

1 BEFORE THE ARIZONA POWER PLANT LS-396

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 13, 2024

16 Filed: November 19, 2024

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18 REPORTER'S TRANSCRIPT OF PROCEEDINGS

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VOLUME II
(Pages 234 through 445)

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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 9:05 a.m. on November 13, 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 to resume the hearing
3 on line siting case 239. Now is the time for the tour.
4 I want to remind the members not to ask questions of the
5 applicant during the tour. They have a script that they
6 will read out as we drive so they'll explain what we're
7 seeing. We'll have scheduled stops where you can ask the
8 applicant questions. But just a reminder to the members
9 not to -- no ex-parte communications during the ride or
10 deliberations until we -- we'll be able to ask questions
11 at the stops.

12 With that, let's go off the record and get
13 on the bus.

14 (TIME NOTED: 9:05 a.m.)

15 (Beginning of route tour.)

16

17 (TIME NOTED: 9:30 a.m.)

18 (Arrival at Stop No. 1.)

19 CHMN STAFFORD: All right. So now we are
20 at the Laveen area conveyance channel. Member Gold, you
21 had a question about the 500kV lines on the way in here,
22 there were multiple wires or --

23 MEMBER GOLD: Yes. I have since learned
24 that they are bundles, that instead of having a much
25 thicker wire you simply bundle two or three wires

1 together per phase. And you can do it more efficiently.

2 So now I've learned something.

3 CHMN STAFFORD: So it's a single-circuit
4 500kV line.

5 MR. HERNANDEZ: That is correct.

6 CHMN STAFFORD: And they have multiple
7 conductors for each phase, then?

8 MR. HERNANDEZ: Correct.

9 CHMN STAFFORD: And you said that promotes
10 capacity on it?

11 MR. HERNANDEZ: Increases the capacity
12 capability; correct.

13 CHMN STAFFORD: Excellent. All right. Can
14 you show us -- Mr. Hernandez; right?

15 MR. HERNANDEZ: Correct.

16 CHMN STAFFORD: Like, can you show us on
17 the map where we are located?

18 MR. HERNANDEZ: So we are actually located
19 along the N3 route which is between Nodes K and L
20 specifically east of the 59th Avenue alignment which is
21 on the west side of us which is that bridge crossing
22 there.

23 So that's essentially 59th Avenue. We're
24 standing south of the Olney grocery store, which is not
25 labeled but it was represented by a box immediately west

1 of the Cheatham Substation. Okay. So we're on the north
2 side of the LACC and west of 59th Ave.

3 CHMN STAFFORD: Okay. So the LACC, which
4 side of the ditch are you planning on installing the
5 towers for the new line?

6 MR. HERNANDEZ: In this case, we had talked
7 about the hybrid approach yesterday about starting on the
8 south side of the LACC at the 202, and taking the south
9 side of the LACC between the 202 and 59th Avenue to clear
10 that large tree line.

11 You'll notice that the tree behind us are
12 smaller mesquites and Palo Verdes, not the case on the
13 west side of 59th Avenue, those are much larger trees,
14 you can see the start of that tree line. And so because
15 of that we are proposing to stay on the south side of the
16 LACC between the 202 and 59th Avenue, again, between
17 segments, or Nodes K and L.

18 And at this bridge or at the 59th Avenue
19 alignment we will look to then cross to the north side of
20 the LACC where we have -- actually have a bigger space to
21 work within. You can see the decomposed granite, the DG
22 area, and the smaller trees which prove to be much more
23 compatible with the pole line, a transmission line of
24 this size.

25 We can maintain adequate clearance from

1 these smaller trees. We may have to move a handful of
2 trees if they are in the exact location of where we
3 propose to put poles, but for the most part we can work
4 with these smaller trees in a much bigger space.

5 CHMN STAFFORD: So you'd be to the north of
6 the concrete path we're on.

7 MR. HERNANDEZ: Sidewalk, correct.

8 CHMN STAFFORD: And that would not
9 interfere with people's ability to utilize --

10 MR. HERNANDEZ: This --

11 THE COURT REPORTER: One at a time.

12 CHMN STAFFORD: Okay.

13 THE COURT REPORTER: Sorry. Repeat your
14 last question.

15 CHMN STAFFORD: Yeah, so the power lines
16 won't interfere with people's ability to use this
17 concrete pathway for bicycling, running, whatever they
18 do?

19 MR. HERNANDEZ: It would not. It would not
20 inhibit the use of the sidewalk.

21 MS. POLLIO: I'll also point out that we do
22 have on the map, on the route tour that KOP 3 provides a
23 simulation. So I just wanted to point that out. And
24 that is in the back of your route tour. There is a
25 KOP 3. We will be going over each KOP in simulation

1 later this afternoon. I'll be discussing it in
2 testimony.

3 But just so you can see kind of where we
4 are, it's about here. And this is looking northeast and
5 that's what the structures would look like if you were
6 doing the N3, which is the route, so if you're here, you
7 can see if the route was on the north.

8 CHMN STAFFORD: Okay. And now we can see
9 the existing 230kV line, that right there.

10 MR. HERNANDEZ: Correct.

11 CHMN STAFFORD: With the weathered steel
12 poles.

13 MS. POLLIO: Orme-Anderson 230kV line.

14 MR. HERNANDEZ: Actually the other one.
15 The galvanized poles are the 230kV line.

16 CHMN STAFFORD: This is a distribution line
17 isn't it, 69kV?

18 MR. HERNANDEZ: The weathered poles are
19 69kV.

20 CHMN STAFFORD: Okay. All right. And then
21 the substation's right over there too, isn't it?

22 MR. HERNANDEZ: That is the Cheatham
23 substation; correct. That's a distribution substation.

24 CHMN STAFFORD: Right. And so -- but
25 you'll tie in directly. I can see the structures there

1 past the steel weathered -- so you'll tie directly into
2 that line somewhere during -- in this segment there?

3 MR. HERNANDEZ: Correct. So for the N3
4 route, the northern LACC route, we proposed to tie into
5 the structure on the west side of the Cheatham
6 Substation. On the N4 route, not shown on the preferred
7 map because it is not a preferred route. That is shown
8 tying into the existing Anderson-to-Orme line on the
9 south side of Baseline on the east side of the Cheatham
10 Substation.

11 But, again, that segment of N4 on the south
12 side is not part of our preferred option.

13 CHMN STAFFORD: The preferred option is to
14 collect at L --

15 MR. HERNANDEZ: Correct.

16 CHMN STAFFORD: -- and not M which is --

17 MR. HERNANDEZ: Correct.

18 CHMN STAFFORD: What you were talking
19 about.

20 MR. HERNANDEZ: Correct.

21 CHMN STAFFORD: Any other questions from
22 members?

23 MEMBER GOLD: Yes, Mr. Chairman.

24 CHMN STAFFORD: Member Gold.

25 MEMBER GOLD: So as I'm looking at this,

1 Preferred Route 2 would start at the 202. Is that the
2 202 or the 59th? That traffic.

3 MR. HERNANDEZ: So there's traffic both on
4 the 59th and the 202. The road immediately west of us is
5 59th Avenue.

6 MEMBER GOLD: Is the 59th. So we are
7 literally on this map just a little to the east of 59th.

8 MR. HERNANDEZ: Exactly.

9 MEMBER GOLD: We're looking at the curve
10 and then it will hook to the left and join the 230 line
11 somewhere up there or at the Cheatham substation.

