ms. De Blasi	561
12	Deliberations	563
13	Vote	676

14

15

16

INDEX TO THE TOUR

17	STOP	PAGE
18	1	241
	2	276
19	3	286
	4	288
20	5	314

21

22

23

24

25

1 INDEX TO EXAMINATIONS

2	WITNESSES	PAGE
3	Zack Heim, Rick Hernandez, Kenda Pollio, and	
4	Samantha Horgen - for the Applicant	
5	Direct Examination By Mr. Derstine and	32
6	Ms. Gilbert	
7	Troy Freeman - for Banner Health	
8	Direct Examination By Ms. De Blasi	521

9
10
11

12 INDEX TO EXHIBITS

13	NO.	DESCRIPTION	IDENTIFIED	ADMITTED
14	BH-1	Testimony Summary of Troy Freeman	28	550
15	BH-2	Witness Presentation	28	550
16	BRIO-1	Notice of Limited Appearance	29	29
17	SRP-1	Application for Certificate of Environmental Compatibility filed September 26, 2024 - title page only	90	520
18				
19				
20	SRP-2	Witness Summary of Zack Heim	--	520
21	SRP-3	Witness Summary of Rick Hernandez	--	520
22				
23	SRP-4	Witness Summary of Kenda Pollio	--	520
24	SRP-5	Witness Summary of Samantha Horgen	--	520
25	//			

INDEX TO EXHIBITS (continued)				
	NO.	DESCRIPTION	IDENTIFIED	ADMITTED
1				
2				
3	SRP-6	Slide Deck - Left Screen	333	520
4	SRP-7	Slide Deck - Right Screen	333	520
5	SRP-8	Affidavits of Publication of Notice of Hearings	415	520
6				
7	SRP-9	Proof of Service to Affected Jurisdictions	415	520
8	SRP-10	Map of Sign Locations and Notice of Hearing Sign	415	520
9				
10	SRP-11	Tribal Responses	376	520
11	SRP-12	SRP's Proposed Certificate of Environmental Compatibility	416	520
12	SRP-13	Proposed Route Tour Schedule and Map	415	520
13				
14	SRP-14	SRP's Responses to Staff's 1st Set of Data Requests (does not include the confidential attachment)	518	520
15				
16	SRP-15	Confirmation of Delivery of Application to Libraries	415	520
17				
18	SRP-16	Letter from Chairman to ACC Staff re Project	518	520
19	SRP-17	ACC Staff Response	518	520
20	SRP-18	Public Involvement Summary through November 6, 2024	148	520
21				
22	SRP-19	Proof of Website Posting	415	520
23	SRP-20	Social Media Posting	415	520
24	SRP-21	Additional Mailings made after filing of the CEC Application	415	520
25	//			

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

INDEX TO EXHIBITS (continued)

NO.	DESCRIPTION	IDENTIFIED	ADMITTED
SRP-22	Letter from City of Phoenix dated November 7, 2024	163	520
SRP-23	Letter from Southwest Valley Chamber of Commerce dated November 7, 2024	412	520
SRP-24	Letter from Great Phoenix Economic Council dated November 3, 2024	412	520
SRP-25	Communication with Arizona Department of Transportation	453	520
SRP-26	Industrial Land Use Map	453	520
SRP-27	Preferred Project Map	453	520
SRP-28	Letter from Greater Phoenix Chamber dated November 8, 2024	454	520
SRP-29	Letter from Arizona Chamber of Commerce & Industry dated November 11, 2024	454	520
CHMN-1	Proposed Form of CEC	587	For Reference
CHMN-2	CEC with Edits	587	For Reference

1 BE IT REMEMBERED that the above-entitled and
2 numbered matter came on regularly to be heard before the
3 Arizona Power Plant and Transmission Line Siting
4 Committee at 15091 South Komatke Lane, Laveen Village,
5 Arizona, commencing at 10:10 a.m. on November 12, 2024.

6

7 BEFORE: ADAM STAFFORD, Chairman

8 GABRIELA S. MERCER, Arizona Corporation Commission
9 LEONARD DRAGO, Department of Environmental Quality
10 DAVID FRENCH, Arizona Department of Water Resources
(via videoconference)
11 NICOLE HILL, Governor's Office of Energy Policy
12 R. DAVID KRYDER, Agricultural Interests
13 ROMAN FONTES, Counties (via videoconference)
14 MARGARET "TOBY" LITTLE, PE, General Public
(via videoconference)
15 JOHN GOLD, General Public

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1 CHMN STAFFORD: Let's go on the record.

2 Now is the time set for the hearing on the
3 application of Salt River Project Docket No.

4 L-00000B-24-0223-00239 or line siting case 239.

5 Let's take a roll call of the members.

6 Member Kryder.

7 MEMBER KRYDER: Present.

8 CHMN STAFFORD: Member Mercer.

9 MEMBER MERCER: Present.

10 CHMN STAFFORD: Member Gold.

11 MEMBER GOLD: Present.

12 CHMN STAFFORD: Member Drago.

13 MEMBER DRAGO: Present.

14 CHMN STAFFORD: Member Hill.

15 MEMBER HILL: Present.

16 CHMN STAFFORD: And online we have Member
17 Little.

18 MEMBER LITTLE: Present.

19 CHMN STAFFORD: Member French.

20 MEMBER FRENCH: Present.

21 CHMN STAFFORD: And Member Fontes.

22 MEMBER FONTES: Present.

23 CHMN STAFFORD: All right. I would
24 admonish everyone in the room, the parties, the general
25 public, that the ex parte rule is in effect.

1 You are not to communicate with members of
2 the committee about the merits of this case. If you talk
3 to them during the break, you can talk about the weather
4 or sports or anything else, just not the merits of this
5 case.

6 There will be public comments at 5:30,
7 which allow the public to express anything they want to
8 express about the project to the members on the record.

9 Let's start by taking appearances starting
10 with the applicant.

11 Mr. Derstine.

12 MR. DERSTINE: Good morning, Mr. Chairman,
13 members of the committee, both members who are here in
14 person and virtually. Matt Derstine appearing on behalf
15 of Salt River Project.

16 So joining me at counsel table is Alysha
17 Gilbert, in-house counsel for SRP.

18 And then I have Gourjia Odisho, paralegal,
19 legal assistant for Snell & Wilmer appearing on behalf of
20 Salt River Project.

21 CHMN STAFFORD: Thank you.

22 And appearing on behalf of Banner Health.

23 MS. DE BLASI: Good morning, Chairman and
24 Members of the Committee. Michelle De Blasi of the Law
25 Office of Michelle De Blasi appearing on behalf of Banner

1 Health.

2 CHMN STAFFORD: And Banner Health is a
3 party by right under A.R.S. 40-360.05A3.

4 All right. Would the applicants like to
5 make an opening statement?

6 MR. DERSTINE: Yes.

7 Well, as I said in my introduction, thank
8 you for being here, both members who are here in person
9 and members who are appearing virtually. Thank you.
10 Thank you for being here to consider and to learn about
11 the South Mountain Transmission Project.

12 The South Mountain Transmission Project is
13 about serving growth in the area of Laveen. Laveen is
14 one of 15 urban villages within the City of Phoenix. You
15 can see on the right screen here in the hearing room
16 there is 15 urban villages within the City of Phoenix,
17 which I didn't know.

18 Each urban village has a village planning
19 committee appointed by the Phoenix mayor and city
20 council. And each planning committee is part of the
21 City's planning and development department and provides
22 input concerning zoning and development within their --
23 within their village.

24 So if someone tells you they live in
25 Ahwatukee or the Ahwatukee Foothills or Estrella or Deer

1 Valley, they're referring to an urban village within the
2 City of Phoenix.

3 If you had to suffer through my
4 presentation of other cases, you know that I like to
5 touch a little bit on the history of a project or an
6 area, and same here. The Laveen area was first settled
7 by farmers and dairymen going back to the 1867. In the
8 early 1900s, Walter Laveen homesteaded several acres and
9 built the first general store. He was also the first
10 postmaster for the Laveen area.

11 Laveen was isolated from Phoenix by the
12 Salt River, which sits at the northern boundary of the
13 village. And, you know, regular cycles of droughts and
14 floods created challenges for farmers in Laveen and other
15 parts of the valley. In fact, the Laveen area, the
16 closest bridge over the Salt River was on Central Avenue,
17 which was about six miles away from this area.

18 And so access was difficult. And then the
19 cycles of droughts and floods made it difficult for the
20 farmers and the dairymen who are looking to develop their
21 lands in this area. You can see on the right screen an
22 example of the Salt River flooding at the time. And
23 Mr. Heim, who you'll hear from in our case, is more of
24 our SRP historian and indicated that that's a -- that
25 photo shows the washout of the bridge along Mill Avenue

1 in the Tempe area, but still is Salt River flooding shown
2 on that photo.

3 In 1903 valley farmers and ranchers formed
4 the Salt River Valley Water Users' Association to fund
5 construction of the Roosevelt Dam. Mr. Heim will go into
6 that in greater detail.

7 But the big purpose of that project and the
8 benefit to farmers in the Salt River valley and as well
9 as farmers in the Laveen area was to control the water
10 flow in the Salt River, and as a byproduct of that it
11 also generated electricity for irrigation pumps primarily
12 in those early years.

13 The dam made economic development in the
14 Salt River valley, Laveen, and other parts of the Salt
15 River area possible by providing water for irrigation and
16 electric power for the area. The photo on the right is
17 the Roosevelt Dam under construction.

18 So there's a bit of, you know, like, shared
19 history between the Laveen area and SRP. The Salt River
20 Valley Water Users' Association is the group that founded
21 the Salt River Project. And then in later years in 1937
22 the Salt River Project Agricultural Improvement and Power
23 District was formed. And so today you have the water
24 users' association, the association, and the district
25 that supply water and power to support economic growth in

1 the Phoenix metropolitan area and other parts of the
2 state and the area of Laveen.

3 I don't know if you drove in on the 202 or
4 maybe you've spent some time in the Laveen area, but, you
5 know, despite residual growth over the years much of
6 28 square miles that make up the Laveen village has
7 remained agricultural or undeveloped.

8 But with the completion of the Loop 202 in
9 2019, we're seeing some significant growth, business and
10 commercial growth, in the Laveen area. And so today
11 virtually every parcel along the Loop 202 within the
12 village of Laveen has some sort of planned development.

13 And you can see the slide on the right
14 shows all of the planned area developments that are in
15 various stages of permitting, rezoning, or PAD approval
16 along the 202. And that PAD map is also shown in your
17 placemat.

18 And this is probably the time to talk about
19 the placemat for a minute. This piece of plastic, which
20 I think in many cases I don't use and maybe the members
21 don't use, and we wonder about should we make the
22 placemat. I think in this case the placemat is going to
23 be a valuable tool and a way for you to reference and see
24 the various routes, the preferred routes.

25 On one side you have the proposed routes

1 and the preferred routes. And then on the other side you
2 have the overall routes that would have presented in the
3 application for the project. So it may be easier
4 depending on your eyesight to look at the placemat rather
5 than try to discern what's up on the screen. But, you
6 know, we'll have both for you.

7 The kind of growth that we're seeing along
8 the Loop 202 here in Laveen, historically it's been
9 largely residential, but with the City of Phoenix
10 designating this southern portion of the Laveen area as
11 its South Mountain technology corridor that area is
12 attracting and was intended to attract manufacturing
13 technology, emerging technologies, manufacturing, other
14 high-tech businesses to that area.

15 And the businesses that are being attracted
16 to the South Mountain technology corridor typically have
17 relatively high load profiles. That is they require a
18 significant amount of energy.

19 So in addition to the South Mountain
20 technology corridor examples of additional growth, this
21 Gila Foothills 300-acre master planned development is
22 something that has been in the news for some time as it
23 was going through seeking zoning approvals and changes
24 for this master planned development. But it was
25 presently approved by the City.

1 Now, that Gila Foothills development is
2 south of our project area, so it's not within our -- you
3 won't see it on the PAD map, but it's another example of
4 the kind of growth and development that is now occurring
5 within the Laveen area.

6 The Laveen Towne Center, the second bullet
7 on my left slide, it's on the east side of Loop 202,
8 we'll drive along that PAD. But it consists of a
9 77-acre/330,000-square-foot retail development as well as
10 multifamily residential development.

11 Another input you'll see on the PAD map and
12 that we'll get into as we explain those developments and
13 the impacts of the routes that we're presenting in our
14 application are that you'll -- there's multifamily
15 developments that are being planned and proposed all
16 along on both sides, the east and west side of the Loop
17 202.

18 So it's that growth, South Mountain
19 technology corridor, attracting larger industrial,
20 commercial, high-tech businesses as well as all the other
21 growth and change that's occurring in Laveen that is
22 creating the need for this project.

23 This area of Laveen is currently served by
24 a 69kV system, SRP 69kV system. That 69kV system simply
25 is not adequate to support the new load, the growth

1 that's occurring, especially the higher load customers
2 that are being or developers that are being attracted to
3 the South Mountain tech corridor.

4 So that's the -- that's what's driving the
5 need for this project. In terms of what SRP proposes to
6 build for the South Mountain Transmission Project,
7 there's really two elements.

8 The first is a new substation that's going
9 to be located here. It advanced my slide. Let me see if
10 I can back up. Maybe I can't back up. There we go.
11 Thank you. Whoever's helping me out back there I
12 appreciate it. Courtney.

13 So this area, SRP acquired this parcel, and
14 this will be the location of a new substation that will
15 be constructed there. And that substation parcel kind of
16 sits at the southern edge of what is the technology
17 corridor.

18 So that's the first piece of the project.

19 And then two sets of transmission lines are
20 the other key elements of this project. So something
21 that was lost on me as I was learning about this project
22 is putting the emphasis on the two sets of double-circuit
23 230kV transmission lines that are needed to connect the
24 new substation on the south here using my laser pointer
25 on the right screen and connecting it to the

1 Anderson-Orme 230kV transmission line here to the north.

2 So, again, two sets of double-circuit 230kV
3 transmission lines, two separate pole lines to steal a
4 phrase from Mr. Hernandez who will testify about the
5 project here later this morning. Two sets of pole lines
6 to connect the new substation to the Anderson-Orme 230kV
7 transmission line. That connection to the Anderson-Orme
8 line is simply it would be a wires-to-wires connection.
9 There's not a new substation planned at the northern end
10 of the project.

11 So that's the why is the need for the
12 project: Growth in the Laveen area. In particular the
13 high-load customers that are being attracted to the tech
14 corridor area.

15 The what: New substation that's being
16 constructed and the two sets of double-circuit 230kV
17 transmission lines that's the what we plan to build.

18 And that leads us to the where. And that's
19 really kind of the heart and the focus and probably the
20 challenge of this case in some ways is where to place two
21 sets of new 230kV lines in this rapidly changing Laveen
22 area.

23 Let me take a minute to -- if you'd look on
24 your placemat or if you can see it from the screen on the
25 right here in the hearing. Our routing area is broken

1 into -- into kind of two parts, two blocks. We have this
2 southern routing area following this black border here.
3 You'll see that there are five routes, route options,
4 that are contained within that southern routing area.

5 And then you have the northern routing area
6 here using my laser pointer. And you'll see the cursor
7 following. Hopefully those members online can see that.
8 That's the northern routing area too.

9 So two blocks, the southern routing area,
10 the north routing area. There's five route options
11 obtained in the southern routing area. Four route
12 options contained in the northern routing area.

13 And so to create the two new separate 230kV
14 lines that are needed for this project, we need to
15 combine two routes from the southern block with two
16 routes from the northern block. So two of the route
17 options from the southern routing area need to be
18 combined with two routes from the northern routing area
19 will complete the two transmission lines that are needed
20 to -- for this project.

21 My slide points out and something that will
22 not be lost on you as we get a little more in depth into
23 the testimony that every route that we're presenting is
24 going to have some impacts to somebody.

25 Most of the routes are going to create

1 visual impacts. Ms. Pollio's going to go into the visual
2 simulations. We have quite a number of those that are
3 intended to show you what the project will look like at
4 some of the key advantage points along the project within
5 the southern routing area and the northern routing area.

6 Some of the routes require private
7 right-of-way and easement on private land. Two of the
8 routes will follow what's known as the Laveen area
9 conveyance channel. So this stretch that has the tan and
10 white routes following it is a conveyance channel, an
11 open space area that residents use for it has a bike path
12 along the northern side.

13 And so that is an area that you'll see --
14 you'll hear comments from the public, maybe comments from
15 the City of Phoenix as well in their letter expressing
16 concern over minimizing the impact to the conveyance
17 channel.

18 And then several route segments. So when I
19 say "segments," we have individual routes, and I'm just
20 using my laser pointer in the southern area for example.
21 You'll see the five routes here in the south, but
22 there's -- each route is broken up into segments using
23 these lettered nodes. Some of those letters can't be
24 seen on the screen here, but you'll see that on your
25 placemat.

1 So there's several segments of individual
2 routes that require ADOT approval because we're putting
3 the line or proposing to put the line along the Loop 202
4 in an area in which ADOT controls, and we'll need a
5 permit from them and their approval.

6 And Mr. Hernandez will go into and testify
7 about those segments and where we are in those
8 discussions with ADOT.

9 So you've got five routes in the southern
10 block, four routes in the northern block. I guess one
11 option would have been to just simply here are the nine.
12 Pick four and we're happy with whatever you pick. And
13 frankly, any of the routes that we proposed in the
14 application are constructible and will serve the need for
15 this project. But we have selected two preferred routes
16 for the project.

17 Those routes are shown in the application
18 as Figure 2, but they're also on your placemat that's
19 shown here on the right screen here in the hearing room.
20 And those preferred routes SRP believes and we think the
21 testimony will show are the best routes to serve the need
22 for this project, taking into account the differing
23 impacts of each different route and in particular some of
24 the route segments. And we'll go through those preferred
25 routes for you in our testimony.

1 And if that wasn't maybe complicated
2 enough, there are two contingent routes that go with our
3 preferred routes.

4 So I'll start with the pink dashed
5 contingent route here using my laser pointer. And
6 Courtney is following my -- the path there. That dashed
7 pink line is a contingent route because although the S-4
8 route here is our -- part of our preferred route for the
9 project, that requires ADOT approval, and we're looking
10 to place that segment of the line within ADOT
11 right-of-way and in particular what I've referred to as a
12 retention basin, but I think there's probably a better
13 term for it along that east side of the Loop 202. And we
14 are not to the point yet with ADOT where they have said
15 go ahead and build it there. I think we remain
16 optimistic that we'll be able to secure approval for that
17 segment.

18 But if for whatever reason ADOT declines to
19 give us the approval for that S-4 segment from nodes I to
20 K, we're asking that you approve this pink dashed line as
21 our contingent route as another way to serve the need for
22 the project and complete that first preferred route.

23 The second contingent route is here at the
24 southern end of the project shown in the dashed yellow
25 line. So, again, this is the high-tech corridor area of

1 the project. This is where the high-load customers are
2 planning to build and develop.

3 And the view is that by combining the
4 preferred, which is the teal route, with the contingent
5 backup of this dashed yellow line, the dashed yellow
6 route SRP believes will allow us to better serve some of
7 those high-load customers without running new additional
8 radial lines to serve and connect some of those
9 customers. And Mr. Hernandez can discuss that in greater
10 detail.

11 Those are the two contingent routes that we
12 will present to you and request that you consider part of
13 our preferred routes.

14 So I mentioned the challenge. You know,
15 the need is relatively straightforward. The facilities,
16 we need two sets of separate 230kV lines fairly
17 straightforward. But it's navigating, understanding
18 these nine alternative route options, again, five in the
19 southern routing block, four in the northern routing
20 block is what will take a bit of time.

21 And you folks are going to be faster at
22 understanding and learning this than I was. I think the
23 team struggled to bring me along and give me the
24 understanding of what -- you know, what we're presenting
25 here and what all those colors on the map show. But I

1 think to -- it will -- we want to be methodical and give
2 you the information you need to fully understand those
3 routes because it can be a little overwhelming maybe in
4 terms of just looking at all the colors on the page.

5 I have a daughter who's home from college
6 just for the weekend and wandered by and saw the map
7 sitting on the counter, and she said, "I didn't know
8 lawyers get to color." And I said, "Well, I really
9 didn't get to color those, but it is colorful." She
10 goes, "So you didn't -- don't get to color?" And I was
11 like, "No." She goes, "Well, I'm not going to be a
12 lawyer then. I just like to color."

13 But, yeah, we'll kind of do our best to
14 sort through and explain these different colored routes.
15 I think another thing to just make note of, and we'll
16 explain it in our testimony, you may see segments such as
17 here in the northern end of the southern routing area
18 where you see four colored routes matched up against each
19 other. Important to understand we're not saying we want
20 to put four lines there but that we've carried forward
21 the -- each of the route alternatives from the south and
22 brought them along to the northern edge of that southern
23 routing area. But our preferred route selects two of
24 those, but each one is shown there to -- so that you
25 understand what the -- the path of those different

1 routes.

2 Bottom line, our job is to make the routing
3 information understandable for you as members of the
4 committee and to answer your questions so you understand
5 what we're presenting in the application and for us to
6 make our case for the preferred routes.

7 So how do we present the case? It's the
8 four folks you see there on the left side of the -- of
9 the hearing room will be our witnesses. Mr. Heim is
10 going to cover the -- some of the background history of
11 the SRP and get into the need for the project.
12 Mr. Hernandez will cover the project description and the
13 routes.

14 Ms. Pollio is going to address the
15 environmental studies and impacts of the project
16 including the visual simulations.

17 And Ms. Horgen is going to go into detail
18 about the outreach that was done over months and months
19 with different stakeholders, residents and, you know,
20 looking at these. If you look at the PAD map, all these
21 different developments that are, you know, in different
22 stages. And as we learned about a new project or
23 development or intended use we had to take that into
24 account and try to understand what that developer was
25 intending to do with their parcel and how that -- and how

1 our proposed route may or may not impact that parcel. So
2 that's all part of our outreach and engagement.

3 We'll have the slides here in the hearing
4 room as well as exhibits to support our witnesses'
5 testimony. I already touched on the placemat. Again,
6 that may be something you have in your hand quite a bit.
7 It's probably a good resource.

8 And then we have a route tour that's
9 planned for tomorrow morning. I know in some cases, you
10 know, a route tour may not add a lot to the committee's
11 understanding of a particular project depending on
12 project. But I think for this one, the route tour is
13 something the committee should consider. And we have a
14 route tour that's planned that includes the script that
15 you folks used in the TEP case, so we'll try to follow
16 that and use that to give you information.

17 We don't have -- I don't think we have --
18 we're not stopping for lunch somewhere as they did in
19 Tucson, but I think we have a good lunch planned for you
20 once we get back. But the route tour, I think, will be a
21 valuable part of and give you some good insight into
22 what's happening in the Laveen area and where we're
23 proposing to place the two sets of transmission lines
24 that are needed for this project.

25 At the end of the case, we're going to

1 request that you grant a CEC that approves the preferred
2 routes, including the contingent routes for the project.
3 We're looking forward to presenting the case to you.

4 And as always, we thank you for being here
5 in person and/or virtually and your consideration of the
6 South Mountain Transmission Project. So with that I say
7 thank you. Thank you for your time.

8 CHMN STAFFORD: Thank you, Mr. Derstine.

9 Ms. De Blasi.

10 MS. DE BLASI: Thank you, Chairman.

11 Good morning, Chairman and Members of the
12 Committee.

13 As I mentioned, I'm Michelle De Blasi
14 representing Banner Health as an intervening party.
15 Banner Health is an Arizona non-profit corporation whose
16 primary mission is to protect the health of the
17 populations it serves through the provision of affordable
18 health care.

19 In furtherance of this mission, Banner owns
20 property located at the southwest corner of Arizona Loop
21 202 and Baseline Road on which Banner plans to build a
22 medical center providing outpatient and acute care
23 services.

24 And if you want to look on your placemat,
25 which I actually do find very helpful. Thank you,

1 Mr. Derstine. It is property labeled number 6. It's at
2 the top left side of the routing in the northern part.

3 These services include emergency medical
4 treatment and other services, including ambulance and
5 medical air flights for members of the south Phoenix
6 community as well as a mix of both inpatient and
7 outpatient medical services.

8 The corridor selected for the applicant's
9 project are of critical importance to Banner's planned
10 medical center and will directly impact its use and
11 operations. Applicant's preferred N-2 routes into and
12 N-3 for the proposed project would minimize impacts to
13 the operation, maintenance, and future expansion of the
14 medical center, medical air flight operations at the
15 medical center, and future potential changes or additions
16 to the medical center campus.

17 Applicant's preferred north routes N-2 and
18 N-3 also minimize Banner's concerns with EMF impacts of
19 the project, both real and perceived, on the medical
20 center, sensitive medical equipment, and public
21 perceptions of the medical center.

22 Banner has been involved with SRP
23 throughout the process to provide input on the potential
24 route options. Initially some of the routes being
25 studied would have made it impossible for Banner to build

1 the medical center at this location on which the Laveen
2 community and the City of Phoenix also expressed
3 concerns.

4 We have conferred with the applicant and
5 other stakeholders on the preferred and alternative north
6 routes, and we believe the north preferred routes N-2 and
7 N-3 near the medical campus as currently proposed will
8 not impact the viability of the medical campus services
9 and operations.

10 Banner will be presenting one witness,
11 Mr. Troy Freeman, who is the vice president of real
12 estate for Banner. We have provided professional
13 background in our prefiled testimony summary as prefiled
14 Exhibit BH-1.

15 Mr. Freeman will testify regarding the
16 overview of the planned medical center, critical safety
17 and viewshed issues related to the operation of the
18 medical center and Banner's support for the north
19 preferred routes N-2 and N-3 versus alternative routes.

20 Mr. Freeman will present his testimony
21 through a PowerPoint presentation, which we provided in
22 our prefiled exhibits as prefiled Exhibit BH-2.

23 We would like to thank the Chairman and the
24 committee for their time and expertise in hearing this
25 important project as well as the applicant and other

1 stakeholders for conferring with us on the issues prior
2 to the hearing.

3 Thank you.

4 CHMN STAFFORD: Thank you.

5 I would also like to enter into the record,
6 have it marked as Exhibit BRIO-1. It is the notice of
7 limited appearance from BRIO Investment Group. That is
8 admitted.

9 (Exhibit BRIO-1 was admitted.)

10 CHMN STAFFORD: Mr. Derstine, would you
11 like to call your first panel.

12 MR. DERSTINE: Yes, thank you,
13 Mr. Chairman.

14 Maybe to start us off we'll have each
15 member of the panel just state their name for the record
16 and their business address, and then I'll have you swear
17 them in. And then we'll get into their background as we
18 proceed with their testimony if that works for you.

19 CHMN STAFFORD: I was going to have you
20 announce the panel, and I'll swear them individually.

21 MR. DERSTINE: I'm happy to do that.

22 CHMN STAFFORD: Okay.

23 MR. DERSTINE: Okay. Moving from left to
24 right here in the hearing room, we have Mr. Zack Heim, on
25 behalf of Salt River Project. We have Mr. Rick

1 Hernandez, again, a representative of Salt River Project.
2 Samantha Horgen, our outreach specialist for Salt River
3 Project. And then Kenda Pollio from kp environmental.

4 Do you need them to give a business
5 record or business address?

6 CHMN STAFFORD: No. You can do that when
7 you start your direct. I'm just going to go ahead and
8 get them sworn in.

9 MR. DERSTINE: All right.

10 CHMN STAFFORD: Starting with Mr. Heim, do
11 you prefer an oath or affirmation?

12 MR. HEIM: Affirmation is fine.

13 CHMN STAFFORD: Do you affirm the testimony
14 you will give in this matter will be the truth, the whole
15 truth, and nothing but the truth taking into
16 consideration the penalties for perjury in the State of
17 Arizona?

18 MR. HEIM: I do.

19 CHMN STAFFORD: Mr. Hernandez, oath or
20 affirmation?

21 MR. HERNANDEZ: Affirmation as well.

22 CHMN STAFFORD: Do you affirm the testimony
23 you will give in this matter will be the truth, the whole
24 truth, and nothing but the truth taking into
25 consideration the penalties for perjury in the State of

1 Arizona?

2 MR. HERNANDEZ: Yes, I do.

3 CHMN STAFFORD: All right. Ms. Horgen,
4 oath or affirmation?

5 MS. HORGEN: Affirmation, please.

6 CHMN STAFFORD: Do you affirm the testimony
7 you will give in this matter will be the truth, the whole
8 truth, and nothing but the truth taking into
9 consideration the penalties for perjury in the State of
10 Arizona?

11 MS. HORGEN: Yes, I do.

12 CHMN STAFFORD: And, Ms. Pollio, oath or
13 affirmation?

14 MS. POLLIO: Affirmation.

15 CHMN STAFFORD: Do you affirm the testimony
16 you will give in this matter will be the truth, the whole
17 truth, and nothing but the truth taking into
18 consideration the penalties for perjury in the State of
19 Arizona?

20 MS. POLLIO: Yes.

21 CHMN STAFFORD: Thank you.

22 Please proceed, Mr. Derstine.

23 MR. DERSTINE: All right. Thank you,
24 Mr. Chairman.

25 //

1 ZACK HEIM, RICK HERNANDEZ, KENDA POLLIO,
2 and SAMANTHA HORGEN,
3 called as witnesses as a panel on behalf of applicant,
4 having been previously affirmed or sworn by the Chairman
5 to speak the truth and nothing but the truth, were
6 examined and testified as follows:

7

8 DIRECT EXAMINATION

9 BY MR. DERSTINE:

10 Q. Mr. Heim, you're our first up this morning. Why
11 don't you take a moment, go ahead and take a minute to
12 introduce yourself to the committee.

13 I guess start us off state your name for the
14 record as well as your business address. And then let's
15 go through your background slides and have you talk a bit
16 about your education and your experience.

17 A. (Mr. Heim) Good morning, Mr. Chairman and
18 Members of the Committee.

19 My name is Zack Heim. My business address is PO
20 Box 52025, Phoenix, Arizona, ZIP Code 85072.

21 Like Mr. Derstine said, I'll be starting off our
22 witness panel. For background I have the good fortune of
23 serving as SRP's senior director of power delivery.

24 In essence, that's an organization you can think
25 of it as being responsible for everything from the

1 planning, design, construction, maintenance, and on
2 through to the operation of our transmission line and
3 substation assets.

4 I have held a number of leadership positions at
5 SRP within the both the transmission line business as
6 well as our water business and have roughly 20 years of
7 experience within the energy industry.

8 I hold a master's degree in civil engineering
9 from the Arizona State University and am a registered
10 civil engineer within the State of Arizona.

11 Q. Okay. I think we mentioned you're going to
12 cover the need for the project. But before we do that,
13 we thought it made sense to give the Commission a little
14 more background on SRP and maybe a bit of the history of
15 SRP.

16 A. (Mr. Heim) Okay. So to start off at a high
17 level, Salt River Project is one of the largest public
18 power utilities within the United States, and we provide
19 power to roughly 2 million residents within the Phoenix
20 metropolitan area.

21 We are also the largest raw water provider in
22 Phoenix metropolitan area as well and provide roughly
23 800,000 acre-feet of water a year within our service
24 water territory, and we manage a 13,000 square mile
25 watershed in the process of managing that water resource.

1 Now, to understand what SRP is today I think
2 it's important to understand what SRP was when it got
3 started. So going back to 1903 before the State of
4 Arizona was actually a state, farmers within the -- what
5 is now the Phoenix metropolitan area used their land as
6 collateral to secure a federal loan to construct
7 Roosevelt Dam. And the reason they did that, as
8 Mr. Derstine already talked about, to help manage the
9 variability in the water supply that they were using to
10 irrigate their land at that point in time.

11 I thought it was worse when I was closer. All
12 right.

13 So from 1903 on through into the 1920s and 1930s
14 that's what SRP was. So the use of that land as
15 collateral formed what we call the Salt River water --
16 Salt River Valley Water Users' Association commonly
17 referred to as just the association, which is really one
18 of two entities that folks commonly identify as Salt
19 River Project.

20 So through the '20s and '30s we constructed
21 three more dams on the Salt River, which was the Horse
22 Mesa Dam, Mormon Flat Dam, and Stewart Mountain Dam. And
23 in doing that incurred more federal debt through the
24 process of constructing those large assets.

25 And in the 1930s folks will be familiar with the

1 history that that was the Great Depression. So when the
2 Great Depression occurred, the farmers that were
3 responsible for paying the debt on those assets needed a
4 way to restructure that debt in order to reduce the
5 financial burden that was placing on their farming
6 operations.

7 So in 1937, the water users' association worked
8 with the Arizona state legislature to form what we call
9 the Salt River Project Irrigation Improvement District or
10 Agricultural Improvement District.

11 What that was is what you now understand to be
12 the power side of SRP's business. And so we commonly
13 refer to that as the district. And what the district
14 allowed us to do is by the formation of a political
15 subdivision of the State of Arizona we restructured that
16 debt in order to issue bonding at a lower interest rate
17 than what the original federal loans required. And that
18 allowed both the water users' association and the
19 district to proceed as the entity that we now know as
20 Salt River Project.

21 Digging a little bit deeper into just how the
22 formation of SRP reverberates through our business as it
23 sits today, I want to direct everyone to the map on
24 Exhibit R7. What this is is a map of SRP's existing
25 water service territory.

1 I'm going to hopefully not injure anyone with my
2 industrial-grade laser point here. So I'm just going to
3 circle in blue the shaded blue area which represents what
4 we call the reservoir district or our water service
5 territory.

6 What that 375 square miles of land represents is
7 the precise acres that were used as collateral to finance
8 Roosevelt Dam back in 1903. And this map shows how that
9 service territory sits within the broader Phoenix
10 metropolitan area.

11 So our water service territory extends all the
12 way from parts of the City of Mesa, Town of Gilbert,
13 Chandler, through to Tempe, and then as far west as
14 Glendale and Tolleson. And the geometry of that land
15 footprint is really just an outcome of the physics that
16 were in play at the time the association was formed.

17 So these darker lines that you see, those
18 represent the canals that we used to deliver Salt River
19 and Verde River water throughout our irrigation district.
20 And so it's just the land that's associated with those
21 canals.

22 Importantly, I'm just going to highlight here in
23 red on this slide that is the location of the South
24 Mountain Transmission Project, which resides entirely
25 within SRP's water service territory. Why that is

1 important is that because of the formation of SRP as a
2 water users' association and then the district, our board
3 and council members are elected based on land ownership
4 within that same water service territory.

5 The outcome of that as we go to slide R8 is in
6 one sense this project is not unlike any other
7 transmission project that SRP sites. And what I mean by
8 that is our general approach to siting new transmission
9 lines is to try and site them and build them before
10 development actually occurs within an area.

11 And so the result of that is that we cross
12 undeveloped land. That undeveloped land outside of SRP's
13 water service territory tends to be owned by agricultural
14 users, state agencies, federal agencies, forest service
15 entities like that and sometimes large private land
16 users -- landowners.

17 Within our water service territory, the exact
18 same factor is true, but we just wanted to point out that
19 because of our government structure the undeveloped land
20 within this project footprint happens to be owned or
21 associated with SRP board and council members.

22 From a siting and just routing perspective, that
23 holds no weight from our project team's perspective. We
24 treat those landowners with the exact same approach that
25 we treat other large landowners outside of our water

1 association boundary. We just wanted to point it out in
2 the vein of full disclosure.

3 So zooming out a little bit out from the water
4 association boundaries. So the map on R8 represents in
5 darker blue that's that same water service territory that
6 I spoke about again highlighting in red the location of
7 the South Mountain Transmission Project.

8 The lighter blue region represents SRP's
9 electric service or power service area. And then what
10 I'm going to call teal extending further to the east,
11 that represents what we call our eastern mining district.
12 And that is an area where SRP provides electricity to
13 the -- strictly to the mining industry. And that's,
14 again, just an outcome of SRP's history where we had
15 hydro generation within that area, and that was an
16 opportunity to provide electricity to the state's
17 developing mining industry at that point in time.

18 Q. And I'm just going to say just for the record I
19 think you mentioned R8. I think we're -- you were
20 referring to the slide R9.

21 A. (Mr. Heim) I did say that. So I did mean R9.

22 So all things told SRP's electric service
23 territory is roughly 2,800 square miles. And we provide
24 as of this last summer we met a new summer peak demand on
25 our system of 8,219 megawatts.

1 So let's talk a little bit about SRP's
2 transmission system specifically. So slides L10 and R10
3 represent our 500kV and 230kV systems as represented in
4 our most recent 10 Year Plan.

5 Starting with the 500kV system. The roots of
6 our 500kV system go back to urbanization and growth
7 within the Phoenix metropolitan area back in the 1950s
8 and extending through to present day. A lot of that
9 system was built starting in the 1960s and 1970s to
10 provide a way for us to move energy from our remote
11 coal-fired generation sites at the time. So I'm just
12 highlighting the former Navajo generating station at
13 northern Arizona. That plant is no longer there. And
14 then our other assets in eastern Arizona as well as hydro
15 generation along the Colorado River.

16 So the purpose of these 500kV routes is to move
17 that energy from more remote locations into the urban
18 Phoenix metropolitan area where we provide electricity.

19 So I like to think of that system really from
20 the perspective of the interstate highway system. It's
21 really there to move in this case energy rather than
22 people from remote sites and get that to where energy
23 needs to be. And importantly, as our grid continues to
24 evolve, it provides a connection to the rest of the
25 Western Interconnection and allows to transact energy

1 across the western United States.

2 MEMBER KRYDER: Mr. Chairman.

3 CHMN STAFFORD: Yes, Member Kryder.

4 MEMBER KRYDER: Question for Mr. Heim.

5 I really appreciate the history of this.

6 My background is as an historian but never here in the
7 southwest, and so this is all new to me.

8 But in light of this committee and trying
9 to better get a handle on the things that we need to
10 consider, can I ask some questions that you've covered
11 but I need some more depth to better understand?

12 And I don't mean to bore the committee with
13 these. And so, Mr. Chairman, if I get too far down a
14 rabbit hole, please give me the signal or just tell me to
15 zip the lip, seriously.

16 CHMN STAFFORD: I will, Member Kryder.

17 Please proceed with your questions.

18 MEMBER KRYDER: Thank you.

19 Going clear back to the early 1900s when
20 this was formed, you spoke about the private land of the
21 farmers being the collateral to get the Roosevelt Dam
22 first and some others.

23 These were federal government bonds that
24 they needed?

25 Who was putting up the money? I guess

1 that's the question.

2 MR. HEIM: So ultimately those were federal
3 loans. I'm not a financial historian, so I'm not going
4 to do a good job of explaining the actual structure of
5 that loan. But to put a finer point on it, as of today,
6 the power district that I spoke about, what we operate is
7 a federal reclamation project, which is the dams, on
8 behalf of the Bureau of Reclamation for the United
9 States.

10 So, in essence, it was a federal loan to
11 the water users' association. And then the repayment of
12 that loan has occurred through the association, and then
13 ultimately again through the district.

14 MEMBER KRYDER: And that's what grew out of
15 the 1930s?

16 MR. HEIM: Correct.

17 MEMBER KRYDER: If I recall?

18 MR. HEIM: Correct.

19 MEMBER KRYDER: How many players were there
20 in this original early 1900s association initially? How
21 many farmers were involved? Are we talking two or three
22 or 200 and 300?

23 MR. HEIM: Probably more than 2 and 300.

24 It was -- I don't know the exact number, but it was a
25 lot. So no small effort to get that amount of landowners

1 to cooperate on a project like that.

2 MEMBER KRYDER: Right. That's the exact
3 point I was headed toward.

4 So they formed a confederation of some sort
5 of LLC we'd call it today. They didn't have LLCs in
6 1903.

7 What sort of an association was that?

8 Do you remember or do you have that?

9 MR. HEIM: That goes outside --

10 MEMBER KRYDER: Okay.

11 MR. HEIM: That's into a legal avenue that
12 I can't describe well.

13 MEMBER KRYDER: So they had an association.
14 They got federal loans. They put up their land as the
15 collateral. That takes us into the 1930s where the
16 reclamation portion of this took place.

17 Is it still the same initial group or has
18 it collapsed?

19 Have the members bought each other out?

20 Are there new players?

21 Where I'm driving this, okay, to put a
22 finer point on it, who owns Salt River Project now?

23 That's where I'm driving it. But please
24 bring me from the '30s to get there.

25 MR. HEIM: Sure. Let me see if I can back

1 up here.

2 So the direct answer to your question about
3 who owns SRP is, in essence, our customers. So we're a
4 not-for-profit entity.

5 MEMBER KRYDER: You're a co-op?

6 MR. HEIM: Not a co-op. But --

7 MEMBER KRYDER: A mutual?

8 MR. HEIM: We're a unique entity called a
9 political subdivision of the State of Arizona. So if I
10 were to read you the language from the back of my badge,
11 it would tell you that SRP is a political subdivision of
12 the State of Arizona that operates a federal reclamation
13 project on behalf of the Bureau of Reclamation.

14 MEMBER KRYDER: I understand fine print.
15 Thank you. Okay. Go ahead.

16 MR. HEIM: So back to the governance piece.
17 The history -- and I'm just highlighting on R9, correctly
18 stating R9 this time, the dark blue represents that land
19 area that was used as collateral in the formation of the
20 association. Our board members who represent all of our
21 customers are elected based on land ownership within that
22 area.

23 MEMBER KRYDER: Okay. Explain "based on
24 land ownership." So it means that these 200 or so
25 landowners of the dark blue area, that's all who gets a

1 vote?

2 MR. HEIM: No. It's every landowner within
3 that area. So I happen to be within the water service
4 territory myself. And my wife and I divide our one-third
5 of an acre as part of voting in the SRP election. So
6 every landowner within our service territory has the
7 opportunity to vote on our leadership.

8 MEMBER KRYDER: But you vote on the basis
9 of your actual ownership. So you and your wife own a
10 third of an acre and you get a third of an acre vote, is
11 that correct, out of a total acreage of how much?

12 MR. HEIM: 375 square miles. Whatever that
13 works out to in acres.

14 MEMBER KRYDER: Okay. 24,000 -- 20,000
15 acres. Okay. A third of an acre. So you've got a
16 little sandwich off of the corner. Okay.

17 MR. HEIM: Uh-huh.

18 MEMBER KRYDER: And you vote for a board of
19 directors, and they employ y'all?

20 MR. HEIM: They provide leadership in terms
21 of just as any other board of directors.

22 MEMBER KRYDER: Okay. Okay.

23 MR. HEIM: And then that's what guides
24 management.

25 MEMBER KRYDER: And that takes us forward

1 then to the current ownership, which you said was on the
2 back of your badge "I'm a part of this entity created by
3 Arizona legislature in 19" --

4 MR. HEIM: 37.

5 MEMBER KRYDER: -- "37."

6 Thank you very much.

7 I'm not certain how that fits into the
8 whole project, but I think for me personally it gives me
9 a good -- a much greater understanding. You always
10 follow the money because there's nothing else going on
11 here. And that helps me understand how your third of an
12 acre takes a little bit of the sandwich.

13 Thank you very much, Mr. Heim.

14 CHMN STAFFORD: Thank you, Member Kryder.

15 MEMBER GOLD: Mr. Chairman.

16 CHMN STAFFORD: Yes, Member Gold.

17 MEMBER GOLD: Just a basic question for
18 Mr. Heim.

19 You're running two 230-kilovolt lines; is
20 that correct?

21 MR. HEIM: Two double-circuit 230kV
22 transmission lines.

23 MEMBER GOLD: What does that mean?

24 MR. HEIM: The distinction.

25 MEMBER GOLD: If I'm physically looking at

1 it, what does it mean?

2 MR. HEIM: The distinction being that it
3 will be two individual pole lines. Each of those
4 individual pole lines will support two individual 230kV
5 circuits.

6 MEMBER GOLD: And each of those circuits is
7 three lines per circuit?

8 MR. HEIM: Yes. What you're describing is
9 that each circuit is composed of what we call phases, so
10 three sets of wires.

11 MEMBER GOLD: And then my basic question,
12 why don't you just put it on one pole and have six wires?

13 MR. HEIM: So we will have some figures
14 that better describe this in Mr. Hernandez's testimony.

15 But the essence of it is is that each pole
16 will support a total of six wires, so two circuits'
17 worth.

18 And then we'll have a second set of poles
19 that support another set of six wires. So a total of
20 four circuits within the project area.

21 MEMBER GOLD: Right now you're planning on
22 building two circuits, and you have room for growth to
23 four circuits?

24 MR. HEIM: We will construct all of those
25 circuits as part of the initial construction of the

1 project.

2 MEMBER GOLD: So you will have four
3 230-kilovolt lines?

4 MR. HEIM: Correct. Four 230-kilovolt
5 circuits supported by two separate pole lines.

6 MEMBER GOLD: So when you say two sets of
7 double 250-volt circuits, what you really mean is you're
8 going to have four 250-volt circuits?

9 MR. HEIM: Correct. And I know it feels a
10 little bit like an arbitrary distinction. It's just the
11 difference between the number of circuits and the number
12 of poles that physically support them.

13 CHMN STAFFORD: I think a lot of this will
14 make more sense when they get further into the
15 presentation and they show the diagrams of how it's going
16 to be constructed on the poles.

17 MEMBER GOLD: What I was going to ask is
18 why do all these 230s when you can do a 460 or a 500 in
19 their place and have less wires?

20 MR. HEIM: So this is a great transition
21 into my next set of slides.

22 MEMBER HILL: Mr. Chair.

23 CHMN STAFFORD: Member Hill.

24 MEMBER HILL: Can I ask a question about a
25 previous slide before we go much further?

1 I think it is L10. Oh, but it was further
2 back. Maybe go back.

3 MR. HEIM: I went backwards. Is this --

4 MEMBER HILL: Yes, that one.

5 In looking at the project proposal, the new
6 substation property is pretty big. And on this map,
7 Pinal Central's identified as a substation, but my
8 recollection is that Pinal Central is a switchyard.

9 So can you talk about the designation here
10 of substations rather than switchyards?

11 MR. HEIM: Certainly.

12 So that the general distinction between a
13 switchyard and a substation is that within a switchyard
14 all we are doing is connecting multiple circuits together
15 within a location where we have switching devices that
16 allow us to take certain lines out of service for
17 maintenance or construction and things like that. You
18 can think of it as sort of like a -- the breaker on the
19 side of a person's house, which just allows for the
20 maintainability and operability of the system.

21 The substation is -- it's the same as a
22 switchyard. It has all of the same elements as a
23 switchyard. It has the addition of transformers. And
24 what the transformers do is allow us to transition from a
25 higher voltage down to a lower voltage that allows us to

1 just transition to the urban part of our system where we
2 use lower voltage circuits.

3 MEMBER HILL: So my follow-up is is Pinal
4 Central a switchyard, a substation, or both?

5 Can it be both?

6 MR. HEIM: They can be both, and oftentimes
7 those terms get used interchangeably. The outside view
8 of a substation or a switchyard is generally the same
9 from the public's perspective, and it's just the
10 distinction of the type of equipment that exists within
11 each one. And oftentimes we can modify an existing
12 switchyard to include transformers, and then it would be
13 that nomenclature become a substation.

14 MEMBER HILL: And so the maps show what I
15 call a nonjurisdictional substation.

16 It's not functioning as a switchyard,
17 though?

18 MR. HEIM: Are we -- which site are you
19 referring to?

20 MEMBER HILL: The project proposed.

21 MR. HEIM: So the proposed project -- and
22 I'll just to orient everybody on this map. So on our
23 500kV map, the Laveen site here is what we identified and
24 then are now calling the South Mountain Transmission
25 Project that will be a substation in the sense that it

1 will connect our 500kV transmission system as shown on
2 L10 to -- and I'll direct everyone over to R10. So on
3 R10 we identify that same Laveen site within our 230kV
4 network. So it is a substation in the truest sense
5 because it allows us to transition between the 500kV
6 system and the 230kV system.

7 MEMBER HILL: Okay. Thank you.

8 CHMN STAFFORD: Member Little, you had your
9 hand raised. Did you take it down because your question
10 was answered?

11 MEMBER LITTLE: I did. I would take this
12 opportunity to interject a comment, however, and that is
13 that I don't understand how come we have jurisdiction
14 over switchyards but not substations when they are
15 switchyards too.

16 CHMN STAFFORD: Good point, Member Little.
17 Member Fontes.

18 MEMBER FONTES: Mr. Chairman, I concur with
19 Member Little.

20 And I also would like the applicant to use
21 NERC-defined standards rather than just standards that
22 they're pulling up.

23 Purpose-driven design is the hallmark of
24 any utility, certainly SRP. Generator step-up
25 switchyards are pretty much known throughout the valley.

1 I think we need to be a little more technical.

2 So I'd ask the applicant to get back to us
3 in terms of both voltage and routing on the switchyard in
4 terms of how that's designed in a lot more granular
5 detail than there was previously provided. We don't need
6 that right now, but in the proceeding I think that's
7 relevant here.

8 CHMN STAFFORD: Thank you.

9 Mr. Derstine.

10 MR. DERSTINE: Yes, thank you.

11 I think Mr. Hernandez is going to go into
12 in depth what's being constructed at the new substation,
13 the various transformers and portions of the -- aspects
14 of the new substation property.

15 BY MR. DERSTINE:

16 Q. For now, Mr. Heim, I wanted to -- because you
17 have R10 up that shows the SRP 10 Year Plan 230kV system,
18 one of the requirements is in the siting statute is that
19 we include new projects in a 10-Year-Plan filing.

20 Was that done for this project?

21 A. (Mr. Heim) That's correct. These maps
22 represent in our most recent 10-Year-Plan filing. And as
23 we just talked about on both L10 on the 500kV map and R10
24 on the 230kV map we reflect what at that point in time we
25 were calling the Laveen site, which is the South Mountain

1 Transmission Project.

2 Q. Okay. And I know an issue -- well, near and
3 dear to Member Little's heart and is probably worth
4 covering here in terms of the filing of the 10-Year-Plan
5 for the South Mountain Transmission Project, so that was
6 done in 2024?

7 A. (Mr. Heim) That's correct.

8 Q. Okay. And maybe this takes you into your
9 discussion of the need and how the Laveen area has
10 changed somewhat dramatically just in a relatively short
11 period of time.

12 But can you touch on in terms of why the -- this
13 project was maybe not included in a prior 10-Year-Plan
14 filing and was just filed in 2024?

15 A. (Mr. Heim) Sure. So the nature of our
16 transmission line planning process is we track a number
17 of factors that would drive us to construct new projects.
18 So those things are materialized growth within an area
19 but also more forward-looking things like in general a
20 city's general plan that identifies the type of
21 development that we would expect to see within an area
22 and therefore the load that would result from that.

23 In the 2024 time frame and 2023, that was a
24 point when the City of Phoenix had identified a shift in
25 their general plan within the Laveen area to include more

1 industrial uses. And those industrial uses were a signal
2 for SRP to then evaluate this project through the lens of
3 that type of load.

4 Q. Okay. And I think you'll maybe get into a
5 little more of that development time line as we talk
6 about need for the project, which I think is your next
7 topic.

8 A. (Mr. Heim) Yes, sir.

9 Okay. So let's talk about load in general
10 across SRP's service territory. So I talked a little bit
11 about the history of the formation of our 500kV system,
12 sort of the interstate highway for energy to move into
13 our service territory. And then you can think of our
14 230kV network as something like the urban freeway system.
15 So that's how we take interstate traffic and then move it
16 throughout the Phoenix area to provide energy to where it
17 needs to go.

18 Those systems were constructed through the
19 post-war era, particularly within the '60s and '70s as we
20 began to see more urbanization within the Phoenix
21 metropolitan area. And so we've experienced a general
22 and steady upward growth trajectory in terms of our peak
23 demand on the system, which is shown on slides L12 and
24 R12 dating back to 1977. And so the blue line on that
25 graph represents that general upward path of load growth

1 on our system from that point in time.

2 What really characterized that form of growth
3 was the transition from the agricultural history that SRP
4 has and the transition of that land to residential and
5 commercial development that we're sort of familiar with
6 throughout the Phoenix metropolitan area.

7 And the character of that load growth is that
8 you get a fairly dispersed and even energy demand across
9 our service territory. And so the system that we built
10 reflects that relatively uniform load growth across our
11 land base.

12 The nature of that is shifting somewhat,
13 particularly with areas like the South Mountain tech
14 corridor where we see more concentrated pockets of much
15 denser energy demand than more of that urbanization even
16 spread of residential and commercial load. And the
17 result of that is that that tends to spur different types
18 of transmission projects like the one that we see here
19 today where we need to evaluate discrete and high loads
20 on the transmission system versus more of that uniform.

21 So I think this graph does a good job of
22 explaining that at the highest level, which to just
23 demonstrate the difference between the load growth that
24 we've seen over the last decade and what we expect to see
25 over the next decade. So the blue highlighted region,

1 I'm just highlighting it on R12 here, that represents the
2 aggregate load growth on our system from 2014 to 2024, a
3 total increase of 24 percent.

4 The forecast from 2025 to 2035, so another
5 ten-year time frame into the future, we will
6 approximately double that amount of growth. So rather
7 than 24 percent, we'll see roughly 42 percent of
8 increased demand on SRP's system.

9 And within that growth is certainly the historic
10 residential growth that we've seen historically on our
11 system, but layered on top of that is also the more
12 concentrated industrial high-technology type growth that
13 we see within pockets of our system.

14 MEMBER GOLD: Mr. Chairman.

15 CHMN STAFFORD: Yes, Member Gold.

16 MEMBER GOLD: Would you go back to that
17 slide, please?

18 MR. HEIM: I'm making an attempt at it.
19 There we go.

20 MEMBER GOLD: I'm looking at the period
21 between 2007 and 2012 when your graph flattened out. The
22 graph flattened out because there was a recession.

23 MR. HEIM: Correct.

24 MEMBER GOLD: You're not anticipating any
25 more recessions?

1 MR. HEIM: Nobody anticipated a recession
2 in 2005 either. Your point is taken. The load forecast
3 that we see here is based on the best available
4 information that SRP has, which is gathered from the
5 cities that we serve, customers that we already have, and
6 prospective customers in the future.

7 Every forecast is going to be wrong at some
8 point or another, but this is based on the best available
9 information that we have.

10 MEMBER GOLD: So this is assuming a
11 best-case situation, and even if we have recessions in a
12 worst-case situation you will be able to handle it based
13 on what you're projecting?

14 MR. HEIM: Yes. Our former CEO would use
15 this term, "Hope is not a plan." And what we're doing
16 here is planning for robust growth on our system. And
17 the intent is to be able to serve that growth if it
18 comes.

19 MEMBER GOLD: Which I appreciate. Thank
20 you.

21 CHMN STAFFORD: Yes, Member Gold, when it
22 comes to reliability it's always better to have --

23 MEMBER GOLD: More.

24 CHMN STAFFORD: -- than not enough.

25 MR. HEIM: All right. Ready to go forward?

1 All right.

2 All right. So let's -- let's talk a little
3 bit -- we've kind of been zoomed out so far focused on
4 SRP's overall load growth, our overall service territory.
5 And so I'm going to spend a little bit more time just
6 talking about specifically the Laveen area and the
7 project that we're here to site.

8 So the map on the right, slide R13,
9 represents the proposed land use map from the most recent
10 City of Phoenix general plan. And I'm just going to
11 orient everybody to a little bit about of the -- a few of
12 the key landmarks that influence this project.

13 So the first thing I'm going to highlight
14 is this curvy black ribbon through the middle of the map.
15 That is the South Mountain 202 freeway constructed in
16 2019, which is now one of the what I would call sort of
17 an important feature of this development area. And back
18 to the highway analogy for our transmission system, this
19 is a very real highway and provides opportunities for
20 economic growth within the project area.

21 In the context of that's sort of the
22 traditional view of economic development within Phoenix
23 is transportation corridors provide the opportunity for
24 economic development. And that new landscape I talked
25 about, that has more of an emphasis on the

1 high-technology development. Transportation corridors
2 are just part of the equation there. Now it's
3 transportation corridors as well as transmission
4 capacity.

5 And so the confluence of that
6 transportation corridor with the existing and adjacent
7 transmission infrastructure that SRP has is what led the
8 City of Phoenix to identify this part of their city as a
9 high-technology development corridor because of those two
10 ingredients that would allow that to happen.

11 So let's get into a little more detail on
12 that.

13 So the first thing I'm going to highlight
14 on R14 now is the red dotted line bordering the Laveen
15 community and the Gila River Indian community that is
16 SRP's existing Jojoba to Kyrene 500kV transmission lines.
17 So, again, it's like similar to an energy interstate
18 running through the project area.

19 Mr. Derstine already highlighted it, but we
20 own a parcel of land hatched in blue here. That
21 represents the location of our proposed substation
22 property that would connect the 500kV system with our
23 230kV system.

24 So the 230kV system highlighting on R15 is
25 this blue dotted line that runs along east west along

1 Baseline Road, and then turns north on 59th Avenue to
2 parallel the Loop 202.

3 Back to the concept of the confluence of a
4 transportation corridor and existing transmission line
5 infrastructure. The proximity of those two facilities
6 within roughly two miles of each other creates a unique
7 window of opportunity to provide a robust electric system
8 in service of the proposed development from the City of
9 Phoenix.

10 So to explain a little bit of the character
11 of that, this red hatched area directly adjacent to both
12 sides of the Loop 202, that's an area that the City of
13 Phoenix has identified as commercial and mixed-use-type
14 development, the sort of things that you would generally
15 expect to see along our urban freeways throughout
16 Phoenix.

17 And then this is the important part. From
18 our project perspective, the gray area represents an
19 industrial or high-tech development area within the
20 Phoenix general plan. And that -- that is the form of
21 development that more directly requires the connection to
22 SRP transmission capacity.

23 And so this is where I'll get into Member
24 Gold's question, which is to why we need to have 230kV
25 lines versus serving directly from the 500kV, for

1 instance.

2 So what we're identifying with these blue
3 arrows is the two separate pole lines. So each of these
4 blue arrows represents a double-circuit 230kV
5 transmission line. And what we're doing is we're
6 constructing or extending a loop on our 230kV network.

7 So in general you can think of our
8 transmission system as a series of loops. And what that
9 allows us to do is provide energy from at least two
10 directions to increase reliability to our customer base.

11 And so what you see with the existing
12 Anderson-Orme circuit is that's an existing loop on our
13 230kV network, and the 230kV network from both a cost and
14 capacity standpoint is more favorable for serving
15 industrial load has been our general experience. And by
16 basically extending that loop, so taking those circuits
17 down through our 500kV and 230kV substation and back up
18 to connect into that existing loop is what gives us the
19 high degree of reliability and capacity that we need to
20 serve industrial load growth within the project area.

21 By connecting it to our 500kV network,
22 again, back to the highway metaphor, that's similar to
23 connecting our metropolitan freeway system with the
24 interstate system and just provides that robust capacity
25 that we need to support the City of Phoenix's general

1 plan within the project area.

2 CHMN STAFFORD: Mr. Heim, approximately how
3 much new load do you anticipate being developed in this
4 corridor?

5 MR. HEIM: I believe you have taken me
6 exactly to my next slide.

7 So, Mr. Chairman, the graph on R17
8 represents the existing capacity of the 69kV network that
9 Mr. Derstine referred to. So the existing 69kV network
10 can only support roughly 30 megawatts of additional load.

11 By adding the two 230kV transmission lines
12 and connecting them with our 500kV network, we add
13 roughly 1200 megawatts or at least 1200 megawatts of new
14 capacity within the project area. Our planners
15 identified that as an appropriate upper-end target based
16 on the amount of land that's available. And so that's
17 the capacity of the project.

18 CHMN STAFFORD: Thank you.

19 And so there's what the size of the load
20 you end up ultimately serving will be depending on what's
21 developed in this area?

22 MR. HEIM: Correct.

23 CHMN STAFFORD: Now, are data centers one
24 of the potential customers in this proposed development
25 area?

1 MR. HEIM: So data centers would be
2 included within the definition of the City of Phoenix's
3 general plan and certainly within the definition of
4 high-tech industry that they've described so far.