12 MR. HERNANDEZ: Either on the west or east
13 side of the Cheatham Substation depending if you are
14 looking at the route N3 or N4.

15 MEMBER GOLD: I'm looking at K through L.

16 MR. HERNANDEZ: Right. So if you're
17 referring to the preferred route map --

18 MEMBER GOLD: Yes.

19 MR. HERNANDEZ: Yes, it is K through L. L
20 would be on the west side of Cheatham Substation.

21 MEMBER GOLD: Can I see any poles from the
22 Cheatham substation from here?

23 CHMN STAFFORD: Yes.

24 MEMBER GOLD: Which ones am I looking at?

25 CHMN STAFFORD: That block wall is the edge

1 of the substation there.

2 MEMBER GOLD: This block wall here is the
3 substation?

4 MR. HERNANDEZ: Yes, that is correct.

5 CHMN STAFFORD: And the weathered steel
6 poles are the distribution lines going in, out of there,
7 I guess; right? It goes --

8 MR. HERNANDEZ: They are subtransmission
9 lines. They are 69kV.

10 CHMN STAFFORD: And those are going in or
11 coming out, because they're going, the 14 or 12 volts.

12 MR. HERNANDEZ: Both. We've have 69kV
13 coming into the sub, entering the sub, and then leaving
14 the sub on another set of subtransmission 69kV weathered
15 poles that travels westbound also on the south side of
16 Baseline Road.

17 CHMN STAFFORD: Then where's the 12kV or
18 14kV?

19 MR. HERNANDEZ: The SRP system,
20 distribution system is 12kV. More than likely that
21 system is underground and exits the substation
22 underground through conduit systems and feeds these
23 retail businesses and some of these home developments via
24 an underground distribution system.

25 CHMN STAFFORD: Okay.

1 MEMBER GOLD: So your right-of-way, that's
2 the canal. Where do you propose -- at this point in time
3 you're going to have -- I got it -- you're going to have
4 your poles on this side of the canal.

5 MR. HERNANDEZ: That is what we're
6 proposing as part of N3, correct.

7 MEMBER GOLD: Yes, so you cross -- or, no,
8 you're crossing from the north to the south side.

9 MR. DERSTINE: Can you clarify, Rick. If
10 I'm looking at KOP 3, the simulation, appears the
11 structures are being placed here which makes sense to me.
12 And then you're using this, where we just saw a truck
13 come down this sidewalk is the maintenance road. So, but
14 we're on the north side but the structures will be within
15 the berm area of the LACC.

16 MR. HERNANDEZ: So initially when these
17 renderings were first created we were considering
18 locating the poles within the grassy area.

19 MEMBER GOLD: Yeah.

20 MR. HERNANDEZ: But after further
21 discussions with the City of Phoenix they were concerned
22 that placing the poles within the sloped area would
23 actually take away from some of the volume that's planned
24 for this channel, and asked that we not place any
25 facilities within the sloped area.

1 And so now we are looking at placing our
2 transmission poles north of the back of sidewalk and out
3 of the sloped area and within this landscaped area here.

4 MR. DERSTINE: Is that a final engineering
5 decision that you may decide they need to be over there?

6 MR. HERNANDEZ: We are -- we would be here
7 by permit, and if the City is saying they do not want us
8 there, then they would not issue a permit if we had
9 planned on being there, then we would for certain stay on
10 the north side of the sidewalk.

11 CHMN STAFFORD: But you'll want a corridor
12 wide enough to put it on either side of this concrete
13 pad.

14 MR. DERSTINE: Right.

15 CHMN STAFFORD: Okay. So when that -- if
16 the CEC grants you that corridor you have to put --
17 you're probably not going to zigzag back and forth.

18 MR. HERNANDEZ: No, no.

19 CHMN STAFFORD: That would be ridiculous,
20 so subject to the engineering, at the will of the City
21 then you put on either north or south of the concrete
22 path.

23 MS. POLLIO: And that is a very good reason
24 why we do have that corridor, because it allows that
25 flexibility here to work with the City, work with the

1 Laveen planning group on exactly the best placement to
2 minimize impacts for them.

3 CHMN STAFFORD: Okay. Thank you.

4 MEMBER GOLD: So this corridor where the
5 City is going to want it on this crushed granite or
6 whatever this rock is called, seems to be about 15 feet,
7 almost 20 feet in diameter. Can you put your poles in
8 here?

9 MR. HERNANDEZ: Easily.

10 MEMBER GOLD: How wide is the base of a
11 pole?

12 MR. HERNANDEZ: The pole bases will vary
13 depending on if it's an inline tangent pole or if it's an
14 angle pole, or a dead-end pole. But essentially it's
15 going to be vary between seven foot in diameter from the
16 base upwards to about 12 or 13 feet at the biggest.

17 MEMBER GOLD: Now, you may wind up filling
18 up this whole thing with a pole. I mean, it doesn't
19 matter. There's nobody --

20 MR. HERNANDEZ: I think this would most
21 likely would be a tangent, in this location would be a
22 tangent. The corner pole before we turn angle or turn
23 north would be a larger pole. That pole would be much
24 larger. But this here would be a smaller base of pole.

25 MEMBER GOLD: So around 10 feet still gives

1 you room to put it here?

2 MR. HERNANDEZ: Oh, yeah. Oh, yeah.

3 MEMBER GOLD: It's on this side here, it's
4 on -- when we cross 59th it's on the south side.

5 MR. HERNANDEZ: That is correct.

6 MEMBER GOLD: You've already got a ton of
7 lines around here. This is commercial property. This
8 doesn't seem to be a problem.

9 CHMN STAFFORD: What's directly to our
10 south?

11 MR. HERNANDEZ: Directly to the south of
12 the LACC is the Betty Fairfax High School, and that is
13 the ball field -- ball fields of the high school.

14 MS. POLLIO: So the closest building for
15 the high school is you can see that gray building back
16 there.

17 CHMN STAFFORD: Right.

18 MS. POLLIO: And we -- I don't have the
19 measurements off the top of my head but when I go through
20 my testimony, I will identify what that distance is. I
21 can identify that exact distance.

22 MEMBER GOLD: So there appears to be enough
23 room on the other side to run another set of poles
24 parallel to this one. I mean it's not one of your
25 preferred routes.

1 MR. HERNANDEZ: It's not.

2 CHMN STAFFORD: But there is room to do it
3 if for any reason you had to do it.

4 MR. HERNANDEZ: There is room to build it
5 on the south side of LACC.

6 MEMBER GOLD: Is there a road there that
7 you maintain it with, though?

8 MR. HERNANDEZ: And that's the issue is
9 that it's such a narrow space. What you have here as you
10 can see is an open parking lot. More than likely if the
11 poles are going to be placed north of the sidewalk, we
12 would operate the line from this parking area rather than
13 occupying this space.

14 On the south side we don't have that
15 opportunity. On the south side you have a ball field and
16 a fence line and a very narrow road. Although we could
17 figure out how to make it work, it would just be very
18 constrained and you'd ultimately be blocking the path for
19 not only the City maintenance trucks, but anyone that
20 uses that path or walkway.