5 CHMN STAFFORD: All right. Thank you.

6 MEMBER KRYDER: Mr. Chairman.

7 CHMN STAFFORD: Yes, Member Kryder.

8 MEMBER KRYDER: A question for Mr. Heim.
9 What's the time line on beginning and final
10 using this?

11 What's the time line on this?

12 MR. HEIM: So the construction of the
13 transmission facilities, I think we'll have that done
14 within three -- so completing construction around the
15 spring of 2027.

16 MEMBER KRYDER: Okay.

17 MR. HEIM: Back to the intent where we
18 build and site transmission ahead of development.

19 MEMBER KRYDER: Sure.

20 MR. HEIM: I wouldn't expect that we're
21 utilizing the system to this degree of capacity at that
22 point in time, but then the system is there to support
23 growth however the City and the development community
24 work through --

25 MEMBER KRYDER: So '27 is what you're

1 looking at? Midyear, end of year '27?

2 Thank you very much.

3 Thank you, Mr. Chairman.

4 CHMN STAFFORD: Thank you.

5 MEMBER GOLD: Mr. Chairman.

6 CHMN STAFFORD: Yes, Member Gold.

7 MEMBER GOLD: Back to the 500 line versus
8 the twin 230 lines. Just thinking of the number of
9 wires.

10 If you drive on 202, that's equivalent in
11 size to any interstate highway I've been on and bigger
12 than most. So when you talk about the interstate
13 compared to, you know, city roads, I'm not comfortable
14 with the analogy.

15 When you say redundancy to ensure service
16 in the event of issues, unforeseen issues, that I do
17 understand.

18 But what I'm having a problem figuring out
19 is you're going to have two lines that are going to be
20 relatively close to each other when you could have a
21 single line with that same capacity and provide the same
22 loop.

23 What am I missing?

24 MR. HEIM: So I grant it's not a perfect
25 metaphor, just trying to get to sort of a rough picture

1 that folks can relate to.

2 In terms of your direct question, the -- so
3 the existing Anderson-Orme 230kV line is an -- it's a
4 double-circuit line. So three wires on one side of the
5 pole, three wires on the other side of the pole making up
6 those two circuits.

7 If we were to construct a single 230kV line
8 connecting with the existing double-circuit line down to
9 the new substation, we cannot electrically do that
10 without constructing a second substation somewhere
11 adjacent to the existing Anderson-Orme line. So the --

12 MEMBER GOLD: I understand. You don't have
13 to go further.

14 MR. HEIM: All right.

15 MEMBER GOLD: So rather than create an
16 additional substation which would use transformers to
17 either take a single 230 or a 500 down to two 230s you're
18 simply using 230s to match up with the existing double
19 230s?

20 MR. HEIM: Correct. That's why I am -- I
21 just described it as sort of an extension of the existing
22 loop --

23 MEMBER GOLD: Now I understand.

24 MR. HEIM: -- to loop it down through
25 the --

1 MEMBER GOLD: Mr. Heim, thank you for
2 clarifying that.

3 MR. HEIM: All right.

4 CHMN STAFFORD: Please proceed.

5 MEMBER LITTLE: Mr. Chairman.

6 CHMN STAFFORD: Yes, Member Little.

7 MEMBER LITTLE: Can I just ask a quick
8 question?

9 Here, is the section of the 230 line
10 between where the two new ones connect up going to be
11 deenergized or is it going to be operated? Closed?

12 Is it going to be open between the two
13 connections?

14 MR. HEIM: Our intention -- so the scope of
15 this varies depending on which routes the committee
16 ultimately selects.

17 But the portion of the existing
18 Anderson-Orme line between where these two lines will
19 connect does become, in essence, an obsolete section of
20 the transmission line, which we have the ability to
21 remove in conjunction with the construction of this
22 project.

23 MEMBER LITTLE: And it's planned that it
24 will be removed?

25 MR. HEIM: Correct.

1 MEMBER LITTLE: Thank you.

2 CHMN STAFFORD: Thank you, Member Little.

3 With that we have been going for
4 approximately 90 minutes. I think it's time to give our
5 court reporter a break. So let's take an approximately
6 15-minute recess. We stand in recess.

7 (Recess from 11:36 a.m. to 11:57 a.m.)

8 CHMN STAFFORD: Let's go back on the
9 record.

10 Mr. Derstine, please continue.

11 MR. DERSTINE: I've lost Mr. Heim. I think
12 he's going to -- I think he'll make it here in a minute.
13 I won't send a search party. There he is.

14 BY MR. DERSTINE:

15 Q. All right. Looking at the -- at your slides,
16 Mr. Heim, I think we're largely at the end of your
17 discussion of the need for the South Mountain
18 Transmission Project.

19 Do you want to give the committee what you think
20 should be kind of the key takeaways on the need for the
21 project?

22 A. (Mr. Heim) Sure. So, again, thanks for the
23 kind attention by the committee as I stepped through the
24 history of SRP and the background that got us to this
25 project in the first place.

1 When I think about the drivers and the
2 opportunities that come along with the specific project,
3 it's really the confluence of both the transportation
4 infrastructure along with the existing transmission
5 infrastructure that leads to, one, the proposal from the
6 City of Phoenix to develop this as a high technology
7 corridor and the opportunity for us to construct the
8 project that's here before you today in a way that
9 supports the City's goals for the Laveen technology
10 corridor and the opportunity to site this project before
11 development gets to a more mature state.

12 So we think that there's a lot of good support
13 sitting behind this project from a technological
14 standpoint. And I think with further testimony we'll go
15 through all the other efforts we went through to support
16 the routing and the decision made along the way.

17 Q. All right. Thank you.

18 Mr. Hernandez, you are sworn and under oath, but
19 let's start you off by giving your name again for the
20 court reporter and your business address. And then we'll
21 move into your background slides. Have you introduce
22 yourself to the committee, please.

23 A. (Mr. Hernandez) Sure. Good morning, everybody.

24 My name is Rick Hernandez. My business address
25 is PO Box 52025, Phoenix, Arizona, ZIP Code 85072.

1 So in terms of my background, I've worked in the
2 utility industry for about 25 years now. The majority of
3 that time in the project management space managing major
4 substation and transmission line projects similar to the
5 project that we are presenting to you today. I filled
6 various roles during my 25 years, including project
7 manager, lead, or supervise over a project management
8 organization as well as managing a transmission line
9 construction organization.

10 I've got a bachelor's in business management,
11 and I am a certified professional project manager.

12 Q. Okay. Mr. Hernandez, you have been -- the focus
13 of your testimony will be describing the project and then
14 taking us through the routes.

15 But before we do that, I know Mr. Heim touched
16 on this, but maybe spend a little bit of time before we
17 get into the project description, again, orienting the
18 committee to some of the major features and -- that will
19 be part of your testimony as we get into the routes, but
20 kind of talking generally about the project area.

21 A. (Mr. Hernandez) Yeah, not a problem.

22 So starting with slide R20 on the right you'll
23 notice where the project is located in proximity to the
24 darker green shaded area, which is the City of Phoenix
25 proper, and then even beyond that is the Maricopa County

1 boundary.

2 Moving your attention to the left side,
3 slide L20, here, we just really highlight some of the
4 major linear features on the project. Mr. Heim talked a
5 little bit about the substation location, its proximity
6 to the existing Kyrene to Jojoba SRP 500kV line and how
7 that boundaries both Gila River Indian community and the
8 City of Phoenix.

9 Mr. Heim also mentioned the construction of the
10 newly developed South Mountain 202 freeway, which I'll
11 refer to in my testimony as Loop 202.

12 He also touched on the existence -- oh, I'm
13 sorry, Mr. Derstine touched on the existence of the
14 Laveen area conveyance channel, otherwise known as the
15 LACC, which I will refer to often throughout my testimony
16 as the LACC.

17 And Mr. Heim talked about the exact location of
18 the existing Anderson-Orme double-circuit 230kV line that
19 follows Baseline Road east and west and travels
20 northbound along the 59th Avenue alignment north of
21 baseline.

22 Q. I mentioned the Laveen area conveyance channel
23 on your map L20. It almost looks like a river.

24 How would you describe the LACC, the Laveen area
25 conveyance channel?

1 What is that?

2 A. (Mr. Hernandez) So I'm not a civil engineer
3 like the gentleman to my right here, but the way I'd
4 explain it is essentially as a drainage channel for the
5 area that is used to capture runoff or rainwater in the
6 area. And ultimately reroutes it. You can kind of
7 follow it. Reroutes it northwest to this I believe it's
8 a reservoir in the northwest corner of the screen.

9 Q. Okay.

10 A. (Mr. Hernandez) Or that is the start of the
11 Salt River.

12 Q. Okay. Any other important features you want to
13 point out on L20?

14 A. (Mr. Hernandez) I think it's important to
15 highlight that there is an existing 230kV transmission
16 line in the area today that parallels the Loop 202
17 freeway, and that is this purple line shown running north
18 and south that is actually a WAPA line. It is not an SRP
19 line.

20 But there is a point between Baseline and
21 Dobbins shown in yellow here where we are co-located with
22 a 69kV line within that same transmission corridor along
23 with the WAPA 230kV line.

24 And that 69 line shown in the yellow ties the
25 SRP distribution Irvin Substation to the SRP distribution

1 Cheatham Substation.

2 Q. So with that background and you pointing out
3 kind of the key features and landmarks within the project
4 area, let's get into the project description.

5 In my opening I referenced the fact that there
6 are kind of two key elements of the project, the new
7 substation and then the two sets of double-circuit 230kV
8 lines.

9 I think you're going to cover that for the
10 committee now; right?

11 A. (Mr. Hernandez) That is correct. This slide
12 has circulated a couple of times already throughout the
13 testimonies this morning.

14 But I really just wanted to remind the group on
15 slide R21 to the right there that the reasoning behind
16 the planned location of the substation in this general
17 area here on the northwest corner of Elliot and the 202
18 was really to place the substation and transmission
19 infrastructure where the growth is occurring where that
20 industrial-type load growth is occurring, which is
21 really, you know, along the west side of the 202.

22 It's also an ideal location because it places
23 the substation in close proximity to both the existing
24 500kV line and the existing Anderson-Orme 230kV line,
25 which we ultimately have to tie into twice as Mr. Heim

1 had explained earlier.

2 Again, just to remind the Chairman and committee
3 that the two blue arrows really just represent the fact
4 that we need two double-circuit 230kV lines for this
5 project and to plan for the amount of load growth we
6 expect in the -- in the technology corridor really in the
7 area along the 202.

8 Now, in terms of the project scope, this is a
9 substation as described earlier, and the reason it is a
10 substation because we will be stepping the voltage down
11 from 500 to 230 and ultimately to 69kV all within the
12 same substation footprint here shown on the screen.

13 In terms of the 230kV overhead line scope or
14 transmission line scope, these -- these conductors all --
15 all six circuits -- I'm sorry, all four circuits will
16 reside on steel 230kV monopoles at approximately two to
17 three miles in length per pole line.

18 And I'll talk a little bit about -- a little bit
19 more about that why we -- why the range is so great from
20 two to three miles.

21 It's also important to note that each pole line,
22 essentially each double-circuit line will require a
23 100-foot easement not only for construction but also for
24 the long-term maintenance of the transmission line.

25 I also wanted to highlight that both

1 transmission lines are being designed and planned for the
2 capability of having double-circuit underbuilt 69kV
3 located on the same pole lines. And I've got a couple
4 more slides to talk more about that in detail and also to
5 show you what that could look like in terms of a pole
6 profile.

7 But I wanted to mention that, you know, the
8 reason we are planning for the double-circuit underbuild
9 capability per pole line was really to not only plan for
10 the future growth in the area because it is quickly
11 occurring but also to minimize our transmission
12 infrastructure footprint.

13 By planning for those lines in the future you're
14 essentially creating space for four 69kV lines along
15 these two separate pole lines. You're allowing for a
16 path for the 69kV line without having a set -- a whole
17 new pole line for standalone 69kV lines.

18 Q. Thank --

19 MEMBER LITTLE: Mr. Chair.

20 MR. DERSTINE: Oh, go ahead.

21 CHMN STAFFORD: Yes, Member Hill.

22 MEMBER HILL: Thank you, Mr. Hernandez.

23 I guess I just want to flag this for our
24 tour tomorrow. I did drive through this area a little
25 bit on the way in. I think there are some other lower

1 voltage lines that crisscross through this area as well.

2 So for the -- for the tour tomorrow, can we
3 talk a little bit about the underbuild capacity or
4 capability that you're talking about now and the
5 potential to reduce the number of towers and to clean it
6 up for lack of a better term so that it doesn't feel like
7 such a burden to communities and things that are going to
8 be developed through this corridor?

9 So I just want to kind of flag that for
10 discussion tomorrow because I think -- I think there's a
11 lot of opportunity to do this. I think as we think about
12 a more decentralized grid collocation next door -- you
13 know, lines running next door to each other is really
14 great, but where we can actually reduce the number of
15 towers and do underbuilds like this I think is really
16 helpful for the conversation.

17 So thank you for identifying that as part
18 of the project. And I look forward to that conversation.
19 Thanks.

20 MR. HERNANDEZ: Chairman Stafford and
21 Committee Members, we will do that. We will take the
22 time tomorrow and describe not only the benefit of the
23 230 lines but also the benefit of collocating future 69kV
24 lines in the same transmission line corridors.

25 MEMBER KRYDER: Mr. Chairman.

1 CHMN STAFFORD: Yes, Member Kryder.

2 MEMBER KRYDER: Just to follow up on that,
3 Mr. Hernandez.

4 So collocating them will be on the same
5 poles or on another set of poles?

6 MR. HERNANDEZ: Mr. Chairman and Committee
7 Member Kryder, the collocation will occur on the same
8 poles.

9 MEMBER KRYDER: Thank you very much.
10 Appreciate it.

11 MR. HERNANDEZ: So if we turn our eyes to
12 slide R22 shown on the right there, this is really a
13 zoomed-in view of the substation parcel that we've been
14 talking about earlier wanting to give both the Chairman
15 and committee members a sense of where that substation is
16 located in proximity to both existing developments and
17 planned developments.

18 It's also worth highlighting on this slide
19 that SRP has also purchased this small sliver of property
20 between what is Olney Avenue, which runs east and west at
21 the substation and Dobbins Road, which is the next major
22 collector road north of -- north of this parcel and just
23 short of the -- of the image.

24 And the reason behind the purchase of that
25 parcel was to give SRP a corridor to work within to place

1 not only the proposed 230kV circuits but also some space
2 if there's a need to plan for a standalone 69kV circuit
3 in this area.

4 MEMBER HILL: Mr. Chair.

5 CHMN STAFFORD: Yes, Member Hill.

6 MEMBER HILL: Can -- I'm spatially
7 challenged here. Can you tell me how big this footprint
8 is or how many acres might be in this block?

9 CHMN STAFFORD: Are you talking about the
10 substation site or the property to the north that they
11 purchased?

12 MEMBER HILL: Oh, thank you. I apologize.
13 Just the substation property.

14 MR. HERNANDEZ: So I believe the substation
15 site -- and I may have to phone a friend -- is just shy
16 of 93 acres.

17 MEMBER HILL: Okay. Thanks.

18 MR. HERNANDEZ: So moving to slide R23
19 shown on the right, you'll notice a photo of an existing
20 SRP substation and SRP service territory. This photo
21 really resembles what the new Laveen substation could
22 look like and wanted to give both the Chairman and the
23 committee members a sense of what the substation could
24 look like in terms of equipment and build out of the
25 station.

1 And I apologize. I -- I may
2 interchangeably use station and substation. I'm
3 referring to the substation if I do that.

4 So the next slide R24 also to the right is
5 a photo of -- taken from the existing parcel where we
6 plan on constructing our substation looking westward
7 along the existing 500kV transmission corridor.

8 So essentially in this photo here to the
9 right we're looking northwest at the Kyrene to Jojoba
10 500kV line. And you can notice in the background that
11 there's an actual building that was just constructed, I
12 believe, in the last year, year and a half. That is a
13 manufacturing facility.

14 But I really wanted to give the Chairman
15 and the committee just a sense of what it looks like
16 today in terms of viewpoint from the substation looking
17 westward.

18 CHMN STAFFORD: And that's a three-phase
19 500kV line single circuit?

20 MR. HERNANDEZ: Mr. Chairman, that is
21 correct. This is a three-phase 500kV line single
22 circuit.

23 Earlier in his testimony Mr. Heim talked
24 about the need to construct two transmission lines and
25 having to essentially get from the planned substation

1 site to the existing Anderson-Orme 230kV line.

2 This photo on the right, slide R25, was
3 taken along Baseline Road looking eastward, so somewhere
4 kind of in this general area here near the intersection
5 of 59th Avenue and Baseline and gives you an idea today
6 of what that double-circuit 230kV Anderson-Orme line
7 looks like today as it sits along the south side of
8 Baseline between 59th Avenue and the SRP Cheatham
9 Substation, which is this block wall structure kind of in
10 the background there.

11 MEMBER LITTLE: Mr. Chairman.

12 MEMBER KRYDER: Mr. Chairman. Oops.

13 CHMN STAFFORD: Yes, Member Little.

14 MEMBER LITTLE: As I was reading through
15 the application, I was curious about whether or not you
16 considered an option that actually followed Baseline all
17 the way over to the 202 and then south as opposed to
18 kitty-cornering up through that or following that
19 whatever that thing is called, the LA Laveen area,
20 whatever.

21 CHMN STAFFORD: The LACC.

22 MEMBER LITTLE: Thank you.

23 MR. HERNANDEZ: Chairman Stafford and
24 Committee Member Little, we did consider that. I -- so
25 let me -- let me take it back. So let me make sure I

1 understand your question correctly.

2 You're asking why did we not consider
3 utilizing Baseline Road to get to the existing --

4 MEMBER LITTLE: Yes.

5 MR. HERNANDEZ: -- 230kV line?

6 MEMBER LITTLE. Yes. Thank you.

7 MR. HERNANDEZ: So we did consider that.

8 And the concern was raised really by the City of Phoenix
9 in regard to all the development that is occurring
10 specifically between the 202 and 59th Avenue.

11 Tomorrow morning when you take -- when you
12 go on this tour, you're going to get a real sense on how
13 developed this area really is.

14 When I was last out there and it's been, I
15 think, two weeks, they were getting ready to start the
16 grand opening for both an In-N-Out Burger and a Cane's
17 fast food. And that is just two of many -- probably a
18 dozen of different types of retail and stores that are
19 being developed that are either now in operation or will
20 soon be in operation in this area.

21 And so the City had concerns that with this
22 new development that's occurring that a high voltage
23 transmission line would not -- would not compliment the
24 background of this new developed area. And so we stayed
25 away from Baseline between 202 and 59th Avenue for that

1 reason.

2 MEMBER LITTLE: Thank you.

3 BY MR. DERSTINE:

4 Q. So I think with Member Little's question that
5 leads us into routes.

6 But before we get to routes, why don't you spend
7 a few minutes talking about the process that was used by
8 SRP to analyze potential routes in terms of looking at
9 features, roads, along the 202 as well as surface streets
10 and what was involved in kind of that early planning
11 process that brought us to the routes that are presented
12 in the application.

13 A. (Mr. Hernandez) Sure. I'd like to refer to the
14 placemat in front of the Chairman and the committee
15 members before getting into the slides on the screen.

16 Looking specifically at the PAD site map, which
17 shows all the orange lines kind of highlighted the
18 boundaries of all the different properties, I think
19 you'll appreciate, as Mr. Derstine mentioned in his
20 opening statement, that, you know, this entire area if
21 not developed will soon be developed, and, in fact, a lot
22 of those parcels, as you'll see tomorrow, are currently
23 in the development stage.

24 And so when we, you know, first started this
25 project, we were looking at existing and planned land

1 use, and it was changing. It felt like it was changing
2 weekly because we would hear about a rezoning that
3 occurred or we'd hear about a property that was just sold
4 or we'd hear about the groundbreaking that just occurred
5 along the 202.

6 And so as we considered all the growth that was
7 occurring, all the development that was either completed
8 or would soon be completed, we wanted to ensure that the
9 line routes considered proved to have the least amount of
10 impact really in the community as a whole.

11 And what I mean by that is we looked at the
12 major linear features that we -- that we highlighted
13 earlier. We looked at opportunities to follow those
14 linear features where possible to minimize the impact to
15 any existing or future development.

16 We also considered things that are important to
17 the community beyond retail and commercial such as
18 schools, churches, hospitals, recreation, and we narrowed
19 down our selection to opportunities based on those
20 constraints.

21 We also considered the cultural and biological
22 and social resources in the area, and we looked as much
23 as possible to minimize our transmission infrastructure
24 impact to any one property or any one parcel.

25 And so we really had to balance those interests

1 and those needs of the community when we considered the
2 different routes that we are proposing on this project.

3 A big part of that, as Mr. Horgen will
4 highlight, came through, you know, the various
5 discussions that we've had with community and
6 stakeholders, whether it was through the in-person or
7 virtual open houses or just one-on-one discussions that
8 we've had with many stakeholders in this area.

9 MEMBER GOLD: Mr. Chairman.

10 CHMN STAFFORD: Yes, Member Gold.

11 MEMBER GOLD: Going along with Member
12 Little's question, you seem very knowledgeable about why
13 you didn't continue on -- I can't see the name of that
14 street there -- where you took the LACC route instead.

15 MR. HERNANDEZ: Baseline Road.

16 MEMBER GOLD: Baseline Road. Yet you still
17 give us 15 or 16 or 20 god knows options how many routes.
18 So you have done initial preparation, but you've included
19 some strange ones that I see here, you know, through
20 farmland. But you're not putting one through Baseline
21 Road.

22 So I don't understand why we have so many
23 route options. You seem to have done your homework on
24 Baseline Road. I'm guessing you did your homework on all
25 the other.

1 Why have so many options?

2 MR. HERNANDEZ: Chairman Stafford and
3 Member Gold, the reasoning behind so many options is
4 really because of how this project has evolved and how
5 the land use in this area has evolved.

6 When we first kicked off this project where
7 we felt a route made sense, two months later it may not
8 have been as strong of a case given the land use
9 transition from agricultural to commercial or mixed use.

10 And so as we kind of progressed through
11 this project really up to the point of submittal, the
12 land uses changed, and it's still changing. I think
13 you're all aware of, you know, a recent land purchase in
14 the area just a few weeks ago by a major company.

15 And that is really -- that has really made
16 this a challenge to identify any one strong line route
17 without considering the evolving state of this area.

18 And so --

19 MEMBER GOLD: Let me interrupt you.

20 But you have done that with Baseline Road.
21 And you had months to go over this thing with changing
22 things.

23 You don't appear to have removed the other
24 options that no longer made any more sense than Baseline
25 Road then. You've had months to do this. We have a few

1 days to do this.

2 You did your homework, but you don't appear
3 to have done your homework to make our life more
4 straightforward. You just put everything in.

5 My question is now that you know which
6 routes don't make more sense, why didn't you take them
7 out?

8 Why did you leave them in?

9 Why did you give us this thing of a
10 multitude of different colors, a multitude of different
11 lines?

12 Why don't you prepare something that makes
13 more sense based on what you've learned about all the
14 routes you've discarded instead of including those
15 discarded routes?

16 It makes it hard to see, you know, the
17 roads, the stuff that makes sense. It's I had never seen
18 anything with this many options, especially since you
19 just stated that you ruled out one. You've ruled out
20 more than one.

21 Perhaps later on you'll be able to tell
22 us -- not now, but later on so we can make this hearing
23 go at a reasonable pace. You know, my color vision is
24 not that great. But you've done your homework.

25 Take it to the -- I suggest, Mr. Chairman,

1 take it to the next step to make life easier for us to
2 pick the route.

3 Thank you, Mr. Chairman.

4 MR. HERNANDEZ: Yeah.

5 CHMN STAFFORD: Thank you, Member Gold.

6 I think we have some questions from members
7 online.

8 I see Member Little and Member Fontes.

9 Let's start with Member Little.

10 MEMBER LITTLE: Apologies. I forgot to
11 lower my hand before.

12 CHMN STAFFORD: That was quick.

13 Member Fontes.

14 MEMBER FONTES: I'm going to take a
15 contrarian position to Member Gold and object. I
16 actually think that the applicant has done a good job,
17 and I appreciate the applicant's effort in chaining this
18 using the standard methodology of the utility practice in
19 terms of looking at an analysis of alternative routes.

20 I would object to the applicant taking any
21 other route than what they put forward. I appreciate
22 what they've done, and I encourage them to keep going in
23 this presentation.

24 CHMN STAFFORD: Thank you, Member Fontes.

25 And, Member Gold, if you look at the it

1 looks like the applicant's teeing up their next row of
2 slides, L28 and R28, and I'm going to predict that this
3 green mess of lines you see on L28 were all the possible
4 places they could have put it.

5 And so they've taken that and whittled it
6 down to the routes they have before us today. And they
7 have a preferred route and there's some alternates. So I
8 think they're presenting us with a cornucopia of options
9 which will get narrowed down to a specific route.

10 And I think they also seek a couple
11 alternate possibilities in case they have to deal with
12 some unexpected with landowners or easements or
13 rights-of-way or something of that nature.

14 So I think the next segment of the
15 presentation is going to address how they looked at all
16 the stuff and then whittled it down to what they got to
17 us today for the application.

18 MEMBER GOLD: I hope so, Mr. Chairman.

19 Thank you.

20 MR. DERSTINE: And I guess, Member Gold, I
21 understand your concern and maybe your level of
22 frustration over the number of route alternatives that
23 are presented in the application.

24 What we have -- well, you know, it was a
25 couple weeks ago that we presented this committee with an

1 application for one route, and we were limited to one
2 route because of the federal process that drove that
3 case. And I know there was some frustration with the
4 fact that the committee could only consider one route.

5 And that's -- that not how we as
6 applicants -- I'm not talking about SRP, but how
7 applicants present and build cases to bring forward to
8 this committee for approval. We want to give you
9 alternatives. We want to give you options or at least
10 give you the understanding that we considered the various
11 options.

12 But what you'll see in the application and
13 as we get further into Mr. Hernandez's testimony is that
14 we haven't just given you nine options and thrown it on
15 your lap and say pick four of them, and we'll build it.

16 We have given you preferred routes. We'll
17 get into those preferred routes and why we think those
18 are the best routes for the project.

19 But the application does contain a number
20 of alternatives, and we thought that was important to
21 bring forward so the committee could at least see what we
22 considered. We presented them to you for consideration.
23 But, again, we have two preferred routes that we think
24 are the best routes for the project, and we'll get into
25 that testimony.

1 MEMBER GOLD: Mr. Derstine, thank you very
2 much. That clarifies it.

3 MR. DERSTINE: Thank you.

4 BY MR. DERSTINE:

5 Q. Mr. Hernandez, I think you have R28 and L28 on
6 the screen. Take us through those two slides and what
7 they are showing the committee.

8 A. (Mr. Hernandez) Sure. So let me take it one
9 step back to the previous slide.

10 So the previous slide, slide R27, really just
11 kind of circles the area that we had studied in general
12 for the project in terms of all the linear features that
13 existed for us to consider as part of this project.

14 And so the next two slides speak to all those
15 different linear features we felt were strong candidates
16 for transmission lines in this area.

17 Slide L28 in green highlights all the potential
18 possibilities in terms of an alignment that we could
19 utilize for transmission line. Slide R28 depicts in
20 orange all of the alignments that we ultimately removed
21 after taking a closer look at all the alignments that we
22 felt were not ideal in that they either were too close in
23 proximity to existing homes and developments or were just
24 backward progress. Essentially we'd have to go backwards
25 to make forward progress ultimately increasing the length

1 of the line, which is not something we were interested in
2 doing. We wanted to keep these transmission lines to a
3 minimum not only to minimize cost but also to minimize
4 impact in the area.

5 And so all those orange lines you see in front
6 of you on slide R28 were ultimately removed as part of
7 this project ahead of the public process where we then
8 engaged the community to get their feedback on just the
9 green lines represented on R28.

10 MEMBER KRYDER: Mr. Chairman.

11 CHMN STAFFORD: Yes, Member Kryder.

12 MEMBER KRYDER: Question for Mr. Hernandez.

13 In looking at the material that was sent
14 out to the committee, early on in the introduction it's
15 actually page 6 in the introduction it says a series of
16 eight criteria were used for the project study area
17 listed there.

18 And my question evolves to are these
19 ranked?

20 If you have them in front of you, I can
21 quickly run through them. Minimize the impact on natural
22 cultural resources is one, number two, and so and so on
23 so on. There are eight of these criteria.

24 And my question is are these in rank order
25 that were used by whoever was making the choices on the

1 previous slide L28 and R28?

2 You had all of the lines in green drawn
3 through there, and you're about to go into telling us why
4 certain were cast away and certain were left as the
5 alternatives.

6 And so my question was are these criteria
7 in rank order or are they just listed?

8 CHMN STAFFORD: Before you answer,
9 Mr. Hernandez, Member Kryder, are you referring to the
10 application for the applicant, the actual application for
11 the CEC itself?

12 MEMBER KRYDER: It's the material -- it's
13 the material that was sent to me. I'm not sure what you
14 wish to call it. Introduction page 6.

15 MR. DERSTINE: Yes.

16 CHMN STAFFORD: Okay. So that is the
17 application?

18 MR. DERSTINE: Yes.

19 CHMN STAFFORD: Okay.

20 MR. DERSTINE: Thank you, Mr. Chairman,
21 Member Kryder. You're referring to a portion of the
22 application itself which is SRP Exhibit 1. And we can
23 for the record maybe identify exactly where that's found
24 in the application.

25 MEMBER KRYDER: Thank you. I get confused

1 by the topics and the issues.

2 Does it show up then for whoever needs it I
3 guess for the court reporter mostly? Introduction
4 page 6. It's mid page there under the bolded topic
5 preferred routes.

6 Are we all on the same page now?

7 MR. DERSTINE: Yes. You are referring to
8 page 6 of the application, which is SRP Exhibit 1.

9 MEMBER KRYDER: Okay.

10 And so it says then, "The criteria
11 established for the project study area are listed below."
12 And then reading -- without reading them into the record
13 because they're in the record, it lists eight criteria.

14 And my question was are these ranked?

15 That is number one minimizing impacts to
16 natural and cultural social resources, is that the most
17 important thing that you considered compared with the
18 final one number 8, which is minimize impact to planned
19 developments, or are they all in the mix and that was
20 what was used?