21 MS. GILBERT: Mr. Hernandez, I think what
22 you were just saying might help clarify the need for the
23 350-foot corridor and which side we might end up on just
24 that you're describing constraints in comparison to
25 preferred routes which have opportunities. But all of it

1 is feasible; is that correct?

2 MR. HERNANDEZ: That is correct.

3 MS. GILBERT: So SRP could find a way to
4 put these lines as they're proposed on any of these lines
5 that are on the proposed map.

6 MR. HERNANDEZ: That is correct. Every --
7 every route that we've looked at we feel is constructible
8 and maintainable. But there are obviously routes
9 identified as preferred routes that we feel are ideal for
10 this area.

11 MEMBER GOLD: And you've done the research
12 on that over a period of months, so we take your word on
13 that. So this area is the middle of nowhere. I don't
14 see any residents, you know, some of us represent the
15 people of the State of Arizona, and I don't see any
16 people's homes here who would complain about wires.

17 What's on that side of the river? Of the
18 drainage area? On this side it looks like we're going to
19 this area here, and looking that way, I'm looking at
20 commercial. But on the other side where you're proposing
21 to put it, it looks like houses. And do they have poles
22 there already?

23 MS. POLLIO: They -- so they do not have
24 poles. I mean, I can tell you. So this LACC is the, as
25 you can see on your map, is the boundary of that

1 east-west, south. So similar to this where you have the
2 school south of the LACC, you will have a new
3 development, there's a PAD on your placemat. We can talk
4 about that when we get back but there is a PAD located --

5 MEMBER HILL: A planned area development.

6 MS. POLLIO: Thank you. A planned area
7 development on -- that is on that placemat and that is
8 number 11 and that is the Harkins Theater.

9 MEMBER GOLD: So that's commercial also.

10 MR. HERNANDEZ: Uh-huh. Correct.

11 MS. POLLIO: And you can see a housing
12 development as it goes to the south.

13 MEMBER GOLD: But they're going to have --
14 well, their mountain views won't be obstructed. Because
15 your lines are going to be north of them.

16 MS. POLLIO: And it comes off the
17 interstate, so it will turn off the interstate and be
18 north, exactly.

19 MEMBER GOLD: So between 63rd Avenue and
20 202 is where that planned area development is. Okay.

21 MS. POLLIO: Actually, no. It would be --
22 sorry -- to the east, so this is 59th. The 202. 63rd is
23 on the west side.

24 MEMBER GOLD: Except orienting my map
25 north-south --

1 THE COURT REPORTER: Don't cut me off.

2 MS. POLLIO: Good point.

3 So 202, 59th and 63rd.

4 MEMBER GOLD: Yep.

5 MS. POLLIO: Just wanted to make sure this
6 PAD that we are speaking of would be between the 202 and
7 59th. And we will be ending our -- at the end of our
8 route tour coming down 59th. So you will be able to see
9 each one of the PADs as we drive south. We will cross
10 again the LACC and then go south and take this all the
11 way down.

12 MEMBER GOLD: Gotcha. I was just looking
13 at obstructed, quote/unquote, mountain views. I don't
14 know why my wife says mountain views are very important.
15 But you're not obstructing anyone's mountain views or
16 mountain views.

17 MEMBER HILL: Mr. Chairman, I have a
18 question.

19 CHMN STAFFORD: Yes, Member Hill.

20 MEMBER HILL: When we were coming up the
21 202, we -- I got a much better look at the drainage
22 system associated with the 202 construction project. I
23 just could not help but think that it is similar in use,
24 similar in look, similar in slope, similar, similar,
25 similar. It's even more linear.

1 And it's more of a straight shot. And
2 so -- and it isn't on private property. It's on public
3 property where you can do some alignments with an agency
4 rather than dealing with a bunch of private property
5 landowners.

6 This makes a lot of sense to me. Can you
7 tell me why this doesn't make sense, but this segment
8 does make sense?

9 MEMBER GOLD: Before you answer that, may I
10 make a comment that I heard yesterday. I don't know how
11 close attention you were paying, but I paid attention to
12 one guy who said I'm planning a shopping center that's
13 going to go from here to here on this side here, and I
14 don't want poles on my shopping center.

15 MEMBER HILL: Well, no one wants poles, but
16 I --

17 MEMBER GOLD: It's a shopping center.

18 MEMBER HILL: -- will say a shopping center
19 is significant enough structures that if this is the back
20 of the shopping center all the way along the highway,
21 because nobody wants to visit the shopping center on the
22 highway side. Like this just didn't make sense to me now
23 that I have a better look at it. Are we going to get out
24 and look at some of this corridor? Or are we just
25 looking at preferred?

1 CHMN STAFFORD: And just to clarify, you're
2 speaking about from Nodes D to G to I.

3 MEMBER HILL: Correct.

4 CHMN STAFFORD: Which is part of --

5 MEMBER HILL: Like it is very similar in
6 use, structure, design, as this. This makes sense to
7 you? But the highway corridor doesn't?

8 MS. POLLIO: So let me get two things on
9 the record and then I think I'm going to definitely let
10 Mr. Hernandez answer the drainage question.

11 MEMBER HILL: Right.

12 MS. POLLIO: But for the planned area
13 developments that you spoke of yesterday, I want to make
14 sure -- do you mind using your placemat? I want to make
15 sure that we're clarifying. So the area that you're
16 speaking of is D, G, I to K; right?

17 MEMBER HILL: Yeah.

18 MS. POLLIO: So these are 17 -- make sure
19 I'm looking at everyone, 17 is the person that was
20 speaking yesterday, so that goes from only basically to
21 Dobson --

22 MEMBER HILL: This is Vestar.

23 MS. POLLIO: Vestar.

24 CHMN STAFFORD: Dobbins.

25 MS. POLLIO: Dobbins. What did I say?

1 CHMN STAFFORD: Dobson. That is a few
2 miles east of here.

3 MS. POLLIO: Dobbins. So then there are
4 additional planned area developments that we will pass,
5 so that's 29, 15, 14. These are residential. So it's
6 very high commercial, residential, and then movie
7 theater. So I just wanted to point out.

8 MEMBER HILL: So there is -- this section
9 is just residential.

10 CHMN STAFFORD: And you're speaking between
11 which node and which node?

12 MS. POLLIO: G, I, and K.

13 CHMN STAFFORD: Okay.

14 MEMBER HILL: I get that. But I do think
15 in the spirit of colocation they're already looking at a
16 highway and a drainage basin like this.

17 MS. POLLIO: I'll let -- I think
18 Mr. Hernandez can answer the drainage. I just wanted to
19 clarify for the record which piece was commercial, which
20 piece is residential.

21 MEMBER GOLD: That's important.

22 MEMBER HILL: That's helpful. Thank you
23 for that. That's helpful.

24 MEMBER GOLD: I didn't realize that. I
25 thought he owned the whole thing the way he described it.

1 MS. POLLIO: And you'll see when we take
2 59th we'll point out each one of those to make sure
3 everyone knows, which you will not be able to walk the
4 drainage.

5 MEMBER HILL: Will we even stop at the
6 drainage to be able to see the relative similar-ness to
7 this?

8 MS. POLLIO: We will. We will actually see
9 it twice. We're going to stop at the last stop.

10 MEMBER HILL: Okay.

11 MS. POLLIO: You'll actually be able to see
12 a clear shot of it. Honestly we could stop, you could
13 get out and cross. We just don't want to huddle in the
14 street.

15 MEMBER HILL: Sure. Sure. Sure.

16 MS. POLLIO: So you could actually cross.

17 MEMBER HILL: Okay.

18 MEMBER GOLD: Mr. Chairman.

19 CHMN STAFFORD: Yes, one second. I have --

20 MEMBER HILL: I want to see the
21 similarities.

22 CHMN STAFFORD: I had a clarifying
23 question. So we're talking, again, on the routes S4,
24 Node D to G, that was the commercial development area 17.

25 MS. POLLIO: 17, yes.

1 CHMN STAFFORD: Right. And then it was
2 above that. 29, 15 and 14, those are residential.

3 MS. POLLIO: 13.

4 CHMN STAFFORD: 13 is -- and then 12 is the
5 movie theater?

6 MS. POLLIO: 11 is the movie theater.

7 CHMN STAFFORD: 11 is -- okay. Okay. So
8 those are all residential developments along between G to
9 I to K, and it's G to D is the commercial along S4.

10 MS. POLLIO: Correct.

11 CHMN STAFFORD: All right. Just wanted to
12 make sure I got that straight in my head.

13 MEMBER GOLD: Mr. Hernandez.

14 MR. HERNANDEZ: Yes, sir.

15 MEMBER GOLD: Tell me the drainage on the
16 area we're looking at right now is very similar to the
17 drainage on the area that Member Hill is discussing where
18 they're going to put the shopping center and the
19 commercial areas.

20 They have similar roads to that one over
21 there, and that would require you to build a new road
22 sort of like this to maintain it. If you were to put
23 poles.

24 MR. HERNANDEZ: So I'll attempt to answer
25 your question and Member Hill's question at the same

1 time.

2 So if you turn your attention to the
3 existing 230kV line on the south side of Baseline Road,
4 if you look at that grayish pole, we call it galvanized
5 finish. That's a double-circuit 230 line. That's
6 essentially what we're proposing to build on this
7 project.

8 And if you think about the maintenance that
9 would be required to maintain, either side of that
10 pole --

11 CHMN STAFFORD: Can you stand behind her
12 and talk?

13 MR. HERNANDEZ: Yeah.

14 CHMN STAFFORD: So she can hear you.

15 THE COURT REPORTER: On this side would
16 be --

17 MR. HERNANDEZ: So if you think placing a
18 truck either on the north or the south side of that pole
19 to work on either the north or south side of that pole,
20 imagine how big of a truck is needed and where we need to
21 place that truck in relation to the line.

22 You cannot place that line directly
23 underneath the line, it actually has to be offset. The
24 truck footprint itself from outrigger to outrigger is
25 essentially about 26 feet.

1 And so you essentially want to double that
2 in your offsets. So you'll have about 20 to 25 feet
3 offset from the conductor to the start of the truck and
4 the truck has about a 26-foot, again, 26-foot footprint
5 without outrigger to outrigger. So you're easily 55,
6 60 feet away from the pole to the most furthest point.

7 The reason that's important is because we
8 need a flat space to work on to get the outriggers
9 extended out. If the outriggers are extended out, are
10 imbalanced, you're putting the guy in the bucket at
11 jeopardy of losing balance, potentially falling out.
12 These guys are tethered in, but it's still a risk.

13 And so we do not plan any major
14 transmission lines on sloped areas. Now, how that ties
15 back to this channel and the drainage area along the 202,
16 they are similar in that they are both drainage areas,
17 they are both channels.

18 The difference is here we have access to a
19 flat space parking lot to the north. On the south side
20 of the 230kV line west of 59th Avenue we will also have
21 access to that line via the Harkins parking lot. We've
22 met with Harkins and we've met with Kitchell, who both
23 have planned developments in that area, and we've looked
24 at their preliminary site plans and we feel we have
25 adequate space within their flat parking lot, similar to

1 the parking lot we are looking at here, to place
2 equipment to work on the transmission lines.

3 You don't have that in the ADOT
4 right-of-way. In the ADOT right-of-way it's so
5 constrained, you have a fence and a fence, and you have a
6 drainage channel. In some spots, and we may be able to
7 see that today, the road that ADOT has established, it is
8 so narrow, it's about 12 to 13 feet, obviously not big
9 enough to park a truck or to offset it from the power
10 line.

11 Hence why I mentioned yesterday if we build
12 in the ADOT right-of-way we have to bring that road out
13 further to make it wider to accommodate both a pole line
14 and a road access to maintain that pole line. You simply
15 just don't extend the road. You have to modify the
16 drainage channel, build up dirt, build up the grade, and
17 that's where the collaboration with ADOT is currently.

18 We are looking at the entire route to see
19 what is truly feasible in terms of modifying their
20 drainage system.

21 Now, the drainage system is there for a
22 reason. It's there to capture the runoff of that ADOT
23 has calculated not only for their own right-of-way, but
24 all the adjacent properties located adjacent to or east
25 of the ADOT right-of-way.

1 ADOT has to consider all that runoff that
2 occurs in a rain event, how they're going to capture that
3 runoff and how they're going to essentially transfer all
4 the runoff to the Salt River to the north, which is just
5 north of Southern.

6 So we simply can't just go in there and
7 build a road wide enough and tell ADOT give us a permit,
8 we're going to build this road. It takes a lot of
9 engineering analysis to prove that what we are proposing
10 can, in fact, work for both us and them and the community
11 that depends on that drainage system.

12 That's where we're at today with ADOT.
13 We've talked about the full extent of the S4 route and
14 what they said up to this point is that is very -- that's
15 going to be of large impact to our drainage system and so
16 we've talked about an abbreviated version represented as
17 Nodes I through K on the preferred route. And they're
18 open to that idea to considering us making those
19 modifications to their drainage system to build the road
20 wide enough to be able to park equipment and maintain the
21 line for the life of the line.

22 MEMBER GOLD: And when you say maintenance,
23 you're talking about a truck that's going to have a crane
24 or something that's going to raise people up 100 feet?

25 MR. HERNANDEZ: We have trucks in our fleet

1 that have a built-in boom.

2 MEMBER GOLD: Boom.

3 MR. HERNANDEZ: An arm with a bucket on it
4 and there's also --

5 MEMBER GOLD: How high does that go?

6 MR. HERNANDEZ: 195 foot at the highest.

7 MEMBER GOLD: So we have a hundred -- oh,
8 my god, 200 feet, that's why you need those outriggers to
9 hold the thing steady.

10 MR. HERNANDEZ: Yes.

11 MEMBER GOLD: And there's no place to put
12 the outriggers because you got a school there and you got
13 a drain. I understand now.

14 CHMN STAFFORD: They'd have to reengineer
15 the whole drainage area to make the top wider and flatter
16 to fit -- to accommodate the vehicle, then you'd have to
17 recalculate how the drain is going down that --

18 MR. HERNANDEZ: Yes.

19 CHMN STAFFORD: -- new steeper slope.
20 You'd have to accommodate all the water runoff from the
21 highway and from the side roads.

22 MR. HERNANDEZ: Commercial properties and
23 multi development properties, yes.

24 MEMBER GOLD: So when you're looking on the
25 route of this side of 202, it's got a drainage area

1 similar to this and there's no way you can get your truck
2 maintenance on the level enough ground to maintain your
3 lines.