21 That's the gist of my question.

22 MR. DERSTINE: And, Mr. Chairman, Member
23 Kryder, my sense is it's the latter.

24 But let me ask, Mr. Hernandez, if you want
25 to speak to that fine. But maybe, Ms. Pollio, since you

1 and your firm were actively involved in kind of the early
2 route and route analysis, can you talk about how those
3 various factors that are listed there on page 6 of SRP
4 Exhibit 1 were considered and used in selecting route
5 opportunities?

6 MR. HERNANDEZ: Yeah. Ms. Pollio will
7 speak to that.

8 MS. POLLIO: Yes. So we did use those as
9 the criteria. They are not necessarily ranked in order.
10 (Court Reporter clarification.)

11 MS. POLLIO: Is it now? It is. I've never
12 been accused of not being heard. So I will not yell into
13 the microphone.

14 So that is a list of criteria that we used.
15 We analyzed that. Included in Exhibit J6 of the
16 application it includes how we utilized each one of those
17 criteria per route. So when you look at Exhibits J6, you
18 will see those reflected.

19 These are not ranked so they are not in
20 order. But, again, we looked at all criteria, analyzed
21 those criteria across those opportunities to select the
22 preferred route. And that's what's described in
23 Exhibit J6.

24 MEMBER KRYDER: Thank you very much.
25 That's an interesting puzzle, an interesting matrix that

1 you had to work with. Thank you.

2 I'm looking forward to Mr. Hernandez. I
3 wanted to get this into the record before you continued
4 and showed us L28 and R28. Thank you.

5 MR. DERSTINE: All right. And thank you
6 for that, Member Kryder.

7 BY MR. DERSTINE:

8 Q. I guess, Mr. Hernandez, going back to your
9 slides, L29 and R29, I think you were pointing out I
10 guess that certain routes were removed as part of that
11 early analysis process.

12 Can you kind of -- if you want to back up a
13 minute, you can do that or just take us through kind of
14 the process that was used in our early routing analysis.

15 A. (Mr. Hernandez) Sure. So going back to slide
16 R28 we talked about or I mentioned how we ultimately
17 removed the alignment shown in orange as potential line
18 routes before really presenting it to the community as
19 part of the public process because we felt like that was
20 just -- it was just overwhelming. It would be too many
21 alignments to consider. And we felt that those
22 alignments really weren't the most suitable for the
23 project.

24 And so what we did present is what's shown on
25 L29. All those lines represented in both red and green

1 were brought forth to the community. And we received a
2 fair amount of feedback in regards to all the routes.

3 The routes highlighted in red were ultimately
4 removed as a result of the feedback that was received by
5 both community and stakeholders in the area.

6 I'll start with the alignment along Dobbins
7 shown in red here and why we removed that. After meeting
8 with the community via the open houses, they were
9 concerned about having the presence of another high
10 voltage line so close in proximity to this -- to these
11 existing homes.

12 This alignment here is an actual greenbelt that
13 acts as also a transmission corridor. Earlier I
14 mentioned how WAPA has an existing 230kV circuit and how
15 SRP has an existing 69kV circuit where we share this
16 corridor with WAPA that is along this red alignment,
17 which is about 48th lane running north and south between
18 baseline and Dobbins.

19 Again, we ultimately removed it due to some of
20 the concerns that the community had in regard to another
21 high-voltage transmission line being located so close in
22 proximity to their homes.

23 We felt initially that it was an ideal location
24 due to the fact there's an existing transmission corridor
25 that now we could essentially collocate the existing 69kV

1 line and underbuild it on the proposed 230kV alignment.
2 But we removed that option after hearing from the
3 community.

4 We also heard back from the City of Phoenix in
5 regard to this alignment that runs east and west between
6 the 202 and this turning point at 48th Lane. The City
7 mentioned that they, as part of their most recent -- what
8 is the term -- general plan, they've got plans to make
9 this area a scenic corridor and did not think a
10 transmission line would complement this proposed scenic
11 corridor along Dobbins. So ultimately removed that
12 section altogether.

13 We also removed this smaller stretch just north
14 of Baseline between the 202 and 59th Avenue that run east
15 and west after learning from the property owner that
16 they, in fact, owned the entire parcel and had plans to
17 develop the entire parcel. We had assumed based on the
18 map that was available to us that this was an actual
19 break in property between a parcel to the south and a
20 parcel to the north. But through the stakeholder process
21 we learned that was not the case, and so we removed that
22 to minimize impact on planned development in this area.

23 We also removed this red segment in the
24 northwest corner that followed Baseline and 63rd Avenue
25 after meeting with several developers and Banner in

1 regard to their planned developments and learning that
2 this alignment could, in fact, impact -- severely impact
3 those three proposed developments we ultimately removed
4 that segment from the project.

5 And landed at the image on slide R29, which is
6 essentially where we are today in terms of all the routes
7 that we feel could be constructed or compatible with the
8 area. But ultimately we've even narrowed that down even
9 further with preferred routes, which we'll talk about
10 shortly.

11 Q. I guess before we get into the routes and maybe
12 we're getting up to the lunch hour and maybe I keep
13 bringing up the lunch hour because I'm hungry, but you
14 mentioned that looking at slide L29 that northwest run on
15 the eastern side of the map -- I'm sorry, on the west
16 side -- west side of the 202 that northwest longer run
17 was removed -- I'm sorry, Courtney, because I'm -- here,
18 let me get a laser pointer. I'm talking about this here.

19 A. (Mr. Hernandez) Okay.

20 Q. You said that was removed because of feedback.
21 I mean, I guess, to be fair, there are parcel owners,
22 landowners who have given us feedback that they don't
23 like a particular route option but we've kept it. So
24 we're not just basing routing decisions on feedback
25 alone; correct?

1 A. (Mr. Hernandez) That is correct.

2 Q. And in particular, this segment that you said
3 was removed, I assume one of the key considerations is
4 that you're running that -- if we were to bring that
5 forward, you're putting that line or that route option
6 right through the middle of a heavily residential area,
7 and that would be an important consideration beyond just
8 simply feedback; right?

9 A. (Mr. Hernandez) That is correct.

10 Q. Okay. And is the same true for the other
11 segments that were removed? It wasn't simply feedback
12 from parcel owners, but we took into account the various
13 factors that were referenced on J6 of the application,
14 and for a variety of reasons, including feedback, we
15 removed those options because we felt they didn't serve
16 the needs for the project.

17 A. (Mr. Hernandez) Yes. That's a great point. We
18 really tried to balance all the items highlighted in J6
19 in terms of impacts to the area.

20 Q. Okay.

21 CHMN STAFFORD: Member Little, you had a
22 question.

23 MEMBER LITTLE: I do. Just a quick
24 question.

25 Because I represent the public, I plowed my

1 way through all of the comments and all of the notes on
2 meetings, and I started trying to consolidate what the
3 comments -- you know, which direction they were going
4 with respect to the various options.

5 And it seemed to me, and correct me if I'm
6 wrong, but it seemed to me that the route numbers early
7 in the process, maybe before all of those were the red
8 one, for example, was eliminated, those numbers were
9 different than the numbers that are presented.

10 For example, there was a lot of people that
11 said absolutely not Route 4. And when I looked at what
12 we were shown as N4, I couldn't see why they thought
13 that -- you know, why they were commenting that, and so I
14 was having a hard time.

15 Were the route numbers that were presented
16 particularly early on in this process to the public
17 different than the ones that the route numbers for the
18 routes that we have seen in the application?

19 MR. DERSTINE: It looks like Ms. Pollio is
20 ready to respond to your question, Member Little.

21 MS. POLLIO: Yes. So that's a very good
22 point.

23 What we tried to do is not ever change a
24 route number which is somewhat confusing when we go
25 through a very long process with the public and with

1 stakeholders as well as changing the maps.

2 So our goal is always to make sure that we
3 have routes. So this is a great point when that also was
4 bright orange. So you may have seen Route 4 in phase 1
5 of our public process was bright orange.

6 So once that was removed, we try not to --
7 and we do not identify a new Route 4 that is the same
8 color so we can differentiate those comments later in the
9 process. So I'm hoping that -- that's why you see N4.
10 So we try to vary even if it's slight to make sure that
11 we do not duplicate a designation so it's not confusing,
12 even though I do understand how this can become
13 confusing, but that was -- the goal was to try to limit
14 confusion by not reusing numbers.

15 MEMBER LITTLE: Okay. So N4 is different
16 than 4?

17 MS. POLLIO: Correct.

18 MEMBER LITTLE: Okay. That helps. Thank
19 you. That's what I thought, but I just wanted to confirm
20 that.

21 MEMBER HILL: Mr. Chair.

22 CHMN STAFFORD: Yes, Member Hill.

23 MEMBER HILL: Thank you for that
24 clarification because I was struggling a little bit with
25 that one too.

1 Mr. Hernandez, we talked about several
2 routes that were eliminated related to the comments from
3 the City of Phoenix. And Mr. Derstine pointed out that
4 there were comments from the City of Phoenix but there
5 were also lots of other criteria that were considered
6 before a route was eliminated.

7 I am curious if all the routes that were a
8 concern to the City of Phoenix were eliminated as part of
9 this process?

10 MR. HERNANDEZ: Chairman Stafford and
11 Members of the Committee, no. The City of Phoenix in
12 their letter that's on -- that's on file you'll note that
13 they did have some concerns in regard to the use of the
14 LACC and also the entire Route S4, which extends from the
15 LACC down to Olney Avenue. I believe their concerns were
16 mainly between South Mountain Avenue to Olney Avenue.

17 So, you know, the City does have concerns
18 about other route segments.

19 MEMBER HILL: Okay. Thanks.

20 CHMN STAFFORD: All right. Well, I think
21 that does -- it seems like a nice, natural breaking point
22 for lunch.

23 Let's take an approximately hour recess for
24 lunch. It is now -- I have 12:46. So let's plan on
25 coming back at 1:47. We stand in recess.

1 (Recess from 12:47 p.m. to 1:53 p.m.)

2 CHMN STAFFORD: Let's go back on the
3 record.

4 Mr. Derstine.

5 BY MR. DERSTINE:

6 Q. So, Mr. Hernandez, we just returned from our
7 lunch break. Before we got there, you were completing
8 your testimony on the -- kind of the planning process and
9 the -- that was used for the project that got us to the
10 applications that are -- or the routes, excuse me, the
11 routes that are presented in the application.

12 Is there more you wanted to cover here on L29
13 and R29 in terms of that you talked about the red routes
14 that were removed on L29 and that essentially left us
15 with the green routing options that are shown in R29 I
16 think?

17 Do that I have right?

18 A. (Mr. Hernandez) That is correct. So R29 are
19 the routes that we moved forward with in terms of
20 presenting to local stakeholders and the general public
21 for their comments and feedback during the second phase
22 of the public process.

23 Q. Okay. And what I am looking at in green on R29,
24 those ultimately became the various route alternatives
25 that are presented in the application, albeit with colors

1 and lettered nodes; right?

2 A. (Mr. Hernandez) That is correct.

3 Q. Okay. Is it time to get into the heart of the
4 matter and start talking about routes?

5 A. (Mr. Hernandez) I think so.

6 Q. Okay. In my opening, I took a minute to talk
7 about how the routes were broken down in terms of the
8 southern routing area and the northern routing area. Can
9 you go through that again for the committee kind of a
10 level set on -- and how we grouped the various routes and
11 point out those routing areas and what routes are found
12 within each box?

13 A. (Mr. Hernandez) Sure. So it may be maybe best
14 to refer to the placemat in front of us that shows the
15 proposed routes and preferred routes.

16 It may be a little difficult to see on the
17 screen, but, as Mr. Derstine mentioned, we did break out
18 the routing areas into two separate routing areas for the
19 committee to consider. The northern routing area showed
20 more of a square, the southern routing area showed more
21 of a rectangle.

22 Q. Can you use your laser pointer to direct the
23 committee on the screen, and then they can follow along
24 with their placemat?

25 A. (Mr. Hernandez) Yep. So this would be the

1 northern routing area here and then the southern routing
2 area here.

3 Q. Okay. And there's no magic to a northern
4 routing area and a southern routing area. That was
5 really a tool that we used to break up the different
6 routes and to be able to identify them as I understand
7 it.

8 Is there more to it than that?

9 A. (Mr. Hernandez) No, that's really it. We
10 decided that the LACC made the most sense in terms of
11 where to split the two routing areas. And being that we
12 have four segments to consider or four routes to consider
13 in the northern routing area and five routes in the
14 southern routing area, figured it would be easier to
15 split it up and to describe them separately, not to
16 confuse anyone on the committee as to the many variations
17 that could be as a result of having all these lines
18 interconnected.

19 Q. Okay. All right. Do you want to give an
20 overview of the routes and where they're found, and then
21 we'll go in at them one at a time and try to talk about
22 what sort of advantages or disadvantages and what sort of
23 support or opposition they may carry?

24 A. (Mr. Hernandez) Sure.

25 So starting in the northern routing area, which

1 is probably the easier area to -- to really walk you
2 through, we've got a total of four different routes. I
3 think it's also important to note that -- that although
4 it does feel a little overwhelming with all the different
5 colors we've got on the screen and all the different
6 routes and route segments and nodes and links, contingent
7 preferred options that we're presenting, I just wanted to
8 highlight really, you know, that we've got one route
9 alternative for every preferred route shown in the
10 northern area.

11 And similar in the southern routing area, we've
12 got five different routes and two preferred routes out of
13 those five. And so you really have one and a half, if
14 you will, alternatives per every preferred route in the
15 south.

16 Q. And the key consideration that we keep going
17 back to but I think is worth reminding the committee of
18 that you need two routes from the southern routing area
19 connected to two routes from the northern routing area to
20 create the two separate double-circuit 230kV lines that
21 we need for this project.

22 Do I have that right?

23 A. (Mr. Hernandez) That is correct.

24 Q. Okay. All right. I think your slides are
25 organized in such a way that you're going to start with

1 the routes in the southern routing area.

2 Am I right?

3 A. (Mr. Hernandez) That is correct.

4 Q. Okay.

5 A. (Mr. Hernandez) So for the most part, the
6 routes are numbered, 1 starting on the left side and
7 progress as we work to the right side with the exception
8 of S4 and S5, and I'll explain that in a couple minutes.

9 So starting with S1 shown on the screen in
10 yellow, this route would require us to construct a
11 double-circuit 230kV line directly out of the substation
12 and northward along 65th Avenue before turning -- before
13 turning at Dobbins and heading eastbound along Dobbins
14 where we would then stop at -- where we would then stop
15 at the corner of Dobbins and 63rd before traveling
16 northbound towards South Mountain Avenue.

17 The line would then stop at South Mountain
18 Avenue, turn at an angle and travel east along South
19 Mountain Avenue to the west side of Loop 202 stopping at
20 the west side of the 202 before traveling north and
21 ultimately ending at what is shown as Node J on the
22 screen and on the placemat in front of you.

23 CHMN STAFFORD: And is that a preferred
24 route?

25 MR. HERNANDEZ: The entirety of S1 is not a

1 preferred route, Chairman Stafford.

2 CHMN STAFFORD: Okay.

3 BY MR. DERSTINE:

4 Q. But I guess worth noting here, and we're going
5 to get into it in a bit detail that that first leg A to E
6 of route S1 is the contingent route that is paired with
7 our -- one of our preferred routes; right?

8 A. (Mr. Hernandez) That is correct.

9 Q. Okay. Are there advantages or what are the
10 reasons that S1 is presented as a route alternative that
11 comes out of the substation site there towards the kind
12 of the western edge of the substation?

13 A. (Mr. Hernandez) So, really, the only difference
14 between the S1 route and the S2 route are really what
15 happens between Dobbins and the substation. You'll
16 notice that for the remainder of S1 route it essentially
17 parallels the same path as S2. So let me talk a little
18 bit about this area here between Dobbins and the
19 substation or Olney Avenue.

20 When we first started, you know, the route
21 selection process we were uncertain as to what the
22 development could look like in this area, specifically
23 with all these larger parcels as part of the tech
24 corridor.

25 And so we wanted to ensure that we had options

1 that -- that anticipated what could occur in this -- in
2 this area here.

3 We had initially talked to landowners and
4 prospective developers that were looking at selling or
5 developing properties in here, and at the time the
6 application was completed in late September, there was
7 still some uncertainty as to exactly what types of
8 development could occur.

9 And so for the area between Dobbins and Olney
10 Avenue we have looked at the 65th Avenue alignment as an
11 opportunity to really position this infrastructure to
12 easily tie into these future large-load-consuming-type
13 industrial developments.

14 We knew that those parcels had been zoned for
15 industrial-type use and wanted to ensure that we had
16 planned for a route that would prove to be ideal for the
17 land use that was anticipated in this area.

18 CHMN STAFFORD: Member Little, you have a
19 question?

20 MEMBER LITTLE: Yes. I was curious about
21 that when I read it in the application.

22 So you anticipate that those industrial
23 loads would be able to -- that you'd put in 230kV to some
24 lower voltage transformers and they could actually
25 connect directly to the 230kV line?

1 MR. HERNANDEZ: Chairman Stafford, Member
2 Little, the classification of industrial-type use based
3 on what we've seen historically with industrial-type
4 customers and the recent tendency for them to lean
5 towards taking service at a higher voltage and stepping
6 it down themselves to a lower voltage via a substation
7 either that we own as a utility or they own as an entity
8 has become much more common.

9 And so we wanted to ensure that this
10 project accounts for that possibility of us having to
11 feed an industrial-type development at a high voltage
12 with the anticipation of ultimately stepping them or us
13 stepping it down to a lower voltage to meet their service
14 needs.

15 MEMBER LITTLE: That's very interesting.
16 Thank you.

17 MEMBER KRYDER: Mr. Chairman.

18 CHMN STAFFORD: Yes, Member Kryder.

19 MEMBER KRYDER: Another question for
20 Mr. Hernandez.

21 In that stepdown process for one of the
22 larger commercial entities, does the proposed new line
23 have to go through their property directly, or can it be
24 a thousand feet away and -- what's the distance from the
25 proposed line to a commercial user? That's really where

1 the question is.

2 MR. HERNANDEZ: Chairman Stafford, Member
3 Kryder, as we discussed earlier, we ideally like to take,
4 you know, strong linear features. In this case those
5 strong linear features would be a major area arterial
6 road such as Dobbins or a collector road such as 63rd
7 Avenue or 65th Avenue.

8 MEMBER KRYDER: Okay.

9 MR. HERNANDEZ: Ideally we'd like to follow
10 those linear features to place our transmission
11 facilities, and the reason being is that when we follow
12 those linear features, we're able to take advantage of
13 the right-of-way dedication along those collector
14 arterial roads, ultimately minimizing the footprint of
15 our transmission line easement.

16 And what I mean by that is we can
17 essentially use an adjacent dedicated right-of-way to
18 help maintain our transmission facilities, and therefore
19 we typically look for strong linear features such as
20 63rd, 65th or Dobbins.

21 MEMBER KRYDER: Okay. I think I get that.
22 I must not have phrased the question I had very clearly.

23 So let's say that this is your -- this is
24 your new industrial area that's going to be developed.

25 Does your proposed line have to actually go

1 through the footprint of that development, or can it be
2 over here a thousand feet or a mile away and you still
3 can run a high-voltage line over to it to be stepped down
4 not by Salt River Project but by the customer?

5 How far away can the customer be from the
6 proposed line and still get the 230 voltage?

7 MR. HERNANDEZ: Chairman Stafford, Member
8 Kryder, earlier we talked a little bit about, you know,
9 wanting to place or position our transmission facilities
10 in a manner that planned for future growth, but also I
11 had mentioned how we had looked to minimize our
12 transmission infrastructure footprint.

13 MEMBER KRYDER: Surely.

14 MR. HERNANDEZ: And so as we considered
15 this area specifically, we looked at the planned
16 developments or the intended planned developments of each
17 parcel and discussed the probability of those
18 developments moving forward and what kind of development
19 and what kind of load those could look like.

20 And so as we -- as we went through that, as
21 we went through the selection process, we thought about
22 just that. If we place a transmission line, let's say
23 solely on the west side of the 202 in this area similar
24 to route, you know, S4 and S5 and development occurs
25 further west, we could tie into it by extending power

1 from that alignment, whether it's S3 -- I'm sorry, S3 or
2 S5 and extend it further west.

3 However, that only expands our transmission
4 infrastructure presence in the area and felt this was the
5 opportune moment to plan for the future needs of the
6 community while also considering that infrastructure
7 footprint and minimizing that infrastructure footprint as
8 much as possible.

9 MEMBER KRYDER: Okay. I appreciate that.
10 And I think I understand what you said.

11 From an engineering point of view, is there
12 a -- I mean, your proposed new line is going to be
13 running somewhere from the new -- well, from the south
14 here running north.

15 And wherever it finally gets put, how far
16 away can a commercial customer be from that line and
17 still get the advantage of the high-voltage line that
18 you're running to tie into his or her property?

19 Is there an engineering distance that you
20 could go without running -- without running another whole
21 series of lines kind of like branches off of a Christmas
22 tree or something to get over to potential customers?

23 I'm trying to help find out, you know, that
24 you can get to as many as possible. I mean, I see that
25 that's your goal. I was wondering how far can they be

1 away from the main line?

2 MR. HERNANDEZ: Chairman Stafford, Member
3 Kryder, there is no specific distance of limitation. The
4 reality is if a customer decides to take service at that
5 voltage at 230, they ultimately have to construct or have
6 us construct a substation.

7 MEMBER KRYDER: Right.

8 MR. HERNANDEZ: And ideally, you know, that
9 substation would be located near a surface road for
10 access.

11 MEMBER KRYDER: Right.

12 MR. HERNANDEZ: So most industrial-type
13 customers when they do propose a substation location,
14 it's typically at an alignment that is adjacent to a
15 major road system.

16 MEMBER KRYDER: Okay. So let's say that
17 you go up the west side of the 202. That cuts off the
18 possibilities of commercial entities on the right side of
19 the 202 getting access to your new high-voltage line?

20 That's -- I use the analogy does it look
21 like a Christmas tree that you can run up for a mile and
22 a half and then run branches off the right or to the
23 left?

24 I don't want to belabor the point, but I
25 thought that there must be some engineering maximum to

1 run over to the commercial customer's substation that you
2 build or they build to your specifications.

3 But you say there is no limited distance?

4 May I should go at it the other way.

5 How would you connect to a customer if your
6 line runs up the west side of the 202 and you have a
7 customer on the right side of the 202 who would like to
8 have that high-voltage connection?

9 How do you get that connection to that
10 customer on the eastside?

11 MR. HERNANDEZ: Chairman Stafford, Member
12 Kryder, we did -- as I highlighted here, we did looking
13 at the intended land use and the zoning for this entire
14 area including all the properties east of the 202. We
15 did notice that all the industrial-type zoning is on the
16 west side of the 202.

17 Had it been if there was an industrial-type
18 zoning in this area here in one of these undeveloped
19 parcels we would have looked at routing opportunities
20 that could have positioned us to be able to pick up that
21 future load.

22 But the reality is in the zoning that we've
23 seen in the existing developments that are occurring
24 there is no need for a high-voltage line on the east side
25 of the 202, at least immediately in this area between

1 Baseline and Elliot Road.

2 MEMBER KRYDER: Okay. Thank you.

3 You've looked at it. You decided west side
4 is much more likely. East side let's not.

5 Okay. Thank you. That helps me a lot.

6 Mr. Chairman.

7 CHMN STAFFORD: Thank you, Member Kryder.

8 BY MR. DERSTINE:

9 Q. So, Mr. Hernandez, I guess getting back to
10 Member Kryder's question.

11 Correct me if I'm wrong, but the advantage of
12 that yellow S1 route is that, as you said, it places that
13 new 230kV line closer to those industrial customers,
14 which would shorten the line extensions that we would
15 need to trunk off of that new 230 line to connect to
16 those customers' substations whether they're owned by SRP
17 or by the developer of the project; right?

18 A. (Mr. Hernandez) That is correct.

19 Q. So the further the new 230 lines are from those
20 higher load customers, we may in a position of having to
21 construct a line extension a longer distance the further
22 the -- our new lines are sited, right, from those
23 parcels?

24 MEMBER KRYDER: Mr. Chairman.

25 MR. HERNANDEZ: That is correct.

1 CHMN STAFFORD: Yes, Member Kryder.

2 MEMBER KRYDER: Thank you, Matt.

3 The term you used would help me a lot,
4 trunk off of those bad boys.

5 MR. DERSTINE: I'm sure that's not a term
6 of art. Someone will -- and, you know, Mr. Heim's I
7 guess maybe the senior director of power delivery. Do
8 you want to weigh in on this topic?

9 But I think the focus was the advantage of
10 the yellow route got us closer to those industrial
11 customers and may allow us to serve them without
12 constructing longer extensions to their -- to their
13 facilities.

14 MR. HEIM: That's correct.

15 Member Kryder, there's no -- within the
16 space that we're looking at here, there's not a physical
17 or engineering limitation in terms of our ability to
18 reach out and serve a customer within this footprint.

19 The bigger driver, particularly for the
20 route that we're talking about here, S1, is that it makes
21 a point of contact with the property line of every
22 individual industrial parcel that we expect to see within
23 the project footprint.

24 From a land use perspective, each of those
25 entities are going to want to minimize the amount of

1 power infrastructure on their property, so that would put
2 their substation directly adjacent to our line and
3 therefore reduce the likelihood for the Christmas tree
4 scenario as you described it.

5 MEMBER KRYDER: Thank you very much.

6 So we'll have a trunk off on a Christmas
7 tree.

8 Okay. Thank you, Mr. Heim.

9 MR. HEIM: I'll leave the metaphor to you.
10 Yep.

11 BY MR. DERSTINE:

12 Q. And, I guess, bottom line, Mr. Hernandez, that's
13 really the advantage of the S1 route and why we brought
14 it forward, and that's why that first segment A to E of
15 S1 remains as a requested contingent alternative to our
16 preferred route, which we'll get into a little bit later
17 in your testimony.

18 A. (Mr. Hernandez) That is correct.

19 Q. Okay. Let's talk about route S2.

20 A. (Mr. Hernandez) So route S2, similar to route
21 S1 with the exception of the segment of route S2 being
22 between Nodes B and E following approximately the 63rd
23 Avenue alignment but also remaining on the SRP parcel
24 that I described earlier that was purchased along with
25 the substation site to give us an exit out of the

1 substation going northbound, knowing that ultimately we'd
2 have to tie into the Anderson-Orme 230kV line located
3 along Baseline and 59th Avenue, it made sense to look for
4 a way to get out of that substation moving north along
5 the freeway.

6 Q. And route S2 is one of the two southern routes
7 that are identified as SRP's preferred route; correct?

8 A. (Mr. Hernandez) That is correct.

9 Q. Okay.

10 CHMN STAFFORD: Mr. Derstine.

11 MR. DERSTINE: Yes.

12 CHMN STAFFORD: My understanding is that
13 since this will be two double-circuit 230kV lines, so
14 you've identified S2 as the southern portion of the
15 preferred route.

16 What is the corresponding northern portion
17 of that S2 route?

18 Because you're going to have two lines
19 coming in to different points. I'm trying to draw the
20 picture in my head of where the line -- the end of the S2
21 is going to end up in the north part.

22 MR. DERSTINE: If we'll look at the --
23 turning our attention to the preferred route map on the
24 placemat, I think it's true -- and someone on that panel
25 correct me if I'm wrong, but selecting -- well, the two

1 preferred routes that are identified for the southern
2 block, the southern routing area, can connect to our two
3 preferred routes in the northern block. They're not
4 necessarily matched, but we've identified our first
5 preferred as S2 connecting to --

6 CHMN STAFFORD: N2?

7 MR. DERSTINE: Correct.

8 CHMN STAFFORD: Okay. Since we're -- I'm
9 just trying to get the --

10 MR. DERSTINE: Doing the math.

11 CHMN STAFFORD: -- basic preferred route
12 without contingency.

13 So then the second line would be basically
14 S3 and N3.

15 MR. DERSTINE: S3 and N3, but S3 is
16 segmented out to get us across to the east side of the
17 202 using the green link that's shown between Nodes H and
18 I then following the S4 route on the eastside of the 202
19 to Node K, and that gets us to either of the two LACC
20 routes.

21 The preferred is shown in yellow, but, as
22 we'll get to in the testimony, we're asking for a
23 350-foot-wide corridor that will allow us to utilize
24 either side of the LACC and the current plan, and
25 addressing some of the concerns over placing the line on

1 the LACC is to utilize the southern side of the LACC for
2 the first portion of that and then cross over the LACC to
3 the north side as we travel east along the conveyance
4 channel, but we'll dig into that a little bit deeper.

5 CHMN STAFFORD: Okay. Thank you.

6 MEMBER KRYDER: Mr. Chairman.

7 CHMN STAFFORD: Yes, Member Kryder.

8 MEMBER KRYDER: Following up with
9 Mr. Derstine, just coming down the conveyance channel
10 there, the LACC, on the proposed route between Nodes K
11 and L -- have I got that right? That's what you're
12 proposing between K and L?

13 MR. DERSTINE: That's the conveyance
14 channel, yes.

15 MEMBER KRYDER: Okay. And would both sets
16 of poles be coming down that sector?

17 So you've got one set of poles on one side
18 of the conveyance channel and the other side on the other
19 side of the -- the other set of poles on the other side
20 of the channel?

21 Is that the idea?

22 MR. DERSTINE: It's not our idea. The
23 application presents both sides of the conveyance channel
24 as alternative route options.

25 But the preferred -- SRP's preferred route

1 would utilize, as I indicated, kind of a hybrid approach
2 to using the southern side for the first part of that run
3 along the conveyance channel as we move to the east and
4 then transition over to the north side of the conveyance
5 channel.

6 That avoids to a large extent the impacts
7 and concerns with some large trees that are on the north
8 side of the conveyance channel and concerns over some of
9 the recreation of the bike path on that north side.

10 And then so utilizing a hybrid approach
11 where we're able to place our structures not on both
12 sides at the same time but start on the south side and
13 then transition to the north is the way that we're
14 looking to minimize the impacts of that route.

15 MEMBER KRYDER: Okay. Thank you.

16 But is that to say, then, that both sets of
17 poles -- so you would have them running in parallel like
18 two rails on a railroad to kind of wherever you place
19 them on the left side or the right side of the conveyance
20 channel, they would be -- the two sets of poles would be
21 moving in synchrony?

22 MR. DERSTINE: No, that is not -- our
23 preferred would be just to have one pole line along the
24 conveyance channel. And then, as I mentioned, we would
25 start that pole line on the south side and transition

1 over to the north as we head further east along the
2 conveyance channel.

3 Do I have that right?

4 MS. GILBERT: Yes.

5 MR. DERSTINE: Okay.

6 MEMBER KRYDER: Thank you.

7 CHMN STAFFORD: And that's entirely between
8 the segments L and K you're talking about?

9 MR. DERSTINE: Correct.

10 CHMN STAFFORD: Okay. So that it's my
11 understanding is that you're going to have two lines,
12 only one of which would traverse the LACC, and the other
13 one would go on the other side?

14 So you'd have one line coming in from J and
15 O, and the other line would come in from K to L?

16 MR. DERSTINE: That's correct.

17 CHMN STAFFORD: Okay.

18 MR. DERSTINE: As a preferred route or two
19 preferred routes, yeah, the northern segment of the two
20 preferred routes.

21 CHMN STAFFORD: Okay. Just trying to keep
22 track of all the different pieces.

23 MR. DERSTINE: It's a lot of colors and
24 alphabet letters, but I think it all works, yeah.

25 MEMBER GOLD: Mr. Chairman.

1 CHMN STAFFORD: Yes, Member Gold.

2 Please use your microphone.

3 MEMBER GOLD: Not yet?

4 CHMN STAFFORD: Not yet.

5 MEMBER GOLD: Tell me when you can hear me.

6 CHMN STAFFORD: Now we can hear you.

7 MEMBER GOLD: I'm having trouble figuring

8 out the preferred routes, so I'm going to go with

9 letters.

10 MR. DERSTINE: Okay.

11 MEMBER GOLD: M, J -- M, J --

12 CHMN STAFFORD: Well, why don't you start

13 with the -- start in the south and go north because

14 you're going to start -- I think the preferred route for

15 S2 is going to be B to E to H to J.

16 MEMBER GOLD: B, E, H, J.

17 CHMN STAFFORD: Is that correct? That's --

18 MR. DERSTINE: Yes.

19 CHMN STAFFORD: Okay.

20 MEMBER GOLD: So wait a second. B, E, H,

21 J, and then that goes through K --

22 CHMN STAFFORD: No, no. It would go J to N

23 to O. That's my understanding of S2 as the preferred

24 route.

25 MR. DERSTINE: That is one combination for

1 the preferred route, what I would designate that as our
2 Preferred Number 1.

3 MEMBER GOLD: Okay. Now I got it. Okay.
4 We've got --

5 MR. DERSTINE: And I think Ms. Pollio is
6 handing out a blowup of that preferred that may make it
7 easier to see that and follow it.

8 MEMBER GOLD: Isn't this the same as what I
9 have here?

10 CHMN STAFFORD: Yes, but it's much larger.

11 MEMBER GOLD: Okay. Well, let me give this
12 back to you. I'm going to do it here.

13 So we're starting -- for Preferred 1 starts
14 with B; correct?

15 CHMN STAFFORD: B as in boy.

16 MEMBER GOLD: Bravo, yeah, echo, hotel,
17 Juliet, November, Oscar; is that correct?

18 MR. DERSTINE: Yes.

19 MEMBER GOLD: So that is Preferred Route 1.
20 That's a complete Preferred Route 1.

21 What is Preferred Route 2?

22 MR. DERSTINE: Okay.

23 MEMBER GOLD: And let's start at the bottom
24 again and work our way up.

25 CHMN STAFFORD: For the other line you're

1 talking about?

2 MR. DERSTINE: Second preferred.

3 MEMBER GOLD: Second preferred route.

4 CHMN STAFFORD: For the same line or for
5 the other line?

6 That's where I'm kind of losing it.

7 Because we're talking about two lines here. And so this
8 is what you've spelled out --

9 MEMBER KRYDER: Mr. Chairman, when you say
10 "two lines," do you mean two sets of poles?

11 CHMN STAFFORD: Yes. Because there's going
12 to be --

13 MEMBER KRYDER: Let's use it that way.

14 CHMN STAFFORD: There's two 230kV
15 double-circuit lines.

16 MEMBER KRYDER: Okay.

17 CHMN STAFFORD: So it's going to be one of
18 them which is two on the same set of poles. Yes, so it's
19 going to be two sets of poles.

20 MEMBER KRYDER: That's right.

21 CHMN STAFFORD: It has to be two sets of
22 lines per pole structure series. But it's going to be --
23 it's referred to them as, you know, there's -- one --
24 there's two lines, sets of poles from our perspective.

25 MEMBER GOLD: So if I'm understanding you

1 correctly, Mr. Chairman, B to E will have two poles with
2 two lines each?

3 CHMN STAFFORD: No. No. There will be one
4 set of poles with two lines on it.

5 MEMBER GOLD: So B to E is one set of poles
6 with two lines. And now they need a second route --

7 CHMN STAFFORD: Right.

8 MEMBER GOLD: -- for the second pole?

9 CHMN STAFFORD: Yes.

10 MEMBER GOLD: So what's the second
11 preferred route?

12 MR. DERSTINE: So let's start with what's
13 identified as route S3 at the bottom.

14 MEMBER GOLD: Where does it start? Give me
15 a letter.

16 CHMN STAFFORD: C.

17 MR. DERSTINE: C --

18 MEMBER GOLD: C.

19 MR. DERSTINE: -- to F.

20 MEMBER GOLD: C to F.

21 MR. DERSTINE: To H.

22 MEMBER GOLD: Wait. C to -- so it comes
23 together at H, so the two of them are both hitting H?

24 MR. DERSTINE: Correct. And there the
25 second preferred route will cross the 202 using that link

1 that's shown crossing from H --

2 MEMBER GOLD: To I?

3 MR. DERSTINE: H to I, correct, and to K.

4 MEMBER GOLD: To K.

5 MR. DERSTINE: And then we're following the
6 conveyance channel from K to L.

7 MEMBER GOLD: So everything ends up at L?

8 CHMN STAFFORD: No. The other line ends at
9 O.

10 MEMBER GOLD: That's right. Okay. I see
11 that one up here. All right.

12 MR. DERSTINE: And you've taken away all
13 the suspense of us laying out all these routes, and
14 you've jumped to the preferreds, which we're find to do.

15 MEMBER GOLD: I just wanted to know
16 what we're going to --

17 MR. DERSTINE: I understand.

18 MEMBER GOLD: My feeling is --

19 MR. DERSTINE: It makes sense.

20 MEMBER GOLD: I'm sorry, two at once. I
21 apologize, Jen.

22 Okay. Mr. Derstine.

23 MR. DERSTINE: Yes.

24 MEMBER GOLD: My thinking is show me what's
25 the best way and then tell me why the other ways don't

1 work as well. I couldn't figure out the best way.

2 I could make a suggestion if you do maps in
3 the future. I mean, the letters are very good. Circle
4 one set of letters and square the other set of letters so
5 you can follow more clearly, and you can see the
6 preferred routes.

7 Now, some people may see colors better than
8 I do, and I don't doubt that, but the color switching is
9 confusing the hell out of me when you go from -- I think
10 you call that -- okay.

11 It looks like light blue which you're
12 calling teal going to dark blue is really one route.

13 And then you have a red going to what looks
14 like an orange going to a yellow, which is another route.

15 MR. DERSTINE: You're right.

16 MEMBER GOLD: Okay. Again, now, I see your
17 routes.

18 Okay. Now I can read this. Thank you.

19 BY MR. DERSTINE:

20 Q. Okay. Does it -- we advanced through the
21 individual routes to the preferred routes. Why don't you
22 use your laser pointer, Mr. Hernandez, and then reconfirm
23 through your testimony the two preferred routes
24 identifying them in the same manner that Member Gold and
25 the Chairman asked us to walk through.

1 A. (Mr. Hernandez) Sure. So we'll start with the
2 transmission double-circuit transmission pole line most
3 westerly.

4 That route starts at Node B at the substation,
5 travels north along 63rd Avenue to Node E, continues to
6 travel north, turns an angle at South Mountain Avenue,
7 travels eastbound stopping at Node H. Then travels
8 northbound stopping at Node J, which is also at the LACC
9 before, again, traveling northbound along the west side
10 of the 202 stopping just north of Baseline Road at Node N
11 before turning an angle traveling eastward stopping at
12 the existing Anderson-Orme 230kV alignment at Node O.

13 Q. And at Node O is where the new double-circuit
14 230kV line will interconnect at the Anderson-Orme line
15 for that first preferred route?

16 A. (Mr. Hernandez) That is correct.

17 CHMN STAFFORD: And that'll just tie into
18 the existing line?

19 There's not going to be an additional
20 substation or switchyard put there?

21 BY MR. DERSTINE:

22 Q. Is that correct, Mr. Hernandez?

23 A. (Mr. Hernandez) That is correct. It will be a
24 lines-to-lines tie.

25 Q. Okay. How about the Preferred Route Number 2?

1 A. (Mr. Hernandez) So Preferred Route Number 2,
2 the most easterly double-circuit transmission pole line
3 is a little involved and complex. It simply just doesn't
4 connect a southern single routing segment to a northern
5 single route. There's actually a variation of three
6 different routes and the link, and I'll explain that.

7 Starting at the substation, at Node C is the
8 beginning of the eastern transmission line route. We
9 then travel northbound along the west side of Loop 202
10 stopping at approximately Node F, which is also the
11 Dobbins Road alignment before continuing north along the
12 west side of the 202 stopping at Node H.

13 At this point, we then cross the Loop 202
14 freeway overhead to Node I, which is the beginning of
15 this abbreviated segment of route S4, this copper
16 segment.

17 This copper segment it's important to note is
18 located 100 percent in -- it's proposed to be located
19 100 percent in ADOT right-of-way.

20 CHMN STAFFORD: And that's the I, K segment
21 you're talking about?

22 MR. HERNANDEZ: That is correct.

23 CHMN STAFFORD: Okay.

24 MR. HERNANDEZ: So this segment stops at
25 Node K, which is the north side of the LACC as

1 represented on this map.

2 We then turn at an angle and go eastward
3 along the north side of the LACC to Node L, which is
4 located on the south side of Baseline -- Baseline Road at
5 the existing east-west alignment of the Anderson-Orme
6 230kV line.

7 And at that point we will also have a
8 wires-to-wires tie with no substation or switchyard.

9 CHMN STAFFORD: So you're not utilizing the
10 Cheatham Substation at all for this project?

11 MR. HERNANDEZ: Not at all. The Cheatham
12 Substation, Chairman Stafford, is a distribution
13 substation 69 to 12, and what we're proposing are two
14 double-circuit 230kV lines.

15 CHMN STAFFORD: So the Cheatham is 69kV to
16 12?

17 MR. HERNANDEZ: Correct.

18 CHMN STAFFORD: Okay. So you'd have to add
19 transformers to get it down to 12 from there if you fit
20 it directly into there with a 230 line, which you're --
21 not part of your plan?

22 MR. HERNANDEZ: And, Chairman Stafford,
23 that's correct.

24 I mean, the reality is that Cheatham
25 Substation is a postage stamp. What I mean by that is

1 it's very small and can accommodate a 69-to-12kV stepdown
2 of voltage but cannot accommodate space-wise the space
3 needed to construct a 230 substation.

4 If you look at this blue polygon in
5 relation to where about this Cheatham Substation is, you
6 can get a sense of how much larger a high-voltage
7 substation needs to be to accommodate not only the
8 transformers but the breakers, which controls all the
9 other things that are tied to a high-voltage substation
10 that may not exist within a smaller distribution
11 substation.

12 CHMN STAFFORD: Right. I understand.

13 Thank you.

14 MEMBER GOLD: So, Mr. Chairman.

15 CHMN STAFFORD: Yes, Member Gold.

16 MEMBER GOLD: So the reason you're doing
17 two lines is so that you have a loop for redundancy.

18 That is correct?

19 MR. HERNANDEZ: Chairman Stafford, Member
20 Gold, that is correct.

21 MEMBER GOLD: Now, is there a reason you
22 couldn't do that redundancy by simply having parallel
23 lines on one or the other of these routes?

24 Now, how close can you put these things to
25 each other? 25 feet? 50 feet? 100 feet?

1 Is there a reason you cannot do two sets of
2 poles parallel along one or the other of these preferred
3 routes?

4 Would that defeat the purpose of a loop?

5 MR. HERNANDEZ: Chairman Stafford, Member
6 Gold, great question.

7 The -- I talked a little bit earlier about
8 how each individual double-circuit pole line would
9 require up to a 100-foot-wide easement. So placing two
10 pole lines in parallel adjacent to each other would
11 essentially require 200 feet or up to 200 feet of
12 transmission line easement to allow for the long-term
13 maintenance of those two separate transmission lines.

14 MEMBER GOLD: Question. If they're the
15 same transmission lines and each one requires 100 feet,
16 you could have 50 feet in common amongst them. So you
17 wouldn't need 200 feet. Instead of 100 feet all you'd
18 need is 150 feet.

19 And you could have two parallel lines
20 running along the same route, which would still give you
21 a loop. The only trouble is they're very close to each
22 other instead of being a distance apart.

23 It would make sense if it's less expensive
24 to build them closer to each other, but then they would
25 be more vulnerable. If anything happened to one, the

1 other one is only 150 feet away. And I'm not sure of the
2 height of these, if one could fall and affect the other
3 and kill both lines.

4 Is that something you're considering, or
5 are you just saying we want them a distance apart because
6 we have people who need these lines who are in different
7 locations even though they don't seem to be too far apart
8 from each other?

9 Why are you splitting it instead of just
10 doing two parallel lines 150 feet apart?

11 MR. HERNANDEZ: Chairman Stafford, Member
12 Gold, there are a number of factors that drive why
13 specifically in this case but also in general why we
14 don't place major transmission lines so close to each
15 other.

16 I'll start by the point that you made in
17 regard to keeping a safe distance between power lines.
18 We're talking about high-voltage 230kV power lines. In
19 this case 50 feet is just as -- is not adequate to be
20 able to park a piece of equipment and work on one
21 deenergized line while keeping ample separation from an
22 energized 230kV line right behind you, right?

23 When you consider a large line truck, the
24 boom and a man that -- or a person that is working out of
25 a bucket on a transmission line truck, you just don't

1 have adequate spacing if you're to put them 50 feet
2 apart.

3 The other factor in this case is really the
4 footprint that would be required to obtain that
5 200-foot-wide transmission line easements in parallel to
6 each other would significantly impact that parcel or
7 parcels where those two transmission lines reside.

8 We'll talk a little bit later or maybe we
9 can get into it now how we had looked at that
10 opportunity. If you look at your placemat in front of
11 you for N1 and N2, specifically between Nodes N and J, we
12 looked at that possibility of constructing two separate
13 transmission pole lines in parallel for a short distance.
14 And what that proved is that it would have major impacts
15 to the Banner Health facility.

16 One transmission line easement we could
17 work with in terms of minimizing impacts to a specific
18 parcel. But in this scenario, having two transmission
19 lines and two 100-foot transmission line easements would
20 severely impact the development of Banner Health as
21 Ms. De Blasi stated earlier.

22 BY MR. DERSTINE:

23 Q. Can you use your laser pointer for that example,
24 Mr. Hernandez, to just point out where the Banner parcel
25 is and why the -- and where the two transmission lines if

1 they were following the 202 would extend into that
2 hospital parcel.

3 CHMN STAFFORD: And we're looking at the
4 map on L44.

5 MEMBER GOLD: I see that.

6 MR. DERSTINE: Correct.

7 MEMBER GOLD: And that makes sense if
8 you're just causing a blight on Banner.

9 What about going parallel from K to -- K to
10 L and not interfering with Banner at all, just run a
11 short parallel line along the LACC?

12 It's a drainage ditch. It doesn't seem
13 like there's much there. Run something 100 feet apart or
14 150 feet apart.

15 CHMN STAFFORD: But does the City not want
16 more than one line on the conveyance channel?

17 MR. HERNANDEZ: Chairman Stafford, Member
18 Gold, as Mr. Derstine had alluded to earlier, the City's
19 preference is really a hybrid of N3 and N4. And the
20 reason they are not in favor --

21 MEMBER GOLD: Wait. Stop for a second.
22 Instead of using N3 and N4 give me the coordinates
23 because that I can follow.

24 CHMN STAFFORD: Yeah, it's best if you just
25 refer -- if you stay starting at Node X and then follow

1 the sequential nodes to show the path because just
2 looking at the segment N1, N2, S2, it's -- I think it's
3 clearer to go node to node.

4 MR. HERNANDEZ: Sure.

5 MEMBER GOLD: Thank you.

6 MR. HERNANDEZ: So starting with N3 that is
7 Node J, K, to L.

8 BY MR. DERSTINE:

9 Q. And if you could please use the laser pointer
10 while you're doing that.

11 A. (Mr. Hernandez) Not shown on the screen is
12 route N4, and we can go back if that helps.

13 MEMBER GOLD: Yes. So that's J, K, L.
14 What I'm asking is why not do a parallel line to J, K, L
15 100 or 200 feet apart so you don't have to go J, N, O and
16 interfere with Banner, or does Banner need the line
17 closer to them?

18 MR. HERNANDEZ: Member Gold, we actually
19 did talk to the City. We did present this to the City,
20 both N3 and N4 routes along the LACC. And 4 route being
21 J, K, M.

22 And the response that we received from the
23 City was they were not in favor of having the two line
24 routes bounding the north and the south side of the
25 LACC mainly because of a treeline and bike path concern

1 that Mr. Derstine did mention.

2 Between the 202 and 59th Avenue you have
3 some very large trees that provide some level of
4 screening but also shade for the community that uses this
5 bike path as a recreation path.

6 And on the south side, the City had
7 concerns about truck access along certain segments of the
8 south side of the LACC. They use the south side of the
9 LACC, "they" being the parks department within the City,
10 to maintain this region of the channel in this area and
11 felt that by constructing a 230kV transmission line along
12 the entirety of the south side, it would prove to create
13 some limitations for truck access along the south side
14 for ongoing main needs of the parks for the parks
15 department.

16 And so what we had discussed with the City
17 was a hybrid approach of blending N3 and N4.

18 MEMBER GOLD: Oops. Oops. Go with nodes,
19 please.

20 MR. DERSTINE: Nodes.

21 MR. HERNANDEZ: Nodes being the segments
22 from J, K to L and J, K to M, we had discussed at a high
23 level with the City.

24 MEMBER GOLD: Wait, wait, wait. Please.

25 Where's M?

1 CHMN STAFFORD: M is not on the blown-up
2 one. You have to look at the placemat. The blowup one
3 you have, the loose sheet that's --

4 MR. HERNANDEZ: Yeah, it's kind of hard to
5 tell, but you can see M right in here where I've got the
6 laser pointer.

7 MS. POLLIO: Just to clarify --

8 MEMBER GOLD: Okay. M is next to L.

9 MS. POLLIO: -- the handout has both. On
10 one side is the blowup of the all routes. On the other
11 side is the blowup of the preferred.

12 So the placemat has both next to each
13 other. The blowup handout was just to make it a little
14 large, but it has both maps one on one side and one on
15 the reverse.

16 MEMBER GOLD: Okay. So a little awkward.
17 Oh, I can put M there right now. So now I know where M
18 is.

19 So the City -- apparently there's a bike
20 path there?

21 MR. HERNANDEZ: There is. There's a bike
22 path located on the north side of the LACC between the
23 202 and essentially the east side of the Cheatham
24 Substation.

25 MEMBER GOLD: Gotcha. So there's a bike

1 path on the north side. But this K to M would have been
2 on the south side.

3 So is the City objecting to that?

4 MR. HERNANDEZ: The only concern the City
5 had with the south side alignment was the potential
6 interference with the pole placement and the City's use
7 of that area for truck access when maintaining the
8 channel itself.

9 MEMBER GOLD: And so the City says to the
10 best of my understanding that, you know, you can do it on
11 one side and then cross over to the other side. Somehow
12 that will make access easier.

13 MR. HERNANDEZ: Correct.

14 MEMBER GOLD: And then you can go up and
15 block Banner's view by putting a power line up there.

16 Am I getting that correct?

17 MR. HERNANDEZ: The City never recommended
18 where we should put our pole line. They were careful not
19 to take a position as to where we should place our line.
20 They simply considered the alignments that impacted their
21 right-of-way and commented on those alignments.

22 MEMBER GOLD: Okay. Now, how does Banner
23 feel about J, N, O?

24 CHMN STAFFORD: Banner will have an
25 opportunity to testify later on.

1 MEMBER GOLD: So I can't ask Banner any
2 questions now?

3 CHMN STAFFORD: Well, it's just their
4 lawyer is here. Their witness has not been sworn in.

5 MEMBER GOLD: I understand. I will ask
6 that question letter.

7 It just doesn't make sense to me that you
8 can run one line across the LACC crossing it somewhere in
9 the middle, but you can't run two parallel lines across
10 the LACC when from an aerial view here, I don't see any
11 reason why that wouldn't be done. But I guess we'll find
12 out later. Okay.

13 MR. HERNANDEZ: Member Gold, I think
14 tomorrow on the tour that we take you'll get a real
15 appreciation for not only the development that's
16 occurring in this area but the treeline that I mentioned
17 between 59th Avenue and the 202 and how large those trees
18 are and why this -- you'll see why the City would like to
19 preserve those trees as it does provide shade to the
20 community that utilize that bike path in that area, but
21 also it provides some level of screening from this major
22 commercial development and these new homes that are being
23 developed immediately south of the LACC.

24 MEMBER GOLD: Oh, they're developing homes
25 south of the LACC?

1 MR. HERNANDEZ: There are multifamily homes
2 currently under construction today, yes.

3 MEMBER GOLD: Thank you.

4 CHMN STAFFORD: Member Fontes, you had your
5 hand up.

6 MEMBER FONTES: Mr. Chairman, I'd like to
7 point out that I'm having a hard time due to the
8 sidetracks of these questions. I feel like the applicant
9 has done a good job in the materials that they prepared
10 in the application and I've read.

11 But in order to be fully transparent and
12 to -- for those of us who are joining virtually get an
13 appreciation of how they've looked at NERC standards,
14 stakeholder outreach, obviously the multifaceted
15 evaluation that they came to both preferred route and the
16 other routes, I feel like we need to allow the applicant
17 to present rather than go down rabbit holes.

18 And I feel that that is not giving me what
19 I need to get in a fair appreciation on that. So I need
20 to ask if we can just allow the applicant, perhaps, to
21 lay this out.

22 Some of us will not be on the tour tomorrow
23 and to be able to grasp those, so it's getting to the
24 point where it's a major distraction here, Mr. Chairman.

25 CHMN STAFFORD: Well, I'm sorry you feel

1 that way, Member Fontes.

2 I think going through the nodes instead of
3 referring to them as, you know, S1, S2, N12 I think has
4 been very helpful for, I think, everyone in the room.

5 MEMBER FONTES: I agree on that, but when
6 we're starting to go into Banner --

7 CHMN STAFFORD: One at a time. One at a
8 time.

9 I think it's been very helpful to spell out
10 because it's -- it was hard for me to note -- talk about
11 route S2 and then looking at the potential variations on
12 it. I think to find out where the preferred routes, the
13 segments going through there I think is very helpful.

14 I think it gives me a much better idea of
15 where these lines are going as opposed to the -- and,
16 again, there's two double-circuit lines, so it's going to
17 be -- and they can't all go on the same right-of-way. So
18 I think it's -- I think it's been helpful.

19 But I think I agree with you that we'll let
20 the applicant proceed with their presentation. I think
21 we've got -- I think we've got all the questions asked
22 and answered that we needed to about what the
23 different -- certainly what the preferred route is in
24 each segment.

25 Because I think it's -- when we speak of

1 them in terms of, you know, B to E to H to J to N to O it
2 makes it much more clear to me than S2 and N2. I'm
3 just -- I just think it's -- it makes it much more clear
4 so we can talk -- we can look at the pictures and follow
5 along with the nodes and see -- kind of trace it.

6 And then the colors of the different routes
7 become less important if we can, you know, follow the
8 nodes to see where they're actually going to go.

9 With that, Mr. Derstine, could you --

10 MEMBER KRYDER: No, Mr. Chairman.

11 CHMN STAFFORD: Oh, yes. Member Kryder,
12 did you have a question?

13 MEMBER KRYDER: I do. And I appreciate
14 Member Fontes's comments about waiting until the
15 presentation. But I also feel when there's a time to ask
16 a question to ask it then because it seems to open up new
17 areas of understanding.

18 So if I have your permission, I'd like to
19 ask a further question yet of Mr. Hernandez.

20 Is there running up the A -- LACC an
21 existing power line that you're concerned with?

22 MR. HERNANDEZ: Member Kryder, there is no
23 existing power line whatsoever along the LACC.

24 MEMBER KRYDER: I have a picture here out
25 of -- that shows a bike path and such, and to the left of

1 that picture, I'm sorry, I can't tell the court recorder
2 what the source of this is, but it shows what appears to
3 be a high-voltage line on this. Maybe I've got a bad
4 picture, but this is what came up when I Googled it.

5 CHMN STAFFORD: Oh, so this is not a
6 picture that's part of the application or any of the
7 exhibits in this case?

8 MEMBER KRYDER: Right. It's a photograph
9 of the bike trail that was spoken about earlier that I
10 just pulled up offline, and then in the left of that
11 picture is a high-tension line or what appears to this
12 layman as a high-tension line.

13 I wanted to hear about have I got a bad
14 picture, or is this something that's in play here?

15 MR. HERNANDEZ: Member Kryder, I think the
16 picture you're referring to is the transmission line that
17 is located along the south side of Baseline Road, which
18 is the existing Anderson-Orme transmission line, which I
19 had a photo of earlier when we talked about the tie-in
20 point looking from the street looking eastward.

21 But along the LACC today there are no -- no
22 power lines. That large transmission pole line could
23 give the illusion that it's located closer to the LACC in
24 the photo, but the reality is that pole line runs east
25 and west along the south side of Baseline Road today.

1 MEMBER KRYDER: Okay. Thank you very much.
2 That'll be something great for us hopefully
3 to look at tomorrow when we're on boots on the ground
4 there. Thank you.

5 MR. HERNANDEZ: Yes, sir.

6 CHMN STAFFORD: Thank you.

7 Mr. Derstine.

8 MR. DERSTINE: Thank you.

9 BY MR. DERSTINE:

10 Q. So, Mr. Hernandez, we were on -- we've advanced
11 in your slides to the preferred routes. If we could go
12 back and wrap up the discussion of S2.

13 I wanted to simply talk about the concerns
14 raised by the elementary school board with regard to that
15 S2 route, which, again, that S2 route is our southern
16 preferred route.

17 MEMBER KRYDER: Node what to what?

18 MR. DERSTINE: So it would be that leg of
19 S2 or if you look at the Nodes E to H.

20 MEMBER KRYDER: Okay.

21 BY MR. DERSTINE:

22 Q. That segment that turns towards the Loop 202
23 freeway follows South Mountain Avenue.

24 And, Mr. Hernandez, it's my understanding that
25 that parcel immediately north of Node H is being

1 developed for a new elementary school.

2 Do I have that right?

3 A. (Mr. Hernandez) Mr. Derstine, you -- you have
4 that captured correctly.

5 We did make contact with the Laveen elementary
6 school district as part of our stakeholder process, and
7 they did confirm that they do, in fact, have plans to
8 purchase the southern portion of this larger parcel from
9 a local developer to ultimately build out a K through 8
10 elementary school.

11 Q. Okay. And that leg along South Mountain Avenue
12 running east and west, the school board opposes that
13 portion of route S4; correct?

14 A. (Mr. Hernandez) The school board opposes that
15 portion of route S2 --

16 Q. Oh, S2. I'm sorry.

17 A. (Mr. Hernandez) -- will be the teal line that
18 follows South Mountain Avenue alignment, correct.

19 CHMN STAFFORD: So that's that one portion
20 of the E to H segment you're talking about?

21 MR. DERSTINE: That's right.

22 CHMN STAFFORD: The section that runs
23 east-west; correct?

24 MR. HERNANDEZ: Correct.

25 MR. DERSTINE: East-west along South

1 Mountain Avenue.

2 MR. HERNANDEZ: Correct. It would be the
3 east -- it would be the west-east alignment between Nodes
4 E and H.

5 CHMN STAFFORD: Now, you said they intend
6 to purchase it.

7 So they have not yet purchased the land?

8 MR. HERNANDEZ: I am not certain what the
9 status is of that acquisition.

10 I know that they -- the Laveen elementary
11 school district has been working with that landowner on
12 that transaction. I just don't know where at in the
13 process they are today.

14 CHMN STAFFORD: All right. So this is for
15 perspective, I guess.

16 When did you speak to them and they
17 expressed an interest in purchasing but had not yet
18 purchased it? A month ago? A week ago?

19 MR. HERNANDEZ: I would say it's been at
20 least two to three months.

21 CHMN STAFFORD: Okay. So enough time for
22 them to have actually done something about it?

23 MR. HERNANDEZ: Right.

24 CHMN STAFFORD: Okay. Thank you.

25 I guess my suggestion would be to follow up

1 and find out if they've purchased it or if they're still
2 fixing to purchase it.

3 BY MR. DERSTINE:

4 Q. So let me maybe direct the committee's attention
5 to page 78 of SRP Exhibit 18.

6 So 18 consists of various comments from
7 landowners, stakeholders, et cetera. That page 78 is a
8 copy of the resolution of the governing board of the
9 Laveen elementary school district No. 59 of Maricopa
10 County opposing certain alignments for new 230kV power
11 lines proposed by Salt River Project.