4 MR. HERNANDEZ: Exactly.

5 MEMBER GOLD: Now I understand. I never
6 realized you had a 200-foot boom.

7 MR. HERNANDEZ: Yes.

8 MEMBER GOLD: With a bucket on top.

9 MR. HERNANDEZ: We call it the Condor.

10 MEMBER GOLD: Okay. So you need to have
11 outriggers that go out 25 feet on each side.

12 MR. HERNANDEZ: From end to end, yes.

13 MEMBER GOLD: Wow. I gotcha.

14 MEMBER DRAGO: Mr. Chairman?

15 CHMN STAFFORD: Yes, Member Drago.

16 MEMBER DRAGO: Yes. Mr. Hernandez, I
17 thought you did an outstanding job explaining the
18 engineering feat to deal with these washes, these
19 retention basins. Can you go on the same discussion why
20 I through K is a bit more feasible?

21 MR. HERNANDEZ: It's a bit more feasible
22 because it is still going to require the same level of
23 analysis, but you are essentially modifying a shorter
24 segment of that retention drainage versus the entire
25 drainage area.

1 We've met with a local engineering firm
2 that does work for ADOT. They've got preliminary
3 analysis and have looked at this opportunity between
4 I and K, and feel that they can come up with a design
5 solution that'll provide a road wide enough while still
6 maintaining the drainage needs of ADOT and surrounding
7 properties.

8 MEMBER DRAGO: Thank you. Perfect.

9 MEMBER GOLD: So that road is wide enough
10 to handle the 25-foot outriggers that you're going to
11 have on your maintenance vehicles?

12 MR. HERNANDEZ: Not today. Today that road
13 is, I think it varies between 20 to 30 feet, but we would
14 essentially look at expanding that road system and
15 modifying that channel for that short segment.

16 It's actually about 1600 feet of drainage
17 channel from the LACC to the South Mountain Avenue
18 alignment. We'll look at modifying that drainage system.
19 So to provide enough space for a roadway, but also to
20 maintain the volume that ADOT needs to retain for that
21 area.

22 MEMBER GOLD: So the water is going to rush
23 around it because that's going to be a high area.

24 MR. HERNANDEZ: Yeah.

25 MEMBER GOLD: Your engineers I'm sure have

1 looked into that.

2 MR. HERNANDEZ: Yeah, we've talked about
3 even a culvert system, putting a big pipe in, bearing
4 that --

5 MEMBER GOLD: Like this.

6 MR. HERNANDEZ: Well, this is an open
7 ditch but --

8 MEMBER GOLD: There is a culvert running
9 into it.

10 MR. HERNANDEZ: There is a culvert right
11 here. Exactly.

12 CHMN STAFFORD: But it's not as heavy a
13 lift to do the engineering from I to K as it would be
14 from D to I.

15 MR. HERNANDEZ: Correct. You'll notice as
16 you go further south of South Mountain Avenue, those
17 drainage channels become much more wider and longer. So
18 it's much more of an engineering feat and construction
19 feat to figure out a way to make that work.

20 MEMBER KRYDER: Mr. Chairman.

21 CHMN STAFFORD: Yes, Member Kryder.

22 MEMBER KRYDER: I'm looking at KOP 3, so
23 that's back 25 minutes in discussion, okay. And I'm
24 asking a question of Rick here. Where is this taken,
25 geographically where is this picture taken from?

1 MR. HERNANDEZ: I think Ms. Pollio
2 explained that it was taken somewhere in this general
3 area, maybe a little bit further west of us, but
4 somewhere in this general area.

5 MS. POLLIO: It should be --

6 CHMN STAFFORD: Not going to be able to
7 hear you over there.

8 MS. POLLIO: Where the turn is in the
9 canal, see, there's a turn in the canal if you walk right
10 up to the path from --

11 MEMBER KRYDER: From behind the doughnut
12 shop.

13 MS. POLLIO: A little -- correct. A little
14 before the doughnut shop you can see this building in the
15 middle ground. That is that building.

16 MEMBER KRYDER: Okay. That helps. Now,
17 looking at the KOP 3, and this is the proposed schematic
18 of it, I see a lot of wire. What's going on here?

19 MR. HERNANDEZ: That's a great question,
20 Member Kryder. The question is why so many wires in the
21 simulation --

22 CHMN STAFFORD: You're looking at --

23 MEMBER KRYDER: KOP 3.

24 CHMN STAFFORD: KOP 3, figure E4C.

25 MR. HERNANDEZ: So if you pay attention to

1 the top half of the pole --

2 MEMBER KRYDER: Right.

3 MR. HERNANDEZ: -- you'll notice six
4 conductors. Those six conductors represent the two
5 three-phase 230kV circuits, which we're proposing, and
6 which need to be certified as part of this project.

7 What is also shown is the underbuilt 69
8 that we talked about a little bit yesterday, about
9 planning for the capability of underbuilding 69kV in the
10 future to minimize SRP's transmission infrastructure
11 footprint if and when that 69 is needed.

12 MEMBER KRYDER: Tell me what you mean by
13 underbuilding. What does that mean? You put them lower
14 on the pole?

15 MR. HERNANDEZ: Yes, I'm looking for an
16 example. We don't have one. We actually have a
17 standalone 230 pole line and a standalone 69. Actually
18 we do. That pole there, that corner pole, that's that
19 gray pole behind the building.

20 MEMBER KRYDER: Corner pole here?

21 MR. HERNANDEZ: That has 69 underbuild at
22 the bottom of the pole. You'll see how the 69kV attaches
23 to it in the lower position and then crosses the street,
24 that's what we're proposing in this project to have that
25 capability.

1 MS. POLLIO: And Member Kryder, you can see
2 in the photo those -- the ones that were being pointed
3 out, those bottom are represented there. So that is
4 underbuilt 69. So that, I can just show you, this would
5 be the 69 underbuild which would be similar to the lowest
6 wires by that building over there.

7 MEMBER KRYDER: And so the poles shown in
8 KOP 3 then would be basically backwards where we just
9 stepped out, back in this area; right?

10 MR. HERNANDEZ: Correct.

11 MEMBER KRYDER: Okay. And as you well
12 established with Member Gold, the sidewalk we're standing
13 on is inadequate for your equipment. It has to be over
14 in the parking lot because you need to have your base for
15 such heavy equipment.

16 MR. HERNANDEZ: Correct.

17 MEMBER KRYDER: Okay. All right. I think
18 that's all I have. I just needed that information to
19 kind of orient myself.

20 MEMBER GOLD: Mr. Chairman.

21 CHMN STAFFORD: Yes, Member Gold.

22 MEMBER GOLD: One more question for
23 Mr. Hernandez. How far apart are these poles? Could you
24 give an example in the ground, if you have one pole where
25 BoSa Donuts is, where would the next pole be? Would it

1 go straight into the substation?

2 MR. HERNANDEZ: So this project obviously
3 has not been fully engineered or designed. I can tell
4 you an average.

5 MEMBER GOLD: Yeah, that's fine.

6 MR. HERNANDEZ: 230kV double-circuit pole
7 between 600 and 700 feet from pole to pole is a typical
8 span.

9 MEMBER GOLD: So from here to 59th Street
10 is how many feet? About 600? 500?

11 MR. HERNANDEZ: That's a good question.

12 MEMBER KRYDER: Six or 700, I would guess.

13 MEMBER GOLD: Like two football fields.

14 MEMBER HILL: It's equal with this pole
15 right here, so if that corner and that pole is the normal
16 span or is that short?

17 MR. HERNANDEZ: These poles here are,
18 they're a little shorter because they are solely 230kV.

19 MEMBER HILL: Okay.

20 MR. HERNANDEZ: There is no underbuild with
21 the exception of --

22 MEMBER HILL: That corner.

23 MR. HERNANDEZ: So they may not be
24 exactly --

25 MEMBER HILL: Okay. They're not --

1 MR. HERNANDEZ: -- as a reference point,
2 because the poles that we proposed are just a little bit
3 taller because they accommodate the underbuilt 69kV line,
4 so with taller poles you can actually make greater spans.

5 MEMBER HILL: Okay.

6 MEMBER GOLD: Gotcha. So we're only
7 talking in this area two poles.

8 MEMBER KRYDER: Or 3.

9 MR. HERNANDEZ: Maybe three. Maybe three.
10 Because we have to cross the street, so we'll have a
11 corner pole on the north side of the sidewalk. We may
12 have another pole in this general area here just east of
13 BoSa, and then you'll have that turning structure, that
14 corner pole just west of the substation.

15 MEMBER GOLD: Gotcha.

16 MS. POLLIO: Three, yeah, this section.

17 MEMBER HILL: I have a question about
18 construction. How will you manage the bike trail during
19 construction? Will it be completely closed for a period
20 of time? If so, how long?

21 MR. HERNANDEZ: So to dig a hole, build a
22 foundation, set a pole, pole conductor, that will most
23 likely take for these three poles two weeks tops. And
24 more than likely because we do not want to interfere with
25 Aldi's, BoSa or the foot traffic going to and from the

1 school, or just the recreational use, more than likely
2 this work will be done during nonworking hours, meaning
3 evening hours, and so we will have security present
4 during the construction effort to ensure that no
5 pedestrians step into a point of danger.

6 So I don't expect any impact to, unless you
7 have people that walk this at night, but they'll be
8 reminded not to get close to the equipment if they do
9 walk this path at night.

10 MEMBER HILL: Okay.

11 MR. HERNANDEZ: But I don't expect it to
12 have a huge impact on this area.

13 MS. POLLIO: So can you confirm that the
14 recreational facility itself, the ability to use the
15 recreation facility should remain open at all times
16 unless there is probably a very, very temporary time when
17 we would restrict that, but in general it would remain
18 open?

19 MEMBER HILL: I lost my bike path to work
20 for a year --

21 MR. HERNANDEZ: Oh, wow.

22 MEMBER HILL: -- because of water lines.

23 As a person who bikes to work I care about access. So,
24 thank you.

25 MS. POLLIO: Good question.

1 CHMN STAFFORD: Any other questions,
2 Members? All right. Let's go off the record and get
3 back on the bus and head to stop number 2.

4 (TIME NOTED: 10:05 a.m.)

5 (Conclusion of Stop No. 1.)

6

7 (TIME NOTED: 10:14 a.m.)

8 (Arrival at Stop No. 2.)

9 CHMN STAFFORD: Let's go on the record.
10 Mr. Hernandez, I believe we're close to
11 Node O at this point here.

12 MR. HERNANDEZ: That is correct.

13 CHMN STAFFORD: So we are about this
14 location here, you can see the existing double-circuit
15 230kV line running north, looks like there's a 69kV line
16 next to it.

17 MR. HERNANDEZ: That is correct.

18 MEMBER HILL: That would have been a nice
19 underbuild.

20 MR. HERNANDEZ: More than likely 230kV line
21 was first, that came second.

22 MEMBER HILL: Just going to have lines
23 stacked on lines.

24 MR. HERNANDEZ: So I think it's important
25 to point out that this is the most northeastern point of

1 preferred option N2. Which is essentially north of
2 Baseline and on the east side of 59th Avenue. Node O.

3 MS. POLLIO: And then you were just
4 pointing to Node P, so Node P would be along this line
5 and we will be over at the other side at our next stop.
6 So literally over at the other side where the purple is
7 on the east side of the 202.

8 So just to kind of get perspective for the
9 next stop, the purple are our alternative to that
10 alignment, would be up a few spans.

11 MR. HERNANDEZ: Correct. So the
12 construction you see in front of you directly north of us
13 is the future Taylor Morrison development. It's a
14 multifamily development shown on your placemat as PAD --
15 I don't know the PAD number -- PAD 8.

16 You'll notice the N1 line, the purple line,
17 which is not a preferred option, would follow the
18 north -- the east-west alignment would be on the north
19 side of that construction development along Vineyard Road
20 alignment.

21 MEMBER KRYDER: Mr. Chairman.

22 CHMN STAFFORD: Yes, Member Kryder.

23 MEMBER KRYDER: And why is that not
24 preferred? You've probably said and I was looking
25 somewhere else.

1 MR. HERNANDEZ: So you'll notice if you
2 look directly west of us there are homes to the west of
3 us. You'll notice when we take -- when we progress
4 through the tour, we'll actually get to the west side of
5 the 202.

6 You'll see not only those homes that you
7 can see from here but there are also homes that are under
8 construction that you really can't see that would
9 ultimately be impacted by that option.

10 MEMBER KRYDER: By the north-south and the
11 east-west.

12 MR. HERNANDEZ: The east-west would impact
13 that planned development that's currently under
14 construction, or Maricopa County College, which owns the
15 northern PAD just north of it, PAD number 26, and for
16 those reasons we are not proposing N1 as a preferred
17 route due to the impact to existing and planned
18 developments.

19 MS. POLLIO: And I'll also add to that. It
20 is obviously longer, which longer length is going to
21 equal more impact. It is the area of some of the closest
22 residents, very important point, existing residents over
23 there which, again, we're going to see very closely. And
24 this alignment is really right up against this
25 commercial -- active commercial development. So I think

1 from a land use compatibility perspective our preferred
2 route, which is the blue J to N to O, is preferred for
3 all of those reasons, so I wanted to add just a couple
4 points.

5 MEMBER GOLD: Mr. Chairman.

6 CHMN STAFFORD: Yes, Member Gold.

7 MEMBER GOLD: So that makes a lot of sense.
8 You're going by commercial. You're taking the shortest
9 route. You're not interfering with development of homes.
10 Why are we even bothering to look at that northern route
11 up there? I mean, I think it's a waste of time unless
12 anybody wants to go there. We would never consider that
13 route. You didn't prefer it. And I can't see a reason
14 why we have to waste time looking at it.

15 MS. POLLIO: I will just add the
16 difficulty, I'm not -- I won't comment on the decision to
17 do that. But there is a -- it is a dirt road so it is a
18 little hairy, that's going to be the only hairy part of
19 our tour would be that one. So just to let you know.

20 But, again, you can kind of see the back
21 side of that interstate, and where the signs are you can
22 kind of see where those homes are if you -- just to put
23 those in perspective.