12 Do you have that in front of you, Mr. Hernandez?

13 Can we get it in front of you?

14 A. (Mr. Hernandez) Mr. Derstine, can you repeat
15 that page number?

16 Q. It's page 78 --

17 A. (Mr. Hernandez) 78?

18 Q. -- on SRP-18.

19 MS. POLLIO: There's no page numbers on
20 ours.

21 MR. DERSTINE: Well, the image version, I
22 think, carries the page number, but if you're --

23 CHMN STAFFORD: Are you talking about the
24 PDF version?

25 MR. DERSTINE: Correct.

1 CHMN STAFFORD: Okay.

2 MEMBER HILL: It's at the very end of the
3 document. Like it's one of the last three or four pages.

4 MR. HERNANDEZ: Okay. Yep. I've got it.

5 BY MR. DERSTINE:

6 Q. Okay. The reason I directed you to that is
7 simply to point out and raise the school board's
8 objection to the portion of S4 that runs along South
9 Mountain Avenue. And that's your understanding is that
10 the school board opposes that run of route S2; correct?

11 A. (Mr. Hernandez) That is correct.

12 A few months ago when we met with the school and
13 talked about this potential alignment, they brought up
14 that concern of the proposed pole line being located and
15 so in very close proximity to their planned school
16 development.

17 What we did not talk about is where we as an SRP
18 team feel that that pole line would most likely fall in
19 relation to the South Mountain Avenue alignment.

20 Q. Okay. That was going to be my next question.

21 So if you'll tell the committee where SRP
22 proposes to put that portion, that segment of route S2 up
23 to Node H on South Mountain Avenue, is it going to be on
24 the school side of South Mountain Avenue? Will it be --
25 which is the north side of South Mountain?

1 Will it be on the south side of South Mountain
2 Avenue?

3 Where did you proposed to place it?

4 A. (Mr. Hernandez) So for that east-west segment
5 of route S2 between Nodes E and H, essentially the area
6 highlighted there, we would proposed to place that
7 transmission pole line on the south side of South
8 Mountain Avenue.

9 So ultimately not residing on the school
10 property but residing on the larger parcel south of South
11 Mountain Avenue.

12 Q. Okay. And that parcel to the south is owned by
13 a different landowner developer; correct?

14 A. (Mr. Hernandez) That is correct.

15 Q. Have you had discussions with that landowner
16 about replacing the pole line on their -- I guess along
17 their parcel, and will you require right-of-way to place
18 it on their parcel?

19 A. (Mr. Hernandez) Members of the SRP project team
20 have met with that landowner. I personally have not
21 talked to that landowner specifically about the placement
22 of the line.

23 But the response -- but the idea of placing the
24 transmission pole line on their property was proposed,
25 and the response given back was that that landowner would

1 be open to that alignment and would be willing to grant
2 SRP a transmission line easement to accommodate that
3 east-west alignment between Nodes E and H.

4 Q. Okay. So if I'm -- the school opposes that
5 east-west segment running up to Node H, but the
6 transmission line will not be on the school property
7 the -- based on discussions with the landowner to the
8 south, SRP is proposing to place the line on the southern
9 side of South Mountain Avenue; is that correct?

10 A. (Mr. Hernandez) That is correct.

11 Q. Does anyone on the panel, can give me a general
12 estimate of the distance of the line to the school
13 property from that alignment on the south side of South
14 Mountain Avenue?

15 A. (Mr. Hernandez) We can give you an estimate
16 based on some assumptions. Those assumptions being what
17 will the dedicated right-of-way ultimately look like for
18 the South Mountain Avenue alignment.

19 Obviously that is not a developed road today, so
20 we can make some assumptions based on the fact that it is
21 a collector street and we could assume what those -- what
22 that collector street width -- right-of-way width could
23 be, which is essentially a major collector street would
24 be about 80-foot wide. A minor collector street would be
25 about 60-foot wide in right-of-way.

1 And so if we made that assumption of a major
2 collector street, due to the fact that there's a school
3 planned there and more than likely there's going to be an
4 entrance or exit off of South Mountain Avenue to go in
5 and out of the school, you most likely need a turn lane,
6 right.

7 And so if we assume an 80-foot-wide right-of-way
8 and assume a 100-foot-wide transmission line easement
9 immediately south of that right-of-way, so another
10 50 feet to the center of that transmission line easement,
11 right there we're at about 130 feet from the pole line to
12 the north side of the South Mountain Avenue right-of-way
13 line or school property line.

14 Q. Okay. 130 feet to the edge of the parcel that
15 the school is planning to purchase for the elementary
16 school; right?

17 A. (Mr. Hernandez) Correct. To the edge of the
18 property, not to the building itself.

19 Q. So then the building would be set back some
20 further distance from the edge of the parcel?

21 A. (Mr. Hernandez) That is correct.

22 And that, again, we can make another assumption.
23 We could assume about 75 feet of setback requirement from
24 South Mountain Avenue to the face of a building.

25 Q. So your best estimate in terms of the distance

1 from the pole line along South Mountain Avenue, say, to
2 the edge of the school building is what?

3 What's your best estimate today?

4 A. (Mr. Hernandez) If we take those same
5 assumptions of a 100-foot transmission line easement
6 being located at the center of that easement, so
7 essentially that 50-foot, plus the major collector
8 right-of-way width of about 80-foot plus that 75-foot,
9 that puts us roughly at about 205 feet.

10 Q. Okay.

11 MEMBER GOLD: Mr. Chairman.

12 CHMN STAFFORD: Yes, Member Gold.

13 MEMBER GOLD: I'm looking at that same
14 area. If you go down -- instead of 250 feet if you go
15 down 500 feet on that same owner's property, it looks
16 like that's where his property ends. There seems to be a
17 ditch or road or something else at the bottom of his
18 property.

19 And if you would connect to, you know, H
20 the same 500 feet further down, you wouldn't have any
21 issues with the school. You'd be 500 feet away from
22 anything there. You're 500 feet south of Mountain
23 Avenue.

24 I'm looking at your key on the bottom, and
25 500 feet if you would look on the chart -- let me take

1 out a pointer. Let me find your chart.

2 Okay. This is South Mountain Avenue. This
3 is the part -- this is where they're going to put the
4 school. Just make your line go here instead of here.
5 Just work down there. Cut across. It's a shorter
6 distance. It'll turn out to be roughly the same.

7 Just put it 500 feet away from the school.
8 You're dealing with the same -- you're dealing with the
9 same fellow. And instead of being in the middle of his
10 property, you would be at the bottom end of his property
11 line. Just a suggestion.

12 BY MR. DERSTINE:

13 Q. Ms. Pollio, can you speak to that suggestion and
14 whether that was considered?

15 A. (Ms. Pollio) Yes, that was considered.

16 We really did look at I have to say all of the
17 different east-west options to connect from those
18 north-south options over.

19 I want to point out a couple things. One, we
20 did just confirm. So I'm going to go back. But,
21 Mr. Gold, I'll get to your point here just in a minute.
22 We did just confirm with Maricopa County assessor's
23 office that the school is -- the school has not purchased
24 that property. It is still Laveen Basin, LLC. So I did
25 want to go back to that, check that box.

1 I also wanted to just to talk about the going
2 down on the next property. So each one of those parcels
3 that look vacant are planned with extensive plans. So
4 what we are trying to do is be on road right-of-ways.
5 That's really the crux of our siting is trying to be on
6 those linear features.

7 And so when we go in the middle of a parcel,
8 while it looks vacant, which I -- this is the hard -- the
9 challenging part because of how developed and how many
10 things are changing and working with the developers, we
11 are literally going -- that would be going in the middle
12 of a proposed development or planned area development.

13 So our goal was to minimize impacts by going on
14 those road rights-of-way. So there, South Mountain
15 Avenue, it was important for us, which is what
16 Mr. Hernandez said, what we talked about earlier, trying
17 to be south. I think it's about, you know, as we were
18 adding 205 to 225 feet from a building, but, again, on
19 the south side.

20 Once we go into the next parcel, that really
21 does bisect an existing or a planned area development.

22 MEMBER GOLD: So the school has not
23 purchased the land. We've determined that.

24 But they intend to purchase the land?

25 MS. POLLIO: Yes. That is -- there is a

1 plan that has been -- a site plan that we were able to
2 obtain, so we are aware that there are plans and a
3 specific site plan for the area, but they have not
4 purchased it.

5 MEMBER GOLD: And then there is also a site
6 plan for the area south of South Mountain Avenue that
7 you've looked at.

8 MS. POLLIO: So we have received -- and I
9 think there's a number of people on the panel that can
10 speak to this, but we have received by looking at the
11 plans that have been filed with the City of Phoenix
12 through that land use process as well as talking to the
13 developers, there are plans on that parcel to develop it.

14 And, again, that is -- going back,
15 Mr. Gold, you had very good point about asking why two
16 lines in the same, you know, collocated. We do that a
17 lot here.

18 Because of the development and how many
19 plans are there, trying to minimize those two lines on
20 one parcel, that was another big consideration because
21 those developments go right to the edge.

22 So we have seen plans on almost all of
23 these parcels. Again, some of them in varying stages of,
24 you know, being initial plans or being actually approved
25 and permitted planned area developments.

1 MEMBER GOLD: Okay. I see what you're
2 saying. But still we're just talking at, you know,
3 500 feet you're parallel anyway. From H to J you would
4 be still parallel by an extra 500 feet if you went down
5 below H by 500 feet.

6 What I'm saying is if this area is zoned
7 commercial, which I think you indicated it was earlier,
8 but, you know, my memory is not that good, is this area
9 zoned commercial?

10 MS. POLLIO: This is -- on the land use
11 plan this is more part of -- I do not want to misspeak,
12 so I would need to go to the land use map, which we
13 probably can go back to, and I can flip right now.

14 MR. DERSTINE: While you're looking for
15 that, Ms. Pollio, it's my understanding that many of
16 these parcels still have the original or older land use
17 zoning, but they're all in the process of planned area
18 development and other zoning changes; right?

19 A. (Ms. Pollio) So that is correct.

20 This specific parcel, though, is planned unit
21 development. So the zoning today is planned unit
22 development on that parcel.

23 The land use -- so, again, there's land use and
24 zoning. The land use is a mix, and it's what you see
25 there in the red commercial with the gray overlay

1 hatched, which is the commerce and business park.

2 MEMBER GOLD: So I would much prefer seeing
3 transmission lines through a commercial area or a
4 commerce and business park than next to a school.

5 MS. POLLIO: And I do -- I definitely
6 understand that point.

7 I will say the parcel to the south all I
8 can -- I can speak to this. The parcel to the south,
9 which is kind of bound by -- I'll make sure that we're
10 talking about the same parcel -- H to E to F to H. So if
11 you drew that box, that is that -- that is what you're
12 talking about?

13 MEMBER GOLD: Yes. What I'm actually
14 talking about is the northernmost -- the topmost
15 rectangle in that box. Instead of putting the line
16 toward the top of the rectangle, put the line toward the
17 bottom of the uppermost rectangle and you're a good
18 distance away from the school and you're in a commercial
19 area.

20 It would simply mean moving your E to H.
21 You know, you don't have enough nodes in there. But if
22 you would go down simply 500 feet from the horizontal
23 line where H is South Mountain Avenue, go down 500 feet
24 and just do your horizontal at that point. That way
25 you're away from the school. You're still accomplishing

1 what you need to accomplish, you're dealing with the same
2 property owner. But you're putting it in a commercial
3 area rather than your proposed school.

4 MS. POLLIO: So that is a different -- I do
5 want to make sure that we're getting this on the record.

6 That is a different property owner. And so
7 I'm going to ask that we look at the placemat just to
8 confirm.

9 If you look at your placemat, the back with
10 all the numbers on it.

11 MEMBER GOLD: Wait. Let me get there.

12 MS. POLLIO: Okay.

13 MEMBER GOLD: I'm there.

14 MS. POLLIO: Okay.

15 MEMBER GOLD: Number 4 is what we're
16 referring to.

17 CHMN STAFFORD: The crossing at Dobbins.

18 MS. POLLIO: That is correct. So what I
19 wanted to point out is the crossing at Dobbins, which is
20 number 4, has a different owner than number 5 which is
21 Laveen Baseline, LLC.

22 So I wanted to make sure that we did have
23 that correct on the record that those are different
24 property owners with very different development plans.

25 MEMBER GOLD: So area 5 is where they're

1 planning on putting the school, if I understand this
2 correctly.

3 MS. POLLIO: Yes. And you see the little
4 blue school flag there.

5 So, yes, you are correct.

6 MEMBER GOLD: And area 4, which is zoned
7 commercial. But you haven't spoken to those people yet?

8 MS. POLLIO: No. I mean, those are
9 developers that we have spoke to. I directly have not.
10 I think that Rick and Samantha can speak to them, but I
11 do want to point out they do have a development that
12 is -- it is a smaller site. There's a lot of proposed
13 development on that site.

14 But I'll let them speak to the meetings
15 that they've had with those landowners.

16 MEMBER GOLD: I just want to confirm that
17 number 4 is zoned commercial?

18 MS. POLLIO: Number 4 I want to -- I won't
19 refer to another map, but we are going to get to that map
20 later.

21 Number 4 is zoned planned unit development
22 by the City of Phoenix.

23 MEMBER GOLD: And what does planned unit
24 development mean, commercial or residential?

25 MS. POLLIO: It is basically a mixed use

1 designation that allows basically so the land use is that
2 commerce commercial. And then it allows more of a
3 detailed overlay or zoning that's unique to that parcel.

4 So it's just basically like a plan that
5 goes on top of the land use. But that is the actual
6 zoning designation is planned unit development.

7 MEMBER GOLD: Okay. I'm not a zoning
8 expert.

9 MS. POLLIO: I -- it's --

10 MEMBER GOLD: So when you say -- I
11 understand the word commercial and I understand the word
12 school.

13 And if you want to have an option to put it
14 on commercial rather than next to a school, I think that
15 would make much more sense and create less animosity.
16 Regrettably, when I grew up, we had power lines by
17 everything.

18 However, there is a big feeling amongst the
19 communities that I've dealt with in the past where
20 they're going to have their children there eight hours a
21 day they don't want power lines on top of their kids'
22 heads for whatever reason. And I'm not a scientist
23 either, but I understand that. Just something --

24 MS. POLLIO: I understand.

25 MEMBER GOLD: -- to consider if there's a

1 lot of issues.

2 MS. POLLIO: Understand.

3 MEMBER GOLD: Thank you, Mr. Chairman.

4 BY MR. DERSTINE:

5 Q. And I guess to put a finer point on that, what I
6 heard Mr. Hernandez testify to, Ms. Pollio, was that the
7 proposal is to place the transmission line on that
8 commercial parcel to the south of South Mountain Avenue
9 but that it's going to be on the closer to the edge of
10 the South Mountain Avenue and not 500 feet deep, which I
11 gather from your discussion of their planned unit
12 development would have impacts on that development if it
13 went 500 feet deep into that parcel?

14 A. (Ms. Pollio) Correct.

15 MEMBER MERCER: Mr. Chairman.

16 CHMN STAFFORD: Yes, Member Mercer.

17 MEMBER MERCER: My mic is not on. Oh,
18 there it goes. I have a question for Ms. Pollio.

19 I'm going to use my pointer here. So this
20 is the area -- this is where the school is supposed to
21 go; right?

22 And what Member Gold is talking about why
23 don't you go 500 feet below. I heard you say something
24 about you'd rather stay on established streets or routes.

25 MS. POLLIO: On a linear feature.

1 MEMBER MERCER: Can you elaborate on that,
2 please?

3 MS. POLLIO: Yes. So when we -- I mean,
4 going back, and I think, you know, we covered this a bit
5 in the routing study, but the concept is trying to stay
6 on linear features. That really provides the best
7 opportunity for a transmission line because it does not
8 bisect a parcel and have the right-of-way inside -- far
9 inside the parcel because then it's hard to develop on
10 either side when you have very small development parcels
11 like the one that we're referring to.

12 So in general, following linear features is
13 always what we try to do. Here, obviously we know that
14 there is South Mountain Avenue. As we just spoke, trying
15 to be on the south side of that, but, again, be along a
16 right-of-way it does -- it does provide the best
17 opportunity for siting transmission.

18 MEMBER MERCER: Thank you.

19 BY MR. DERSTINE:

20 Q. And I guess on that point, Ms. Pollio, can I
21 direct your attention to SRP-22, which is the letter from
22 the City of Phoenix dated November 7, 2024?

23 A. (Ms. Pollio) Yes. I have it.

24 Q. Okay. In that letter, the City indicates
25 that -- well, I'm going to read from the last sentence of

1 the second paragraph of SRP-22. "The City supports the
2 project and alignment shown on the attached map entitled
3 preferred route options with nodes dated September 19,
4 2024, contingent upon the following."

5 Did I read that correctly?

6 A. (Ms. Pollio) Yes.

7 Q. If I then skip down to the second bullet, it
8 says, "SRP must continue its outreach to the property
9 owner for the parcel located at the northwest corner of
10 the Loop 202 and Dobbins Road to ensure that route S3
11 from the A, F to H nodes does not impact the parcel
12 owner's development agreement with the City regarding
13 funding for a park improvement project in the area based
14 upon proposed freeway billboards. The agreement was a
15 result of the property owner's work with the community to
16 earn support for their rezoning application."

17 Did I read that second bullet correctly?

18 A. (Ms. Pollio) Yes.

19 Q. This second bullet, is that -- and it's raising
20 concerns with the development agreement between the City
21 and that parcel owner.

22 Are we talking about the same parcel identified
23 as on PAD map 4?

24 A. (Ms. Pollio) Correct.

25 Q. So that's the parcel that is south of the

1 proposed school?

2 A. (Ms. Pollio) Correct.

3 Q. And it's referring -- are you familiar with this
4 development agreement and funding for improvements to a
5 park?

6 A. (Ms. Pollio) I think that Mr. Hernandez may be
7 able to speak to that.

8 Q. Okay.

9 A. (Mr. Hernandez) Mr. Derstine, that is my
10 understanding that the parcel owner of that specific
11 parcel has entered into some form of agreement with the
12 City of Phoenix in that proceeds from three separate
13 billboards sites that are planned along the eastern side
14 of that parcel would be essentially reinvested into the
15 community. It sounds like some type of parks program.

16 Q. Okay. And the City is raising concern that
17 whatever route is selected does not jeopardize the
18 development plans for that parcel identified in the PAD
19 map as parcel 4?

20 A. (Mr. Hernandez) That is correct.

21 And, in fact, we've actually modeled that
22 transmission line alignment alignment for S3, looked at
23 its proposed location and proximity to the three
24 billboard sites, and feel that our proposed alignment
25 will not have any impact to those three billboard sites.

1 Q. Okay. But what we didn't model and have not
2 discussed with that parcel owner of PUD or PAD 4 is
3 moving the line 500 feet deep into their parcel and
4 impacting whatever their development plans are to that
5 extent?

6 A. (Mr. Hernandez) That is correct. When we
7 initially met with that landowner and talked about the
8 possibility of constructing the transmission line on the
9 very northern boundary of his property, again, he was
10 open to that idea mainly because he felt there was some
11 space on the northern boundary that he had no plans for
12 development.

13 However, the remainder of that parcel based on
14 preliminary site plans that he did provide showed both a
15 multifamily development and some commercial -- maybe it
16 was retail on the very southern end of that parcel.

17 And so by bisecting that property based on
18 Member Gold's recommendation we'd essentially be
19 impacting that planned multifamily development on the
20 northern end of the parcel.

21 Q. And where SRP proposes to place the line along
22 South Mountain Avenue up to Node H puts the line over
23 200 feet from the school?

24 A. (Mr. Hernandez) Over 200 feet and on commercial
25 property and not severely impacting that planned

1 development.

2 Q. Okay.

3 MEMBER GOLD: Mr. Chairman, Mr. Derstine,
4 Mr. Hernandez, you've answered my question. Ms. Pollio,
5 you have also. So this is the best solution that's
6 available at this point in time. Thank you.

7 BY MR. DERSTINE:

8 Q. Any more that we need to talk about with regard
9 to route S2, which is, as we've identified it, running
10 from Node B to E to H to J?

11 Any more issues that we need to discuss or
12 address regarding that route?

13 A. (Mr. Hernandez) The only -- the only thing we
14 haven't mentioned that I'd quickly just wanted to bring
15 to the Chairman and the committee's attention is that as
16 we mentioned, this large parcel will soon be somewhat
17 split, the southern half ultimately, as things move
18 forward as planned, purchased by the school and developed
19 by the elementary school district.

20 The northern half, however, would be retained by
21 a local developer and potentially developed into a
22 multifamily development.

23 And so we did meet with both that landowner and
24 that prospective developer and talked about specifically
25 the S2 alignment and, you know, the probability or level

1 of impact that S2 alignment would have on their property.

2 And after reviewing their preliminary site plans
3 for that multifamily development, we learned that we
4 could locate this north-south segment of S2 between Nodes
5 H and J on the property and within planned parking area.

6 So we felt like we could work together with the
7 developer to locate poles and the transmission line in a
8 manner that would not significantly impact their planned
9 development.

10 Q. So if I'm correct in understanding, if I'm
11 looking at the placemat, and, again, the side of the
12 placemat that's broken into the PAD or PUD parcel
13 numbers, you're stating that on from Nodes H to J on
14 route S2, that PUD 5 is going to be developed for -- or
15 is planned to be developed for the school on the southern
16 half of PUD 5, but the northern half is a mixed use
17 residential parcel.

18 Do I have that right?

19 A. (Mr. Hernandez) Yeah. I would probably
20 describe it as the school probably taking the lower 35 to
21 40 percent of that parcel and the developer taking the
22 remainder, you know, 60 to 70 percent of that parcel for
23 their planned department -- or, I'm sorry, I guess it
24 would be -- yeah, 60 to 65 percent of that parcel.

25 Q. Okay. So what I think is important is has the

1 school expressed an objection to having the segment of
2 route S2 from Nodes H to J along the 202?

3 A. (Mr. Hernandez) We did discuss the probability
4 of constructing the transmission line along the west
5 side, and the school did confirm based on preliminary
6 site plans that we've developed up to this point we would
7 not be impacting -- severely impacting their planned
8 development.

9 The actual school building and parking area
10 would be located closer to the southwest side of that
11 parcel. And where we're planning on a transmission line
12 would essentially be located in an open green space on
13 the school property hugging the eastern boundary of their
14 property.

15 Q. Okay. So this -- well, I guess going back to my
16 question, did the school express the same level of
17 objection to placing that they've expressed regarding
18 South Mountain Avenue, have they expressed that same
19 level of objection to S2 running from Nodes H to J?

20 A. (Mr. Hernandez) No. The school did not have
21 the same level of objection to that north-south run.

22 Q. And the remaining north section of PUD 5, is it
23 your testimony today that that H to J segment of route S2
24 does not adversely impact that planned development?

25 A. (Mr. Hernandez) That is correct.

1 I believe we can place both the poles and the
2 line in a manner that would not impact their planned unit
3 development for their individual multifamily units.

4 Q. If you were to put two transmission lines along
5 the 202 between H and J, what impact would that have?

6 A. (Mr. Hernandez) So going back to the placemat
7 and looking at the proposed routes, so the aerial on the
8 left side, so between H and J you'll notice, you know,
9 four different colors: yellow, teal, pink, and what I'll
10 call magenta. If we had to construct two transmission
11 lines along the west side for any one of those routes or
12 any of those two -- any two of those four routes, there
13 would be a greater impact to both the school and
14 definitely the multifamily development.

15 Q. In fact, it was my understanding that in looking
16 at the development plans for the northern portion of PUD
17 5 that putting two lines in parallel would significantly
18 impact what they're planning for that portion of the
19 parcel.

20 Am I correct in that or am I --

21 A. (Mr. Hernandez) That is correct.

22 I mean, given the fact that, as we talked about
23 earlier, we would need to maintain ample separation
24 between pole lines, that most westerly pole line if we
25 had to construct two double-circuit pole lines would

1 essentially conflict with the planned location of some of
2 the buildings or structures that are planned as part of
3 that multifamily development.

4 Q. Okay. So there's enough room between Nodes H
5 and J for one pole line, not for two?

6 A. (Mr. Hernandez) Correct.

7 Q. Okay.

8 CHMN STAFFORD: Member Little, you have a
9 question?

10 MEMBER LITTLE: Yes, Mr. Chairman. Thank
11 you.

12 Did the school district say why they
13 objected to the line between -- that runs east and west
14 but not the one that runs between H and J north and
15 south?

16 Did they say why?

17 Do they anticipate that the building will
18 face South Mountain Avenue or --

19 MR. DERSTINE: Member Little, maybe I can
20 speak to that simply because I have that board
21 resolution. It's found in SRP-18. And it should be --
22 have a page number. If you're looking at the PDFs, it's
23 page 78.

24 But the resolution states a couple things.
25 That the -- well, it references one scientific study has

1 found a connection between proximity to high-voltage
2 power lines and adverse health conditions. And the
3 second -- this is the -- that was the third "whereas"
4 paragraph.

5 The fourth whereas paragraph indicates that
6 public perception that high-voltage power lines could
7 negatively affect health of children even if not
8 supported by all scientific research could make a school
9 located immediately adjacent to a high-voltage power line
10 less desirable for families.

11 I think that's the heart and the focus of
12 the school's objection as I read it to the South Mountain
13 Avenue segment.

14 MEMBER LITTLE: And that's because -- it's
15 so hard to tell on that little tiny map, and I won't be
16 on the tour tomorrow, but that's because the portion on
17 the South Mountain segment would be -- if it were not
18 across the street, it would have been closer to the
19 school than the one on the north-south, the H to J
20 section; is that correct?

21 MR. DERSTINE: I think that's a fair
22 statement.

23 The H to J segment is further away from
24 school buildings I think where they have planned open
25 space or fields.

1 But the segment running east to west along
2 South Mountain is closer to the entrance to the school
3 buildings.

4 MEMBER LITTLE: Okay.

5 MR. DERSTINE: But as the testimony from
6 Mr. Hernandez and Ms. Pollio has indicated, that by
7 placing the line on the south side of South Mountain
8 Avenue we're placing the line as far away as we can from
9 the school and the school building and that the distance
10 is going to be over 200 feet.

11 MEMBER LITTLE: Okay. Thank you very much.

12 CHMN STAFFORD: I think we've been going
13 for roughly 90 minutes. I think now is a good time to
14 take an approximately 15-minute recess. We stand in
15 recess.

16 (Recess from 3:33 p.m. to 3:53 p.m.)

17 CHMN STAFFORD: Let's go back on the
18 record.

19 Mr. Derstine.

20 BY MR. DERSTINE:

21 Q. I want to backtrack and do one housekeeping item
22 that I forgot this morning.

23 Mr. Heim, I think in your role and position,
24 you're the senior member of SRP that reviewed and
25 approved the filing of the CEC application in this case

1 that's marked as SRP Exhibit 1.

2 Have you reviewed the application since it was
3 filed?

4 A. (Mr. Heim) I have.

5 Q. Do you have any corrections or changes to the
6 CEC application SRP-1?

7 A. (Mr. Heim) I do not.

8 Q. Okay. Make sure I got that for the record.

9 All right. Mr. Hernandez, let's wade back into
10 routes.

11 There's a couple things that we need to do here
12 this afternoon. I want to touch on the route segments
13 that have raised some -- well, especially any of the
14 segments of the preferred route that have raised -- that
15 we've received objections to and at least get those into
16 the record.

17 And then I want to be able to make time or leave
18 time so that you can give the committee and narrate the
19 flyover simulation which I think will be helpful for the
20 committee to see this afternoon before we do a route
21 tour, assuming we do a route tour tomorrow morning.

22 And then I want to leave a little bit of time
23 for Ms. Pollio to explain what's planned for the route
24 tour and how much time that will take and where we intend
25 to go on that journey. All right?

1 A. (Mr. Hernandez) All right.

2 Q. So help me, I guess, let's get through as much
3 as we can while saving time for the flyover and
4 discussion of the route tour.

5 We just finished up with route S2.

6 And I think the next route you have teed up
7 would be S3, and that S3 route also happens to be the
8 southern portion of our preferred route or at least up to
9 a point. So can we talk about S3 and then let's get into
10 some of the issues with S3 if we can.

11 A. (Mr. Hernandez) Sure. So S3 described by nodes
12 would be Nodes C, F, H, and J, which follows the west
13 side of the 202 between the substation and the LACC.

14 Q. So S3 ends at H based on -- well, I guess
15 depending on which of the many maps I'm looking at. But
16 S3 continues up to Node J as a route on its own; right?

17 A. (Mr. Hernandez) That is correct.

18 Q. Okay. And if route S3 is used as the preferred
19 route, then we're switching over to the east side of the
20 202 and following that leg of route S4 from Nodes I to K
21 in the southern routing area; correct?

22 A. (Mr. Hernandez) That is correct.

23 Q. Okay. So are there any issues with route --
24 that you're aware of, and by issues I mean strong
25 opposition or issues in terms of right-of-way or

1 placement of the that line along S3 between -- from D to
2 F to H?

3 A. (Mr. Hernandez) From C to F to H --

4 Q. D. D as in dog to F -- if I'm reading -- oh, I
5 see. It starts at C, not D. I'm not getting the right
6 letter. You're saying it starts at C at substation;
7 correct?

8 A. (Mr. Hernandez) Correct.

9 Q. Okay. Then to F to H?

10 A. (Mr. Hernandez) The only real concerns that
11 were raised are concerns that we mentioned earlier in
12 regard to the City asking us to minimize or eliminate
13 impacts to the three planned billboard sites that would
14 be located on that parcel identified as PAD or parcel
15 number 4 on the placemat.

16 Q. Okay. And it's my understanding that the
17 current planned development for PAD 4 is to in addition
18 to some mixed-use development that there are billboards
19 planned for the east -- yeah, the eastern edge of that
20 PAD 4 parcel; right?

21 A. (Mr. Hernandez) That is correct.

22 Q. And does route S3 between F and H adversely
23 impact billboards that the parcel developer would be
24 looking to place on its parcel?

25 A. (Mr. Hernandez) It does not.

1 Q. Okay. We've already talked about the leg from
2 H to J that is on the eastern side of the school parcel
3 in the mixed-use parcel that are identified in PAD 5;
4 right?

5 A. (Mr. Hernandez) Correct.

6 Q. Okay. Can we move on to route S4, please?

7 A. (Mr. Hernandez) So S4 also starts at the
8 substation and Node D, travels north along the east side
9 of the 202, touching Nodes G, I, and ultimately ending at
10 K which is essentially the LACC.