24 MEMBER GOLD: So Mr. Chairman, the motion I
25 would make is why waste time looking at it? We can see

1 here it doesn't make sense to us. Obviously it didn't
2 make sense to the applicant. Why are we wasting time?

3 CHMN STAFFORD: Well, I think we've noticed
4 the tour for the stops that exist. I think we should
5 continue with that. However, at that stop we won't need
6 to ask any questions so it should be very quick.

7 MEMBER KRYDER: Touche, Mr. Chairman.

8 CHMN STAFFORD: All right. I have a
9 question, so this corridor here you have with existing
10 double-circuit 230kV and the 69kV, it's pretty rough.
11 There's like a dirt service road I can see, doesn't look
12 like it's graded for drain or anything. I can't tell on
13 the other side it may be, it's going to be a retention
14 basin or something.

15 What are SRP's intentions for this area
16 once this development starts to fill in? I've lived in
17 Mesa a big chunk of my life and we have big stretches,
18 it's just like a grassy area that has, like, allows water
19 to flow in there for drainage. And it's -- and you can
20 go play in there if you want to. But it's -- is that --
21 do you have intentions to kind of make this area,
22 landscape it somehow at some point I guess as the
23 development fills in?

24 MR. HERNANDEZ: So one year ago when I
25 first came out here, it didn't look like this. Today

1 what you are seeing with all of this change in elevation
2 and all this contouring, the dirt is a result of all the
3 construction activity. One year ago this was perfectly
4 flat. It wasn't landscaped. It was just perfectly flat
5 and could be easily used to maintain both transmission
6 lines.

7 SRP does not have a plan to landscape or to
8 install any kind of recreational-type facilities.
9 Typically we like to try to keep our transmission line
10 easements as clear as possible in the event of emergency,
11 an emergent-type situation, if we had to get to that pole
12 we want to make sure we have clear and unobstructed
13 access to that pole to minimize the restoration effort,
14 minimize the duration of the restoration effort, and so
15 we typically do not plan for any kind of recreational use
16 along transmission lines.

17 There are times where we have to make that
18 concession because of the needs of the community, but in
19 this case there are no plans for any kind of development
20 along the transmission line easement.

21 MS. POLLIO: Yeah. I do want to point out
22 that that is a golf course or it was a golf course. If
23 you look on your map I'll be talking about this in the
24 recreation section.

25 You'll see that through this subdivision

1 there is an old golf course, but there are plans to
2 revitalize or renew the golf course and upgrade. I don't
3 know exactly what they are, but there are plans. But
4 that is why you see the -- it looking like it does, it's
5 not a flat drainage that you typically see.

6 CHMN STAFFORD: Right. And it's not --
7 it's not a playable golf course now.

8 MS. POLLIO: No.

9 CHMN STAFFORD: It looks like it's
10 pretty -- it's in decline, severely deteriorated. So,
11 but I guess the City -- now, does SRP own this swath of
12 land where these two lines are or is it an easement and
13 the City still owns the land?

14 MR. HERNANDEZ: That's a good question. I
15 do not know who has underlying rights for this stretch of
16 property.

17 MS. POLLIO: We can --

18 CHMN STAFFORD: I mean theoretically the
19 City could say, "Hey, we want to have another path that
20 goes this way." Because I know like in Gilbert and Mesa
21 where I'm at, we have just -- it's a 69kV that runs along
22 the canal and there's paths on both side of that. So --

23 MR. HERNANDEZ: Yep. Yep. That exists out
24 here as well, along that 48th Avenue alignment that I
25 mentioned earlier.

1 MEMBER KRYDER: Mr. Chairman.

2 CHMN STAFFORD: Yes, Member Kryder.

3 MEMBER KRYDER: Another question. Member
4 Gold had asked about, back over at the other stop, how
5 big a footprint a pole normally established. And you
6 said somewhere between 6 and 15, if I recall kind of a --

7 MR. HERNANDEZ: That's a good range.

8 MEMBER KRYDER: Okay. And I look behind me
9 and I saw some big blocks of concrete. Are those former
10 pole anchors?

11 MR. HERNANDEZ: No, those look like jersey
12 barriers that I'm assuming were installed to keep people
13 from accessing the construction site.

14 MEMBER KRYDER: I was trying to get some
15 idea how deep the concrete was on a pole, so you've got a
16 seven-foot square, or 7-by-10 rectangle or something?
17 How deep does that go?

18 MR. HERNANDEZ: I would say roughly 20 to
19 30 feet deep.

20 MEMBER KRYDER: So you got 7 by 10 by
21 20 feet deep?

22 MR. HERNANDEZ: Yeah.

23 MEMBER KRYDER: My gosh. Okay.

24 MR. HERNANDEZ: It's a big foundation. You
25 can see the top of the foundation which we call a reveal

1 sticking out of the ground, the top section of concrete
2 is just the very crest of that actual foundation that
3 goes very deep.

4 MEMBER KRYDER: Okay. Okay.

5 CHMN STAFFORD: And now so -- are you done,
6 Member Kryder?

7 MEMBER KRYDER: One last question. So they
8 typically are rectangular or square, or are they
9 circular?

10 MR. HERNANDEZ: They are circular.

11 MEMBER KRYDER: Okay. Thank you.

12 CHMN STAFFORD: All right. So then the --

13 MEMBER MERCER: Mr. Chairman.

14 CHMN STAFFORD: We're at the O node, so
15 you're going to run the line west to the N node to be on
16 the other side of the 202 that we can see.

17 MR. HERNANDEZ: Correct.

18 CHMN STAFFORD: And the line is going --
19 are you going to have to add a structure here to do the
20 tie-in? I assume later on when you talk about the
21 structure types you'll go and show us what the tie-in
22 will look like, because it's going to be, -- you're not
23 putting a substation here or switchyard. It's going to
24 directly tie into the line.

25 So it's kind of -- I'm looking forward to

1 see what that structure and how that tie-in is going to
2 look. You're going to have to run it west and between
3 that the billboard and the development sign or to the
4 north of the billboard, is that going to be determined I
5 guess later when they do the final engineering where it's
6 going to have to be?

7 MR. HERNANDEZ: Correct. So we look at it
8 preliminarily. So on to your first question, yes, we
9 would have to put what is known as a dead-end structure
10 which is a larger structure right about where we're
11 standing directly underneath the line. It will take off
12 and travel westbound, will cross the freeway and will
13 somewhat thread that needle between the billboard and the
14 commercial development sign. We will go between the two
15 with our double-circuit 230 line. And then ultimately
16 ending at Node N which is on the west side of the 202.

17 CHMN STAFFORD: Okay.

18 MR. HERNANDEZ: Mr. Chairman.

19 CHMN STAFFORD: Yes, Member Mercer.

20 MEMBER MERCER: I have a silly question.

21 If I hired some workers to come and do some work at my
22 house and they leave this crap behind, I'm going to be
23 very upset. So who is responsible for cleaning this? I
24 mean, if I lived there, I would be very upset.

25 MR. HERNANDEZ: Yeah, so there should be, I

1 see a sign here -- typically when there's a construction
2 activity they post a sign.

3 VOICE: That's our sign.

4 MR. HERNANDEZ: Might be -- it's anybody
5 that's doing -- whoever is doing construction out here, I
6 don't know who it is, it could be that development, it
7 could be these developments that just finished and they
8 haven't gotten to it, we have no idea. But you're right.
9 It does become a nuisance.