11 Q. Okay. As to route S4 starting at Node D
12 continuing to G to I, the City of Phoenix in its letter
13 which is marked as SRP-22 raises an objection in that
14 third bullet which is on the second page of the City's
15 letter.

16 Do you see that?

17 A. (Mr. Hernandez) I do.

18 Q. I'm reading it into the record, "The City does
19 not support the route S4 south of segment I (South
20 Mountain Avenue) that was shown on the proposed route
21 options map. The City appreciates SRP responding to
22 Staff and the community's input to remove that segment
23 from the preferred route options that are under
24 consideration by the committee."

25 Did you see that?

1 A. (Mr. Hernandez) I do.

2 CHMN STAFFORD: So that's I to G? Or G to

3 I. Excuse me.

4 MR. DERSTINE: It's actually --

5 CHMN STAFFORD: D to I?

6 MR. DERSTINE: Yeah, it's D where it
7 crosses to Node G and then up to Node I that the -- and
8 to phrase it in the way the City has, it's that S4
9 segment south of Segment I or Node I, so that would be
10 the same thing.

11 BY MR. DERSTINE:

12 Q. So, Mr. Hernandez, do you have an understanding
13 of why the City opposes that leg of route S4 that is D to
14 G to I?

15 A. (Mr. Hernandez) I have not talked to the City
16 specifically around their concerns over D, G, and I. But
17 if I had to guess I would assume that it is because of
18 the planned line route and its proximity to planned
19 developments occurring along the east side of the 202.
20 But, again, that's my assumption.

21 Q. Okay. And segment or route S4 from D to G to I
22 would run along the east side of the 202 adjacent to PAD
23 parcel 17, 29, 15, and 14. Am I looking at that
24 correctly?

25 A. (Mr. Hernandez) That is correct.

1 Q. Okay. And we have the limited appearance which
2 the Chairman acknowledged at the outset of the hearing
3 which is marked as BRIO Exhibit 1. I'll just read from a
4 portion of BRIO Exhibit 1 on page 2, it says, "BRIO
5 supports the economic development of the Laveen Village
6 community. BRIO also recognizes that safe, reliable,
7 affordable electric service is a driver of such economic
8 development. But certain sections of the project - S4
9 segment D, G, I will interfere with Brio's ability to
10 develop and operate the property as currently
11 contemplated."

12 And at the end of Brio's limited appearance it
13 states: "For these reasons BRIO respectfully requests
14 that the Arizona Power Plant and Line Siting Committee
15 approve SRP's preferred routes and deny the route
16 alternatives for the project."

17 Have you had any discussions with the folks at
18 BRIO or their partners, Vestar Development?

19 A. (Mr. Hernandez) Yes, we have. I'm trying to
20 remember in what venue we have had those conversations.
21 I believe we had those one-on-one type discussions at an
22 open house. I believe it was the second open house.

23 Q. Okay. But I guess beyond -- so BRIO's concern
24 is that the line adjacent to their planned development
25 which I understand includes a large shopping center and

1 other sorts of mixed use or other proposed uses in that
2 parcel, that's their concern.

3 But you also have some based on your discussions
4 with Arizona Department of Transportation, have concerns
5 about being able to fit a pole line in that section along
6 202 in the ADOT right-of-way on the east side of the 202.
7 Do I have that right?

8 A. (Mr. Hernandez) That is correct. We had
9 proposed to place the entire transmission line within
10 ADOT right-of-way and not on any portion of the private
11 property east of the 202. And after meeting with ADOT
12 several times, there was concern that a pole line could
13 interfere with maintenance roads that were essentially
14 constructed to maintain that drainage area.

15 And so we are not proposing the S4 -- the S4
16 route across that entire stretch between the LACC. And
17 only -- but are simply proposing an abbreviated version
18 between South Mountain Avenue and the LACC within ADOT
19 right-of-way.

20 Q. So the S4 route between Nodes I and K is part of
21 our second preferred route as we've kind of referred to
22 it here during the hearing; right?

23 A. (Mr. Hernandez) That is correct.

24 Q. So what is different about placing the line
25 between Nodes I and K in ADOT right-of-way and placing

1 the line south of I along ADOT right-of-way extending
2 down to where it crosses the 202 at Node C -- or D?
3 Sorry. My letter dyslexia is getting the best of me this
4 afternoon.

5 A. (Mr. Hernandez) So are you asking what is the
6 difference in terms of ADOT constraints?

7 Q. Yeah. If you could put -- if we're proposing to
8 be able to put it between I and K but ADOT has concerns
9 and you have concerns south of Node I, what are those?

10 A. (Mr. Hernandez) So ADOT's concerns were in
11 regard to the proposed placement of that pole line so we
12 had proposed to place that pole line on the east side of
13 the right-of-way hugging, essentially getting close to
14 the east side of the right-of-way as close as possible.

15 Mainly because that entire stretch of ADOT
16 right-of-way is primarily utilized as drainage area. And
17 so we had proposed to place our pole line within a
18 false -- a small flat space between that drainage area
19 and the ADOT fence line.

20 There are portions within that stretch between
21 the LACC and Olney Avenue where the existing access road
22 that's used by ADOT would not be wide enough to
23 accommodate both a pole line and a road wide enough for
24 us as a utility to be able to place large trucks when
25 maintaining that line.

1 And so in discussions with ADOT we had looked at
2 what we had studied, what we could do to create a wider
3 space. And in looking at the area between Nodes I and --
4 the only alignment right before Node D, we felt there
5 would be a significant amount of grading and modification
6 of that drainage area to accommodate a space wide enough
7 to accommodate both a transmission pole line and a road
8 to maintain that pole line.

9 However, we felt in the northern region between
10 Nodes I and K that there already exists an area that's
11 wider, a flat space wider than the flat spaces south of
12 Node I.

13 And we felt that we could make -- still have to
14 make some changes or modifications to this drainage area,
15 accommodate a space wide enough to accommodate both poles
16 and a road, but felt that this was much more probable in
17 terms of coming up with an engineering solution that
18 would satisfy both the needs of ADOT and their
19 maintenance needs and our needs in terms of pole
20 placement and access roads.

21 Q. So SRP and you as the project manager who's been
22 interacting with ADOT believe that that segment between
23 route S4 between I and K can be used for a pole line
24 where you have concerns south of Node I down to G and D.

25 Does ADOT have that concern? I guess maybe to

1 put it another way, is ADOT more receptive to using their
2 right-of-way on the east side of 202 between K and I than
3 they are south of Node I going down to G and ultimately
4 to D?

5 A. (Mr. Hernandez) Yes. ADOT has been much more
6 receptive to that abbreviated version of just between
7 Nodes I and K. I think mainly because of their initial
8 maintenance concerns and building a transmission line
9 which at a longer stretch translates to more poles and
10 ultimately more of an impact to ADOT and their
11 maintenance constraints, their maintenance road
12 constraints, whereas a smaller section would be much
13 easier to work around or work with.

14 Q. Okay. But I gather, I mean the reason that
15 route S4 was brought forward is there is ADOT
16 right-of-way between D, then moving across to the east
17 side of the 202 extending up to G to I to K that
18 potentially could be used and modified for a pole line
19 there.

20 But I gather what you're saying and what I have
21 heard in discussions is that there are -- a fair amount
22 of engineering analysis has to be done and as you have
23 just said that ADOT appears to be more receptive to
24 building between I and K where it's more of a concern
25 going south of Node I.

1 Is that a fair statement, or am I
2 misinterpreting something?

3 A. (Mr. Hernandez) No, I would say it's a fair
4 statement.

5 Q. Okay. So the City has voiced its concern with
6 south of Node I and we have the limited appearance from
7 the developer, BRIO, going south of Node I from I to K is
8 on a route S4, is part of our preferred route for the
9 regions you've just stated; right?

10 A. (Mr. Hernandez) That is correct.

11 Q. Okay. Quickly on to S5.

12 A. (Mr. Hernandez) So S5, if you pay attention to
13 the right screen, slide R36, is shown in pink between
14 Nodes C, F, H and J, follows the exact alignment of S3
15 which we described earlier. So no real difference
16 between S5 and S3.

17 Q. And S5 is really a route alternative that we
18 brought forward with the idea that if the committee were
19 to view that placing those two separate pole lines next
20 to each other was the best solution for this project,
21 it's not what we view to be the best solution, but what
22 the committee might view as a best solution that we
23 brought it forward for consideration.

24 But quickly touch again on the issues created by
25 having two parallel pole lines along the east side of the

1 202 and the impacts that creates to those parcel owners.

2 A. (Mr. Hernandez) Sure. So I'll refer to the
3 screen on the left, L36. So essentially between Nodes C,
4 F, H and J, if we were to construct both S3 and S5 in
5 parallel, we would be impacting the planned development
6 of this parcel I believe as listed as PAD 4. PAD 4.

7 We'd also be impacting the three billboard sites
8 which we know is a concern of the City because the second
9 transmission line would be located further into the
10 property ultimately impacting those three billboard
11 sites.

12 We'd also have a greater impact on both the
13 planned school site and the planned multi development
14 north of the school site immediately south of the LACC.

15 Q. Ms. Gilbert was kind enough to punch me in the
16 arm and say I said east side, but we're talking about on
17 the west side of the 202; correct?

18 A. (Mr. Hernandez) That is correct.

19 Q. Okay. So for those reasons, pairing two lines
20 along the west side of the 202 is not what we -- our
21 preferred, nor do we see it as a good routing solution
22 for the impacts that you just described; right?

23 A. (Mr. Hernandez) That is correct.

24 Q. Okay. Is it time to move on to the northern
25 routing area? We covered the south.

1 A. (Mr. Hernandez) We do have a couple of links
2 that I can quickly highlight.

3 Q. Let's talk about the links. That's good.

4 A. (Mr. Hernandez) So shown on the left side of
5 the screen L37, you'll notice two green links that
6 connect all five segments together. They stand alone on
7 R37, so you can see where they sit in relation to linear
8 features.

9 One link is the across the 202 at Dobbins, and
10 the other link is across the 202 at South Vaughn Avenue,
11 shown as Nodes E, F, G in the south and Nodes H, I in the
12 north at South Vaughn Avenue.

13 Q. Okay. And when you're saying the north, it's
14 still in the southern routing area but it's the northern
15 end of the southern routing area; right?

16 A. (Mr. Hernandez) Correct. The northern link.

17 Q. Okay. You selected those as links for what
18 reason? Are there engineering or design considerations
19 that go into the crossing the 202 at those two locations?

20 A. (Mr. Hernandez) When we were additionally
21 looking at all different, all the five routes in the
22 southern routing area, we were looking at opportunities
23 for interchangeability.

24 So essentially tying the southern, one of the
25 southern routes on the west side of the freeway into the

1 eastern as four routes shown on the eastern side of the
2 freeway.

3 Q. Okay. Anything else you want to add on the
4 links?

5 A. (Mr. Hernandez) No.

6 Q. Okay.

7 A. (Mr. Hernandez) So moving into the northern
8 routing area, we'll start with route N1 shown in purple,
9 and that is between Nodes J, starting at the LACC,
10 working our way north, stopping at Node N before
11 traveling further north along the west side of the 202
12 and turning an angle and crossing the Loop 202 at
13 approximately the Vineyard Road alignment before stopping
14 and turning into the north-south run of the existing
15 Anderson-to-Orme double-circuit 230kV line.

16 Q. N1 is not our preferred route for the northern
17 routing area; correct?

18 A. (Mr. Hernandez) That is correct.

19 Q. Not our preferred routes.

20 A. (Mr. Hernandez) That is correct. It is not a
21 preferred route.

22 Q. Why is that?

23 A. (Mr. Hernandez) The reason being we talked a
24 little bit earlier about having two lines located on the
25 west side of the 202 between Baseline and the LACC. And

1 the impact that that would have to the Banner Health
2 planned development.

3 But it also impacts a parcel immediately north
4 of Baseline on the west side of the 202 called Ash Point,
5 shown on the PAD map as parcel number 7. Placing two
6 lines on the west side of the 202 would adversely impact
7 that development as well.

8 There's also a pocket of homes located along the
9 west side of the 202 between the Ash Point development
10 and that point where we turn and angle along the Vineyard
11 Road alignment.

12 Lastly, crossing the 202 would require us to
13 travel through one of the two parcels shown here. To the
14 north you have Maricopa County College. To the south you
15 have a residential home development that's currently
16 underway.

17 It is our understanding in talking to both this
18 developer and the school that the City has not required
19 any kind of right-of-way dedication along Vineyard Road.
20 And so building a transmission line would essentially
21 require us to acquire a 100-foot-wide transmission line
22 from one of those property owners because there wouldn't
23 be that linear feature such as the Vineyard Road for us
24 to build against.

25 Q. So similar to the discussion we had with regard

1 to moving the line further south along PAD 4, you'd be in
2 the position of crossing that parcel and impacting that
3 development in the north; right?

4 A. (Mr. Hernandez) Correct.

5 Q. Okay. N2 is one of our northern preferred
6 routes. Let's talk about that one.

7 A. (Mr. Hernandez) So N2 also starts at the LACC
8 shown in blue on the screen in front of you, but also on
9 the map in front of you. N2 starts at Node J, works its
10 way north to Node N before turning and heading eastbound
11 just north of the existing commercial development on the
12 northeast corner of Baseline and 202.

13 N2 also ends at the existing Anderson-to-Orme
14 230kV line at Node E shown on the map.

15 Q. Okay. That leaves the two proposed routes that
16 follow the LACC. That's route N3 and N4; correct?

17 A. (Mr. Hernandez) That is correct.

18 Q. Okay. And you've spent some amount of time
19 talking about those two routes N3 and N4. One follows --
20 well, the way it's presented in the application, one
21 follows the north side of the LACC. One follows the
22 south.

23 But it's my understanding is that what SRP is
24 proposing to do with regard to the LACC is a hybrid
25 approach.

1 Can you lay that out again in a little bit more
2 detail in terms of where the line would be and why?

3 A. (Mr. Hernandez) Sure. Before I do that I kind
4 of want to take a step back and quickly mention that, you
5 know, in this area we briefly talked about this Baseline
6 Road alignment and why we did not consider that or moved
7 that option forward during the route selection process.

8 You know, I mentioned that, you know, in talking
9 to the City there was some discussion around all this new
10 development in here, and how a transmission line wouldn't
11 really complement the area.

12 But what I didn't mention is that we did take a
13 closer look prior to the meeting with the City, and what
14 we did notice is that both on the north and south side of
15 Baseline there's very little setback between the
16 right-of-way line and where the new developments are
17 occurring. And I think the committee will get a sense of
18 that tomorrow when we drive through there.

19 But I also wanted to note that along with the
20 minimal setback the area that is available is currently
21 landscaped and has retention basins which are typically
22 things we stay away from when building pole lines,
23 because it does make it difficult to maintain a pole line
24 that resides inside a retention basin due to access.
25 It's just not there.

1 I just wanted to briefly mention that because I
2 didn't feel like I clearly explained that earlier when we
3 talked about the Baseline Road alignment and why it was
4 ultimately removed as an option that we presented to the
5 community.

6 Q. So when Member Little posited the question of
7 why you didn't simply follow Baseline over and down as
8 opposed to following the LACC, what I heard you just
9 state was in addition to the City raising concerns with
10 that potential route, that there is issues with having
11 enough room for a 230kV double-circuit line along
12 Baseline in that area?

13 A. (Mr. Hernandez) Correct.

14 Q. Okay.

15 A. (Mr. Hernandez) So moving to N3, and we can
16 jump back, you know, between N3 and N4 being that they
17 both follow the alignment. But going back to your
18 question earlier regarding this hybrid approach, when we
19 had several discussions with the City, you know, they
20 brought to our attention that there was a tree line on
21 the north side of the LACC, a bike path.

22 We talked about the access road needs along the
23 south side. And came to a determination that if we took
24 a hybrid approach, it essentially followed the south side
25 of the LACC between the 202 and 59th Avenue, and then

1 jumped to the north side of the LACC between 59th Avenue
2 and the -- essentially the Cheatham substation that we
3 could mitigate those concerns raised by the City.

4 Q. So I'm looking at the City's letter marked
5 SRP-22 and the first bullet where it says, "The City
6 supports the project and alignment shown on the attached
7 map which is simply our route alternative map."

8 The alignment -- "The City supports the
9 alignments shown on the map entitled preferred route
10 options with nodes dated September 19, 2024, contingent
11 upon the following."

12 That first bullet raises the concern with the
13 conveyance channel route options. And what I hear you
14 saying is that SRP has heard that concern and is looking
15 to address it in the way you just outlined, that is to
16 straddle the conveyance channel by avoiding the tree line
17 on the north side for the first leg of the conveyance
18 channel and then transitioning to the north side as you
19 proceed east. Do I have that correct?

20 A. (Mr. Hernandez) That is correct.

21 Q. Okay. Just quickly to go back. When we were
22 talking about the segment from I to K, route S4, I'm
23 using my cursor here and they're following along on the
24 screen here on R41, to be fair the developers of PAD
25 parcels 11, 12, and 13 are not supportive of that segment

1 for the same or similar reasons that the developers south
2 of Node I oppose route S4; correct?

3 A. (Mr. Hernandez) That is correct.

4 Q. I think one of those parcel owners is Hawkins
5 Companies, which is developing a 23-acre property located
6 at the northwest corner of 59th Avenue and South Mountain
7 Avenue, and then there's adjoining parcels there.

8 But, again, SRP's viewpoint based on your
9 discussions with ADOT is that that segment on the east
10 side of the 202 between Nodes I and K presents an
11 opportunity to place the line there and avoid placing two
12 lines on the west side of the 202, impacting those
13 parcels on the west side of the 202 that is in particular
14 the school property and then the mixed-use property
15 that's being developed to the north; right?

16 A. (Mr. Hernandez) That is correct.

17 Q. Okay. Have we done it? Did we cover the
18 routes? We jumped ahead and did the preferred routes,
19 but that takes us through I think the basic description
20 of the routes; correct?

21 A. (Mr. Hernandez) I'm sorry. Could you repeat
22 that?

23 Q. Well, is there something you want to go back to
24 based on your sidebar with Ms. Pollio? Did you want to
25 correct anything? No?

1 A. (Mr. Hernandez) No, not in relation to the
2 sidebar. But not sure we spent enough time talking about
3 the contingent preferred routes. Is that next up?

4 Q. Well, I think, you know, based on the time we
5 have I think what we'd like to do is we'll cover those
6 preferred routes again along with the contingent routes
7 as an element of the preferred routes probably again
8 tomorrow.

9 But what I'd like to do, since we've covered the
10 basic routes is to get into our flyover with the time
11 that we have remaining so we can then -- the committee
12 can be informed and benefit from the flyover simulation
13 before tomorrow.

14 And then we'll quickly cover the route tour and
15 the committee can vote to decide whether or not they want
16 to take a route tour. But I think that's probably the
17 best use of our time, but we will go back to the
18 preferred routes and talk about those contingent routes
19 as part of the preferred route package. Does that work?

20 A. (Mr. Hernandez) That'll work.

21 Q. Okay. Are we ready with the flyover simulation?
22 And I think, Mr. Hernandez, you're going to narrate this
23 for the committee. Do you want to talk about what
24 they're going to see?

25 A. (Mr. Hernandez) I will. So we're going to,

1 with this flyover we'll start at the planned substation
2 site in the southern routing area starting with route S1,
3 the yellow route.

4 Q. So again, the flyover is going to fly each of
5 the different colored routes. The committee's not going
6 to see nodes; right?

7 A. (Mr. Hernandez) That is correct. They'll see a
8 path for each route.

9 Q. Okay. So it's based on the colored routes
10 presented in the application that we've just spent much
11 of the afternoon covering in your testimony; right?

12 A. (Mr. Hernandez) That is correct.

13 Q. Okay.

14 A. (Mr. Hernandez) So this is route S1 shown in
15 yellow starting at the substation and along the 65th
16 line.

17 MEMBER GOLD: Mr. Chairman.

18 CHMN STAFFORD: Yes, I believe this is
19 starting at Node A.

20 MR. DERSTINE: Yep, we can --

21 CHMN STAFFORD: Is that your question,
22 Member Gold?

23 MEMBER GOLD: What I was going to say is
24 this is not a preferred route. This is just one of the
25 routes you're going to show us; correct?

1 MR. HERNANDEZ: That is correct.

2 MEMBER GOLD: Would you please when you get
3 to the preferred routes tell us this is Preferred Route 1
4 and Preferred Route 2?

5 MR. HERNANDEZ: Yep. I can do that.

6 MR. DERSTINE: And if you can use the map
7 or maybe someone can whisper in your ear and call out
8 nodes as we're flying this, that maybe helpful for the
9 committee as well.

10 MR. HERNANDEZ: Okay.

11 MEMBER KRYDER: Mr. Chairman?

12 CHMN STAFFORD: Yes, Member Kryder.

13 MEMBER KRYDER: Will you be stopping at the
14 key observation points and pointing them out to us? Or
15 is that not on the agenda?

16 MR. HERNANDEZ: That is actually planned to
17 be part of the route tour if we end up having the route
18 tour tomorrow.

19 MEMBER KRYDER: But --

20 CHMN STAFFORD: We will.

21 MR. DERSTINE: Yeah, we did not, Member
22 Kryder, we did not incorporate the KOPs into this flyover
23 simulation, although you have seen that in other flyover
24 simulations, they are not built into this flyover.

25 MEMBER KRYDER: Thank you.

1 CHMN STAFFORD: Okay, Members, so this
2 first tour is, they've identified as S1, that's going to
3 go A, E, H, J; correct?

4 MR. DERSTINE: Yes.

5 CHMN STAFFORD: That's the segment we're
6 viewing right now.

7 MR. HERNANDEZ: Correct. So this is route
8 S1, started at node A at the substation, traveled north
9 along 65th Avenue. We are now at Dobbins working our way
10 eastward along Dobbins towards Node E on the map in front
11 of you.

12 The line then turns an angle at Dobbins and
13 63rd Avenue, which is node E. Then travels north along
14 the 63rd Avenue alignment, up to a point where it will
15 then stop at the South Mountain Avenue alignment.

16 From the South Mountain Avenue alignment it
17 will then turn right and head eastward along South
18 Mountain Avenue, ultimately stopping at Node H, which is
19 located on the west side of the 202 and approximately
20 South Mountain Avenue.

21 BY MR. DERSTINE:

22 Q. And the South Mountain Avenue alignment is that
23 southern border of the parcel that is being developed for
24 the school that we spent some time discussing; correct?

25 A. (Mr. Hernandez) That is correct. The school

1 would be immediately north of that yellow alignment.

2 From the west side of the 202 or Node H --

3 CHMN STAFFORD: Stop a second. Stop. Back
4 up, please.

5 Right there, that development there to the
6 north of the South Mountain Avenue, what is that?

7 MR. HERNANDEZ: That is a home. That's an
8 actual residence.

9 CHMN STAFFORD: Okay. Is it like multiple
10 building? Are those trailers? What are we looking at?

11 MR. HERNANDEZ: I believe it's one large
12 home. There may be a smaller structure to the east.
13 That could be a storage facility, I'm assuming. Don't
14 know exactly what that smaller structure is and I believe
15 all those other objects are either trailers or
16 containers. Sounds like they're shipping containers.

17 CHMN STAFFORD: All right. And that's --
18 is that a separate owner than -- because I'm looking at
19 the PAD 5, and that looks like it's almost chunked out on
20 the corner to the left.

21 MR. HERNANDEZ: That is correct. That's a
22 private residence and the developer that we mentioned
23 earlier owns everything else outside of that --

24 CHMN STAFFORD: Okay. All right. Thank
25 you.

1 MR. HERNANDEZ: -- small notch.

2 BY MR. DERSTINE:

3 Q. And I guess to point out here that where route
4 S1 turns right from 63rd Avenue to South Mountain Avenue,
5 that's the closest that that route comes to any
6 residence; correct?

7 A. (Mr. Hernandez) That is correct.

8 Q. Okay.

9 MEMBER KRYDER: And approximate distance is
10 what?

11 CHMN STAFFORD: I guess it will depend
12 where they put the pole on the east side of that 63rd
13 Avenue or the west side. And then I think you stated
14 it's going to be on the south side of South Mountain
15 Ave.; correct?

16 MR. HERNANDEZ: Correct. We are proposing
17 to place that transmission line on the south side of
18 South Mountain Avenue so that would put us approximately
19 a hundred feet from that turning structure, that turning
20 pole to the closest residence.

21 CHMN STAFFORD: And then on 63rd, are you
22 planning on doing it on the east or west side of the
23 road?

24 MR. HERNANDEZ: That is still undetermined,
25 hence why we are asking for a 350-foot corridor to work

1 with, when we approach those landowners about their
2 planned developments and what impacts, if any, a
3 transmission line would have on either property.

4 CHMN STAFFORD: Okay. Thank you.

5 MR. HERNANDEZ: So the east-west alignment
6 of S1 follows the South Mountain Avenue alignment as we
7 talked about the south side of South Mountain Avenue. It
8 then stops along the west side of the 202 at Node H and
9 then travels northward along the west side of the 202 up
10 to Node J which is the LACC.

11 The next route is S2. That's the teal
12 route that starts on Node B.

13 BY MR. DERSTINE:

14 Q. And that is one of our southern preferred
15 routes; correct?

16 A. (Mr. Hernandez) That is correct. This is a
17 preferred route. Travels northward along the 63rd Avenue
18 alignment. This segment between the substation and
19 Dobbins would fall within the SRP sliver of property we
20 described earlier which ultimately ends at about Node E
21 before again traveling north along the 63rd Avenue
22 alignment, and again no real certainty just yet if this
23 north-south alignment along 63rd Avenue between South
24 Mountain Avenue and Dobbins would reside either on the
25 east or west side of 63rd, that will be determined once

1 we have discussions with property owners and developers
2 for these two parcels.

3 So this route continues north along 63rd,
4 stopping also at South Mountain Avenue alignment before
5 turning in an angle and traveling east along South
6 Mountain Avenue again.

7 If S2 is approved as a route, we would look at
8 placing this transmission line along the south side of
9 South Mountain Avenue in this area between 63rd Avenue
10 and the Loop 202.

11 Q. And the 63 avenue that we've been following up
12 to this point, is that really a street or it's just the
13 alignment that aligns with 63rd Avenue? Is there --
14 could I drive a car down 63rd Avenue there?

15 A. (Mr. Hernandez) Depends on the car you have.

16 Q. Fair enough.

17 A. (Mr. Hernandez) But I wouldn't. Today it's an
18 alignment; today it's a farm road. But I have, you know,
19 talked to the City of Phoenix specifically about 63rd
20 Avenue and they do have plans to make that a major
21 collector road between Baseline and Dobbins. And so at
22 some point it will be a fully built-out collector road.

23 Q. Okay.

24 A. (Mr. Hernandez) So traveling north on route S2
25 between Nodes H and J also end at the LACC similar to

1 route S1 which we just described.

2 The next route is route S3 starts at Node C at
3 the substation. Follows the west side of the 202.

4 Q. And here starting at Node C, this is the
5 preferred route up until we get to Node H; correct?

6 A. (Mr. Hernandez) That is correct.

7 Q. Okay.

8 A. (Mr. Hernandez) The segment between the
9 substation and Dobbins Avenue would reside on SRP
10 property would be west of the Loop 202. Which is about
11 Node F.

12 We then have a slight angle as we follow the
13 ADOT right-of-way and travel northbound along the west
14 side of the Loop 202. This is the same area we described
15 that would ultimately have three different billboards
16 along the eastern boundary of that property and along the
17 west side of the 202.

18 This preferred segment ends at Node H before
19 making the crossing over the 202, but for this flyover we
20 show the route in its alternative entirety, and that goes
21 all the way to Node J, which is the LACC.

22 And if you're wondering why the jogs in these
23 paths specific to this area is because there's a portion
24 of property that's still owned by ADOT that I believe
25 they're looking at selling to the adjacent private

1 property owners.

2 So S3 as you can see ends at the LACC.

3 The next southern route is going to be S4. That
4 is the copper colored route. That starts at Node D at
5 the substation, goes immediately to the east side of the
6 202 and then travels -- and this is -- the entirety is
7 not a preferred route but the northern segment is part of
8 the preferred route and I'll point that out here shortly.

9 The S4 route then follows the east side of the
10 202 within the ADOT right-of-way, and you can see this
11 large retention or drainage area that I spoke to earlier
12 that would require modifications to create a space wide
13 enough for a pole line and an associated maintenance road
14 to maintain that pole line.

15 You'll notice there is an existing narrow road
16 there today, but it just isn't wide enough. We would
17 need approximately 70 to 80 feet of clear flat space and
18 what resides there today is probably less than 20 feet.

19 Same thing on the north side of Dobbins as we
20 travel north on the 202, you'll see the constraints with
21 the existing road with the existing access road that ADOT
22 has adjacent to their drainage area and how narrow that
23 really is, and how that would just be a huge undertaking
24 to have to modify that to create a flat space wide enough
25 to construct a transmission line.

1 We are now approaching South Mountain Avenue
2 alignment, so if we pause there you'll see the South
3 Mountain Avenue description. This is essentially where
4 the preferred route begins for S4. So this would be
5 Nodes I to K. This is the segment that we are looking to
6 gain the approval of the committee to construct and
7 ultimately work with ADOT to widen this road that hugs
8 the eastern boundary of their right-of-way so it can be
9 wide enough to support a transmission line.

10 This segment also ends at the LACC at Node K.

11 MEMBER LITTLE: Mr. Chairman.

12 CHMN STAFFORD: Yes, Member Little.

13 MEMBER LITTLE: That portion between I and
14 K, the transmission line itself, the pole line itself
15 will be in the retainment basin, but the road will be on
16 the side? But there is an existing road there now and it
17 would be widened; is that correct?

18 MR. HERNANDEZ: Member Little, the road
19 that's there today is not wide enough. We would have to
20 widen that road.

21 MEMBER LITTLE: I understand that. But it
22 looks -- looking at the picture there you've got the gray
23 areas on the side and the sort of beigey-browny area in
24 the middle and you're showing the -- not the right-of-way
25 but where the transmission line will go as being inside

1 the retainment basin. Is that correct?

2 MR. HERNANDEZ: Graphically that's the way
3 it is shown. But in terms of where the pole line would
4 reside exactly would not be exactly where this orange
5 path is.

6 MEMBER LITTLE: Oh, okay.

7 MR. HERNANDEZ: It would be a little bit
8 further east. It would still fall within that drainage
9 area and we would have to work with ADOT to modify that
10 drainage area to create a flat space wide enough for the
11 pole line.

12 MEMBER LITTLE: I see. Okay.

13 MR. HERNANDEZ: But just not exactly how
14 it's represented on the screen.

15 MEMBER LITTLE: That answers my question.
16 Thank you.

17 MR. HERNANDEZ: So, again, this segment
18 does end at Node K at the LACC.

19 Lastly, route S5 shown as --

20 MEMBER GOLD: Mr. Chairman, could you stop
21 it for a moment.

22 CHMN STAFFORD: Yes, Member Gold.

23 MEMBER GOLD: Go back just a little so
24 you're just a hair back, so you're still looking at
25 that -- there.

1 That's a drainage area. And you don't want
2 to put transmission lines in a drainage area. I've seen
3 transmission lines in washes. And those washes are
4 100 feet wide. And I don't see access roads.

5 MR. HERNANDEZ: And they're very difficult
6 to maintain, yes.

7 MEMBER GOLD: So you're telling me that you
8 need to have an access road every single solitary place
9 this is. But I've see you put transmission lines with no
10 access roads. So I'm going back to Member Little's
11 question, you've got everything on the other side of the
12 road on the east side of 202. Now you have --

13 MEMBER KRYDER: This is the east side.

14 MR. HERNANDEZ: Yes, this is an east side
15 of the 202.

16 MEMBER GOLD: I'm sorry, on the west side
17 of the 202 you've got your lines there and you don't want
18 to put lines on the east side of 202 because it's a
19 drainage area and there's an existing road that isn't
20 wide enough.

21 MR. HERNANDEZ: We are proposing --

22 CHMN STAFFORD: Member Gold, this right
23 here we're looking at the I to K segment, okay? And so
24 the reason they want to have the I to K segment on the
25 east side of the 202 is because if you look at the H to J

1 segment there's not enough room to put both lines there.

2 MEMBER GOLD: That's a point, but it's not
3 where I was going, Mr. Chairman.

4 CHMN STAFFORD: Okay.

5 MEMBER GOLD: Where I was going was the
6 route you have from D to I to K on that same east side of
7 202, it's got an existing road, you can make the road
8 wider, you're putting lines alongside an existing major
9 roadway, 202, that has exit ramps on both ends of where
10 you need to go and one in the middle.

11 I don't understand why you canceled that
12 route now that I'm looking at the terrain. I mean, you
13 said it's drainage area. Drainage areas don't really
14 affect your power lines. I mean, you put those things
15 10 feet in the ground. They're eight to 10 feet in
16 diameter. Water can run by them. Why was this route
17 discarded? This doesn't bother any homeowners, it
18 doesn't go near a school.

19 CHMN STAFFORD: Are you talking about
20 section D, G, I?

21 MEMBER GOLD: Correct.

22 CHMN STAFFORD: Okay.

23 MEMBER GOLD: Why was that discarded?

24 MR. HERNANDEZ: So the reason we did not
25 move forward with route S4 between Nodes D, G, and I, two

1 reasons --

2 BY MR. DERSTINE:

3 Q. Mr. Hernandez, let me just clarify that that
4 segment of route S4 has not been discarded. It's part of
5 the application. It is a route that we brought forward
6 in the application. It is not our preferred route;
7 correct?

8 A. (Mr. Hernandez) That is correct.

9 MEMBER GOLD: Okay. Why was it not your
10 preferred route? It doesn't hurt anybody, it runs
11 parallel to your other lines. It still allows you a loop
12 that's hundred, 200 feet apart from your other line.
13 You're not going through areas that -- I mean, it's a
14 circuitous route that you're taking that's a preferred
15 route.

16 When I take a look at, you have the route
17 that goes C, F, H, you know, J, and right opposite the
18 other side of the road you could have D through I to K.
19 It looks like the terrain on both sides is similar, the
20 drainage on the east side. The poles, transmission lines
21 in drainage areas don't seem to be something that should
22 be difficult.

23 I mean. It's not a preferred route because
24 ADOT doesn't want you to use it? I mean, if that's the
25 reason it's not a preferred route, you know, say so.

1 ADOT has reasons I just don't understand at this point in
2 time.

3 MR. HERNANDEZ: So where we have concern is
4 the placement of poles, transition-sized poles, and the
5 probability of those poles limiting or making it
6 difficult for them to maintain that drainage because the
7 poles would essentially be in the way of where they may
8 have to park equipment or trucks when performing
9 maintenance-type operations on that drainage area.

10 So to create a space wide enough, to your
11 point, Member Gold, we would have to widen that flat
12 space that hugs the east side of the freeway to locate a
13 pole and a road. And that would require significant
14 amount of work to essentially rebuild that entire
15 drainage area along the alternative S4 route.

16 MEMBER GOLD: You don't have to rebuild the
17 drainage area. It's already there. You're going to make
18 the road to the east of the drain -- east -- the gray
19 line on the east, the gray line on the east.

20 MR. HERNANDEZ: Correct.

21 MEMBER GOLD: That's an existing road.
22 20 feet wide, 30 feet wide?

23 MR. HERNANDEZ: Yeah, it varies.

24 MEMBER GOLD: Okay. You need heavy
25 equipment to go on roads that are how wide?

1 MR. HERNANDEZ: The space needed would
2 essentially, let's say 80 feet would be needed, not so
3 much for the drivability of the truck, but for the
4 placement of the truck and its associated outriggers that
5 would be extended and having to offset it from the line
6 to be able to work on the line.

7 So what we're proposing is not to place the
8 transmission line right up against the property line or
9 the ADOT right-of-way, but further into the retention
10 area to give us a road wide enough but also to create a
11 buffer between the pole line and the adjacent
12 developments to the east.

13 And so building an 80-foot roadway or flat
14 space would require us to modify the sloped -- how that
15 drainage area is, in fact, sloped. Because today as it
16 sits, we simply just can't widen the roadway without
17 impacting the volume of that channel.

18 BY MR. DERSTINE:

19 Q. But I think, Mr. Hernandez, correct me if I'm
20 wrong, you're not saying it can't be done. You're not
21 saying that it's not possible for SRP to place its line
22 there with the various modifications.

23 The issue is obtaining permission from ADOT to
24 do it on this section as well as the portion of S4 which
25 is part of the preferred from I to K; correct?

1 A. (Mr. Hernandez) That is correct. We have -- we
2 are working with a local engineering firm to perform that
3 analysis, but we have yet to complete that full-blown
4 analysis that would detail that the level of
5 modifications that would be required.

6 But in preliminary discussions with that, both
7 that engineering firm and ADOT both agree that
8 significant changes would have to occur or have to be
9 made to that drainage area to support that pole line.

10 Q. Okay. And -- but ultimately whatever the
11 changes need to be made, there also need to be
12 modifications to the segment from I to K.

13 But for various reasons ADOT is resistant to
14 doing the sort of redevelopment and rebuilding of the
15 retention basin to allow the structures to be placed
16 between D to G to I. Am I understanding that correctly?

17 MEMBER GOLD: Yes, because that is my
18 question.

19 BY MR. DERSTINE:

20 Q. Right.

21 A. (Mr. Hernandez) Yes, they do -- yes, they are
22 concerned about the amount of exposure of a line that
23 long from Nodes D to G to I to K, but are open to the
24 idea of a shorter segment between I and K because of the
25 limited exposure.

1 Q. So to Member Gold's point, you know, you see
2 transmission structures in all kinds of places. Your
3 testimony isn't that we can't build it there because it's
4 a retention basin. It's the engineering considerations
5 and ultimately it's up to ADOT to decide whether or not
6 they will give us permission to place it there.

7 A. (Mr. Hernandez) That is correct.

8 MEMBER GOLD: So ADOT is the limiting
9 factor with this one?

10 MR. DERSTINE: With that segment along S4
11 between D to G to I as well as up to K. But if I'm
12 understanding Mr. Hernandez's testimony that ADOT is more
13 open or receptive to placing the line on that shorter
14 segment between I to K as opposed to the full run from K
15 all the way south to D.

16 A. (Mr. Hernandez) That is correct.

17 MEMBER GOLD: Thank you. That answers my
18 question.

19 A. (Mr. Hernandez) So, again, this segment of the
20 preferred route ends on Node K at the LACC.

21 I mentioned S5 earlier. S5 and S3 are one and
22 the same. And so we do not have a separate S5 flyover.
23 They were essentially combined in S3 flyover.

24 But moving to the northern routing area. We'll
25 start with route N1, which starts at the LACC at Node J

1 and it is not a preferred route that we are proposing to
2 the committee.

3 You'll notice that in what starts at Node J and
4 travels north along the west side of the 202 crossing
5 Baseline at a slight angle following the ADOT
6 right-of-way.

7 Continuing north, ultimately passing Node N and
8 stopping at the Vineyard Road alignment on the west side
9 of the 202 before turning an angle and traveling east
10 along the Vineyard Road alignment.

11 You'll notice the pocket of homes that I
12 mentioned earlier. In fact, there are more homes there
13 that are not shown on this aerial. They are currently
14 under development, which you'll see tomorrow.

15 So N1 does cross the 202 at the Vineyard Road
16 alignment, travels east towards Node P, which is the
17 existing Anderson-to-Orme 230kV line.

18 Again, the parcel to the north is owned by
19 Maricopa County Colleges, the parcel to the south is
20 owned by a home developer that's actively under
21 construction today.

22 The second route in the northern area is route
23 S2. This is a preferred route in the northern area.
24 This starts at Node J on the LACC, travels north along
25 the west side of the 202 crossing Baseline and stopping

1 just north of Baseline before turning an angle and
2 traveling eastward over the Loop 202 freeway just north
3 of the existing commercial development located on the
4 northeast corner of the 202 and Baseline, which is
5 essentially Node N.

6 And it will end or terminate at Node O, which is
7 the 59th Avenue alignment that also acts as the
8 north-south alignment of the existing Anderson-to-Orme
9 230kV line.

10 The next two routes of the northern area are
11 routes N3 and N4. N3 being the tan line or gold line,
12 and a preferred route. Both follow the LACC, one on the
13 north, one on the south.

14 We talked about the preferences of the City in
15 this alignment. You can see somewhat the tree line that
16 we mentioned earlier between the 202 and 59th Avenue,
17 this area here.

18 The difference between Node -- I'm sorry --
19 between routes N2, N3, and N4, that they both terminate
20 on different sides of the existing SRP Cheatham
21 distribution substation which is a smaller substation.
22 Both terminate on the south side of Baseline Road at the
23 existing east-west alignment of the Anderson-to-Orme
24 double-circuit 230kV line.

25 And, again, this is just a reminder of the

1 preferred route options that we are presenting to the
2 committee.

3 Q. Does that conclude the flyover?

4 A. (Mr. Hernandez) That side.

5 MR. DERSTINE: That's good timing.

6 Mr. Hernandez, you got it just right. We're right up
7 against 5:00, if we can take a few minutes I think
8 Ms. Pollio can present the route tour for tomorrow and
9 with your permission we'll cover that quickly and then
10 you can have the committee decide if you want to have a
11 vote or however you want to proceed.

12 CHMN STAFFORD: I think we're definitely
13 going to do a tour, even if I'm the only member who goes,
14 I think we're going to do a tour.

15 MR. DERSTINE: All right.

16 CHMN STAFFORD: So I'd like to -- I didn't
17 see an estimated time for the tour on the itinerary. Do
18 you have a guesstimate on that?

19 MS. POLLIO: Yes, we can put up the route
20 tour just so I can show you the stops and make sure you
21 have the detail. I can do if very quickly, but to answer
22 your question directly, we drove it last week. It was
23 45 minutes.

24 However, with stops getting out, getting
25 started, all that fun stuff, we would assume it will take

1 the morning. We're assuming that once you come in here,
2 we can go out to the front of the building, there will be
3 a bus, we will have water. A few snacks on the bus for
4 people. We will leave, depart here, it will be ready at
5 9:00, of course, departing whenever everyone is ready to
6 go.

7 We anticipate again it taking probably the
8 course of the morning. We will be able to come back and
9 have lunch immediately and then we can start immediately
10 after.

11 CHMN STAFFORD: That sounds good to me.
12 Members?

13 MEMBER GOLD: Sounds good.

14 CHMN STAFFORD: All right. I'm going to
15 quick run through the stops and show us where we're
16 headed. I understand you have a script that will be --

17 MS. POLLIO: Yes.

18 CHMN STAFFORD: -- read while we're
19 traveling to give us our bearings, what we're looking at
20 as we're driving down the road.

21 MS. POLLIO: Yes. So we do have, we will
22 pass out scripts and directions for the route tour. With
23 that will come the key observation points that were
24 mentioned by Member Kryder. Those will be attached so we
25 will have those.

1 I want to remind everyone we do have
2 additional KOPs and simulations that we will be
3 presenting during the course of discussion of Exhibit H
4 in the application.

5 But we wanted to make sure we had those for
6 you, you know, when you're on the route tour, so those
7 will be given to you tomorrow.

8 When you look at the route tour, it is
9 broken down by individual stops. But I'll go ahead and
10 very quickly go through it so you can kind of determine
11 where you can get out, where you can walk around, where
12 it's safe. There are a couple places that we will stop
13 but it would be not safe to exit the bus. So we'd rather
14 everyone stay on.

15 We will be able to stop and look and of
16 course we could get out but it will not be a walking area
17 if people did get out.

18 As you can see -- and, again, from this
19 route tour we are going to be heading from the casino
20 here. We will go all the way up, and the first stop is
21 actually on the LACC.

22 MR. DERSTINE: Can the AV team increase the
23 size of that left screen, or we're stuck with it? That's
24 as big as it gets? Okay.

25 MEMBER KRYDER: And do you have a pointer?

1 MS. POLLIO: I do.

2 MEMBER KRYDER: If you don't --

3 MS. POLLIO: I can get a pointer.

4 If you could keep it there we'll just run
5 through the stops at this level. But you can see right
6 here is stop 1. The red indicators, those are the KOPs
7 that you will also see a simulation from. So those will
8 be attached.

9 But stop 1 is in the parking lot south of
10 Baseline Road and this is right here, right by the
11 existing Cheatham substation. You will be able to get
12 out here and stand along the LACC, walk as much as you
13 can. It's very nice to be able to pop out. You would be
14 able to see both ways, both route options and obviously
15 one of these lines would be our preferred route.

16 From there, if you want to go to the next
17 map and stop 2. Basically stop 2 is across the street,
18 so we will go into the commercial establishment on the
19 north side of Baseline and you can see here it's stop 2.
20 This is also in a commercial area.

21 You will be able to view the line routes
22 and specifically this is the blue alignment that is from
23 J to N to O that is also one of our preferred alignments.

24 Okay. From there, we will drive to stop 3.
25 So here, we will be coming out and going up so we can

1 see, we will be in this area where we have spoken about
2 some dispersed residences that are close to this east --
3 west side of the Loop 202.

4 Again, this is one of our alternatives, not
5 our preferred, but you will be able to see the area as
6 you cross the Loop 202. You'll be able to see where
7 these proposed alignments are and an additional key
8 observation point.

9 From there, we will be going to stop 4. So
10 I'll go back, stop 3 is pretty tight. You will be able
11 to get out and see the area. But it is -- it's much more
12 constrained than stops 1 and stops 2. But we will be
13 able to get out.

14 Stop 4 is actually very close to the house
15 that we talked about. Chairman, you asked about the
16 house right here at that corner structure. This is where
17 our preferred alignment would be. This is also where the
18 proposed school would be.

19 So you will be able to get out. This is
20 one area you'll be able to walk around. You'll be able
21 to see south clearly along our preferred route along that
22 63rd alignment. You'll also be able to see to the east
23 over to that H node, which is where the crossing would be
24 of our preferred route. So this is a very good stop to
25 get out and see our preferred route in many different

1 perspectives as well as there's a KOP that we will be
2 speaking to.

3 MEMBER KRYDER: That's South Mountain right
4 there?

5 MS. POLLIO: This is the South Mountain
6 alignment; correct.

7 Okay. We now, because we cannot go through
8 that 63rd Avenue alignment, we will have to go back up
9 and we will go to stop number -- let me just stop there
10 if you don't mind -- so we will be taking a route that
11 will come up Baseline and we are actually going to be
12 along, so we will not be along the route because we
13 cannot drive literally where eastern alignment is on the
14 202. You will be seeing it when we are on the 202, but
15 it's somewhat difficult.

16 So we will be traveling down this road that
17 is in construction. We'll be traveling south but you'll
18 be able to get some nice views of all of this
19 construction that is currently active. Some of it is in
20 the process, this parcel where there's leasing of some
21 completed construction, I think it's actually up here.
22 And anyway, you'll be able to see a lot of changes that
23 have gone on in this area.

24 When we get down here to Dobbins we will
25 cross over Dobbins and, again, you'll be able to get a

1 nice view to the north and to the south as we're crossing
2 both this eastern side of the Loop 202, the western side
3 of the 202.

4 You'll be able to see our preferred
5 alignment as it looks to the north. So, again, remember
6 you could see that at stop 4 to the south. You'll be at
7 E, you'll see it to the north. And then we'll stop at
8 point 5.

9 This is actually where we'll be able to
10 stop. You will not necessarily be able to get out. It
11 is along the road. There is really no pull off. Again,
12 there's a lot of active construction going on. But it's
13 a very good point, there is a location on a big new
14 building that's in construction that we could pull off
15 at. But, again, I think you'll be able to get the gist
16 of where you are.

17 This yellow alignment, again, is a
18 contingent to our preferred. And that goes up to E, so
19 that's from A to E.

20 We will then turn around. We will pull off
21 after we go -- wait. You can keep going. However, you
22 want to do this. Sorry. You can keep going to the next
23 map.

24 We will pull off the side of the road on
25 the east side at Node G. Again, it will be very

1 difficult to get out of this location, but we will be
2 able to stop. You'll be able to look to the north and to
3 the south and, again, you'll be at G.

4 From there, we will, if you want to go
5 ahead to the next -- do you have a next map?

6 I will just point out that on the way back
7 we just had -- when you are coming down we will have to
8 go back, come down to get on the interstate at Elliot.
9 When you do that you have a very nice view of the
10 substation site. So it's -- you're up top, you can see
11 down the substation site. You really get a very good
12 view of the substation.

13 And honestly all of this area over here,
14 it's a nice way to end and see kind of that southern area
15 on the west side of the Loop 202.

16 So, again, we think that if we did it speed
17 driving we could probably get through it in less than an
18 hour but I would assume it's going to take us the
19 morning.

20 CHMN STAFFORD: Excellent. At least it
21 won't take us all day like the TEP case did. That was an
22 extremely long tour.

23 All right. Well, then, we'll meet back in
24 this room at 9:00 a.m., we'll go on the record. Clear up
25 any loose ends before we start the tour and then we'll,

1 once we go off the record here we'll proceed to the lobby
2 and then board the bus and go on the tour.

3 Is there anything further before we recess
4 until public comment at 5:30?

5 MR. DERSTINE: I think that's it for today.

6 CHMN STAFFORD: Members?

7 (No response.)

8 CHMN STAFFORD: All right. Excellent.

9 All right. We'll take a recess until 5:30
10 at which time we'll come back for public comment. We
11 stand in recess.

12 (Recess from 5:12 p.m. to 5:30 p.m.)

13 CHMN STAFFORD: All right. Let's go back
14 on the record.

15 Now is the time set for the public comment
16 for line siting case 239. We'll start with the members
17 of the public who are in the room to make comment. When
18 I call your name, please come to the podium and you'll
19 have about three to five minutes to make your comments.

20 Up first we have Kean Thomas.

21 MR. THOMAS: Hi, I am Kean Thomas with
22 Vestar. We're a retail shopping center developer working
23 on the project here in Laveen at the southeast corner of
24 Dobbins and the 202 freeway.

25 Our comment on the project and the proposed

1 transmission line --

2 MEMBER GOLD: Just a little slower and
3 closer to your mic, please.

4 MR. THOMAS: Our comment on the proposed
5 transmission line routes is that the routes are best
6 situated on the west side of the 202 freeway all the way
7 north until their ultimately crossing point to the east
8 to align with the existing substations on the east of the
9 202.

10 There's a multitude of reasons for that.
11 Some of them linked to our project, some of them linked
12 to the general beautification of the community and the
13 benefit of the community. You know, we believe in place
14 making at Vestar and we're very focused on creating
15 something that is in alignment with the village core
16 there.

17 And the power lines would not do anything
18 to support any kind of aesthetics or the perception of
19 safety and everything else that we try to uphold and
20 maintain in our centers. We're a long term holder of all
21 of our shopping centers we've developed in the Phoenix
22 area. And that this is directly in conflict with what we
23 try to purport in our centers.

24 On top of that our customers who come to
25 our centers who will be living in the nearby area are

1 heavily weighted to the east side of the freeway,
2 particularly in that southern section south of Dobbins.
3 Everything west of the 202 is commercial and in
4 particular it is not just commercial, but it is heavy
5 industrial use. Which is in greater alignment with the
6 actual needs of the power.

7 We don't need 230kV power. None of the
8 homes near us will need 230kV power. So our perspective
9 on it is just it makes logical sense to be on the west
10 side of the freeway all the way north.

11 And that's our comment.

12 Vestar, we're a shopping center developer,
13 and we're representing the landowner on the southeast
14 corner of Dobbins and the 202. We have a 50-acre
15 commercial retail project under development there.

16 CHMN STAFFORD: Thank you. Up next.
17 Charlie Martin.

18 MR. MARTIN: Good evening, Committee
19 Members. I'm Charlie Martin, chief financial officer for
20 Laveen Elementary School District. And I'm here in
21 regards to the property at the northeast corner of 63rd
22 Avenue and South Mountain.

23 That's a site that the school district's in
24 the process of acquiring to be a future elementary
25 school. It will be our eleventh and final school in this

1 school district. And I believe that the resolution
2 passed by our governing board last month has already been
3 read to this group. But, to reiterate, we would be
4 comfortable with power lines along the 202, that we can
5 situate that site to work with that route, but are
6 opposed to power lines along South Mountain Avenue east
7 of 63rd or along 63rd north of South Mountain Avenue.
8 And we'd request that routes that avoid South Mountain
9 Avenue would be prioritized. Thank you.

10 CHMN STAFFORD: Thank you. Up next we have
11 Rachel Hungerford.

12 MS. HUNGERFORD: Hi, my name is Rachel.
13 I'm one of the residents in the new builds across the
14 street. And I really just have one main question and
15 that's what mitigation -- what mitigation plans are
16 already in place, if there are any, for potential
17 credible threats against substations because increasingly
18 substations are targets of hacking and domestic terrorism
19 threats, so would the freeway be closed? Would the
20 neighborhood have to be evacuated, et cetera?

21 MR. DERSTINE: Just -- the format isn't set
22 up for us to answer your questions or -- we're here to
23 hear your comments, but if you'll get with someone on the
24 project team or we put you with someone who can speak to
25 that, give you some information, we're happy to do that.

1 MS. HUNGERFORD: Great. Thank you so much.

2 CHMN STAFFORD: You're always free to speak
3 to the applicant.

4 MS. HUNGERFORD: To who?

5 CHMN STAFFORD: You can always talk to the
6 applicant. The ex parte rule applies to the members of
7 the committee.

8 All right. Daniel Gonzalez-Aranda filled
9 out a slip, does not wish to speak. Are there any
10 members online that want to make public comment?

11 MS. ABEGG: I would like to make a comment.

12 CHMN STAFFORD: Can you please state and
13 spell your last name for the court reporter, please.

14 MS. ABEGG: Yes, my name is Linda Abegg, my
15 last name is A-B-E-G-G.

16 CHMN STAFFORD: Please proceed with your
17 comments. Thank you.

18 MS. ABEGG: Okay. So I am here to speak on
19 my own behalf as a community member, but also as context
20 of I've been involved in the process as a community
21 member, but also as the chair of the Laveen Village
22 Planning Committee as well as a member of the Laveen
23 School Board.

24 And my comments echo Charlie Martin's, that
25 it's, as we plan in Laveen, I have kids in school, one of

1 the challenges we've had in Laveen is finding a place for
2 schools to go. And so it's important to the community
3 that we have a place that feels safe for our children to
4 go to school, and I've expressed to SRP that I think a
5 more appropriate alignment would be for the lines to go
6 east along Dobbins to the 202 instead of along South
7 Mountain Avenue.

8 That would not only preserve the school
9 site, but our community along with our former councilman
10 Yassamin Ansari, who was just elected to Congress, she
11 really worked hard with the community and with developers
12 to establish a town core at Dobbins and the 202 on the
13 northwest side.

14 And the current preferred lines go on both
15 the east and west of that which would really make it
16 difficult for us to bring in the restaurant and the
17 splash pad and community area that we had intended on.

18 And I believe that going up the east side
19 of the property along the 202 would allow us to both
20 maintain more of our town core as well as the school
21 site.

22 I've been involved in planning in Laveen
23 for eight years so it's hard to see these projects that
24 we've been working hard to build our town core get
25 sidelined, and I think taking the route along Dobbins and

1 then up the 202 would really help to preserve what we've
2 worked for in building a community area for Laveen.
3 Thank you.

4 CHMN STAFFORD: Thank you.

5 Is there anyone else online which wishes to
6 make public comment?

7 (No response.)

8 CHMN STAFFORD: Let's see. We have a
9 number of attendees. I see a Jessica Potter. Do you
10 wish to make public comment?

11 MS. POTTER: No.

12 CHMN STAFFORD: Thank you. Mr. Ryan
13 Manteuffel, do you wish to make --

14 MR. MANTEUFFEL: Yes, I'd like to make
15 public comment.

16 CHMN STAFFORD: And please tell me how to
17 pronounce your last name because I'm pretty sure I got it
18 wrong.

19 MR. MANTEUFFEL: That's all right. Ryan
20 Manteuffel.

21 CHMN STAFFORD: All right. And the court
22 reporter can see that to spell it?

23 Okay. All right.

24 Please proceed with your comments. Thank
25 you.

1 MR. MANTEUFFEL: I'm one of the -- part of
2 the ownership group of the Laveen Park Place apartments
3 south of the southeast -- or west corner of 59th Avenue
4 and Baseline. We have about 22 acres entitled and
5 permitted for 540 multifamily market rate apartment
6 units.

7 One of the proposed paths of I think it is
8 the southern transmission line would run directly
9 adjacent to my property. For I think very obvious
10 reasons I'm opposed to it. I don't know that I would
11 have bought this property or planned what I'm planning
12 had this been designed already. It would have
13 significant impact to my values and my residence and my
14 rents, making the project a project that has been
15 approved and permitted significantly less viable than it
16 is today.

17 CHMN STAFFORD: Does that conclude your
18 comment?

19 MR. MANTEUFFEL: That concludes my
20 comments, yes.

21 CHMN STAFFORD: Thank you. And I see a
22 Kesha. I can't read the rest of the name. I can only
23 see the first the name.

24 KESHA: I have no comment. I was just
25 observing at this moment. Thank you.

1 CHMN STAFFORD: Okay. Thank you. Is there
2 anyone else in the room that has filled out a slip to
3 make comments? All right. Well, it seems we are out of
4 public commenters for the moment.

5 We will remain to take public comment until
6 at least 6:00 o'clock, but in the meantime we'll go off
7 the record pending another arrival of someone from the
8 public to make comment. At which time we'll go back on
9 the record and take their comment, otherwise we'll go off
10 the record and come back when we have a commenter. We're
11 off the record.

12 (Recess from 5:41 p.m. to 6:02 p.m.)

13 CHMN STAFFORD: All right. Let's go back
14 on the record. We have a Jeff Y joining on online.
15 Would you care to make a public comment? And if you
16 could identify yourself and spell your last name for the
17 court reporter.

18 MR. Y: I do not. Thank you.

19 CHMN STAFFORD: Okay. Thank you. Is there
20 no one else on line for public comment? And there's no
21 one else signed up in person? All right. Well, that
22 concludes public comment.

23 We will reconvene in this room tomorrow
24 morning at 9:00. We'll go on the record briefly, discuss
25 the tour, clear up any loose ends and then head out to

1 see the site ourselves.

2 Mr. Derstine, is there anything else you
3 want to get in before we recess for the evening?

4 MR. DERSTINE: I don't think so. We talked
5 with Mr. Hernandez, I think we're going to have vests,
6 there might be a step or two where we want to members if
7 we're going to get off the bus to wear vests, and I guess
8 the recommendation is simply wear good, suitable footwear
9 so that, you know, for climbing on and off of a bus and
10 we're making our way around in parking lots and dirt
11 areas that everyone's safe. Are there any other
12 important considerations for the members as we're out and
13 about?

14 MR. HERNANDEZ: Obviously it's going to be
15 cool in the morning, so you may want to pack a sweater or
16 light coat, but as Mr. Derstine mentioned we will have
17 safety vests for everyone participating in the tour.
18 Mainly because we will be in public right-of-way at least
19 in two stops. So we'll have that covered.

20 CHMN STAFFORD: Excellent. Anything
21 further from members? All right. We stand in recess
22 until 9:00 a.m. tomorrow.

23 (Proceedings recessed at 6:04 p.m.)

24

25

1 STATE OF ARIZONA)
)
2 COUNTY OF MARICOPA)

3 BE IT KNOWN that the foregoing proceedings were
4 taken before me; that the foregoing pages are a full,
5 true, and accurate record of the proceedings, all done to
6 the best of my skill and ability; that the proceedings
7 were taken down by me in shorthand and thereafter reduced
8 to print under my direction.

9 I CERTIFY that I am in no way related to any of the
10 parties hereto nor am I in any way interested in the
11 outcome hereof.

12 I CERTIFY that I have complied with the ethical
13 obligations set forth in ACJA 7-206(F)(3) and
14 ACJA 7-206(J)(1)(g)(1) and (2).

15 Dated at Phoenix, Arizona, November 18, 2024.

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17
18 

19 _____
20 JENNIFER HONN, RPR
21 Arizona Certified Reporter
22 No. 50885

23 I CERTIFY that GLENNIE REPORTING SERVICES, LLC, has
24 complied with the ethical obligations set forth in
25 ACJA 7-206(J)(1)(

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