10 Yes, they should return it to its original
11 condition or better. Yeah, it is a nuisance. But it's
12 pretty typical, unfortunately.

13 CHMN STAFFORD: All right. Any other
14 questions from members?

15 Okay. We're done.

16 (TIME NOTED: 10:26 a.m.)

17 (Conclusion of Stop No. 2.)

18

19 (TIME NOTED: 10:38 a.m.)

20 (Arrival at Stop No. 3.)

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

22 We're now at Stop 3.

23 Can you show me on the map approximately
24 where we are? We're north of Node N.

25 MR. HERNANDEZ: We are north of N. You'll

1 notice this corner house with the pool in the back.

2 MS. POLLIO: Pink roof.

3 MR. HERNANDEZ: That is this house directly
4 northeast of us.

5 MS. POLLIO: It's the pink roof right
6 there.

7 MR. HERNANDEZ: That's that house.

8 MS. POLLIO: See the pink roof?

9 MR. HERNANDEZ: Pink roof. That's this one
10 here. We're approximately there north of Node N.

11 MS. POLLIO: We also have a KOP --

12 CHMN STAFFORD: Just south of where it
13 turns to go east.

14 MR. HERNANDEZ: Correct. For route N1
15 between Nodes N and P.

16 MS. POLLIO: We also have a KOP number 8
17 which is also Figure E-9C in our application. That's at
18 the back of your packet. And you will see that that
19 is -- so this is the 62nd Avenue -- just so you all know,
20 this is, as you go around, this is the 62nd Avenue
21 alignment. You can see the billboard, and you can see
22 what the proposed simulation looks like in that area.

23 CHMN STAFFORD: Okay. So that billboard to
24 the east of us is the billboard in KOP 5 -- KOP 8?

25 MR. HERNANDEZ: KOP 8.

1 CHMN STAFFORD: Okay. It's that billboard
2 right there that we're looking at that's in that shot.
3 Okay.

4 All right. Any questions, Members?
5 Let's go off the record. Back on the bus.
6 (TIME NOTED: 10:40 a.m.)
7 (Conclusion of Stop No. 3.)

8
9 (TIME NOTED: 10:55 a.m.)
10 (Arrival at Stop No. 4.)

11 CHMN STAFFORD: Let's go on the record.
12 Mr. Hernandez, can you show us on the map
13 here where we are?

14 MR. HERNANDEZ: So we are located
15 approximately at South Mountain Avenue alignment on
16 routes S1 and the preferred S2 between Nodes E and H. We
17 are -- depends which way you're looking -- but we're
18 facing east.

19 MS. POLLIO: E is directly south.

20 CHMN STAFFORD: Now, I see these 69 -- oh,
21 these are like 12kV poles, aren't they?

22 MR. HERNANDEZ: This is a single-phase 12kV
23 line, yes.

24 CHMN STAFFORD: And that runs along, this
25 is 63rd Avenue here.

1 MS. POLLIO: The alignment of 63rd Avenue,
2 and then this dirt road right to the other side of that
3 tire mound is the alignment of South Mountain.

4 CHMN STAFFORD: Okay.

5 MS. POLLIO: I'll point out this house that
6 was mentioned yesterday, there was a question I think
7 actually, Chairman, you asked the question about the
8 house. That's the outparcel. That's right there with
9 the palm trees and the trucks.

10 CHMN STAFFORD: Right. So I remember
11 looking at those things in the yard and I was like, what
12 are those, and apparently they are trailers for --

13 MS. POLLIO: Yes.

14 CHMN STAFFORD: -- tractor-trailers,
15 18-wheelers. Several of them in the yard, so --

16 MS. POLLIO: And we do have a simulation
17 we'll look at in just a minute, but if you see it, the
18 simulation is in your packet. But just to show the
19 school directly, if you look directly to the west, to the
20 north of this alignment is the new school site.

21 To the north of the house, that outparcel,
22 approximately that area to the north of that is that
23 multifamily residential. And then Banner to the north of
24 that.

25 CHMN STAFFORD: Okay. So we're

1 approximately at the 90-degree turn between H and E;
2 correct?

3 MS. POLLIO: That house is right there.

4 CHMN STAFFORD: Okay. And so they'll
5 have -- so the school will be along South Mountain Avenue
6 here to the east and to the north of us? Okay. And then
7 the line would go I think you talked about doing it on
8 the south side of that road once they built it.

9 MR. HERNANDEZ: Correct.

10 CHMN STAFFORD: It's just a dirt trail
11 right now. Okay.

12 MS. POLLIO: And if you look at KOP 4,
13 which is figure E-5D in the application, that -- you look
14 at that, you can see what would be a structure, a turning
15 structure that would be located about where that
16 distribution pole is thereabouts, and you can see the
17 wall. There's a wall in the foreground, that is the back
18 of that wall right there. So if we walked around the
19 corner you would literally be taking the photo.

20 CHMN STAFFORD: Okay.

21 MS. POLLIO: That's exactly where we are.

22 CHMN STAFFORD: Now, this distribution line
23 here, is that an SRP line? Or is that --

24 MR. HERNANDEZ: More than likely that is an
25 SRP line, yes.

1 CHMN STAFFORD: I think -- you have
2 electrical service out here, it's not in some district or
3 something, is it?

4 MR. HERNANDEZ: That is correct. This is
5 from what I recall SRP service territory.

6 CHMN STAFFORD: What is that structure
7 south and west of us?

8 MR. HERNANDEZ: From our understanding that
9 large structure is a food distribution center.

10 MS. POLLIO: It's being constructed, as you
11 can see. We'll actually stop right next to it. That
12 will be our actual next stop.

13 CHMN STAFFORD: Okay.

14 MS. POLLIO: It's going to be around the
15 barn but we're going to get there.

16 CHMN STAFFORD: All right. What's the
17 anticipated load addition for that facility?

18 MR. HERNANDEZ: I do not know. More than
19 likely it will be fed off the existing distribution
20 system in the area.

21 CHMN STAFFORD: Okay.

22 MR. HERNANDEZ: There is a distribution
23 line that you can see it, kind of in the background that
24 runs east and west along Dobbins. I'm assuming that
25 would be the source for that -- for that new development.

1 CHMN STAFFORD: Okay. So they're not one
2 of those big customers that's going to take delivery --

3 MR. HERNANDEZ: Not that I'm aware of.

4 CHMN STAFFORD: -- transmission system.

5 MR. HERNANDEZ: No.

6 CHMN STAFFORD: Okay.

7 MR. HERNANDEZ: Smaller building, smaller
8 load.

9 MS. POLLIO: I also want to point out the
10 500kV line is in the background. So you can -- just to
11 get the perspective of where that 500 line is where our
12 substation is and between, so also to point out we are
13 at H -- we're not at H. We're at the other corner. But
14 from that corner all the way down are all planned area
15 developments, so we'll talk about those. But, you know,
16 each one of these are planned area developments that
17 ultimately would be not agricultural.

18 CHMN STAFFORD: Right. And so this is just
19 a field of something here. But I -- and the reason why
20 you jog it out instead of staying with the highway next
21 to 202 the whole way for this preferred route, it comes
22 out to 63rd Avenue, I seem to recall that was because
23 some of the new load in this, you wanted to be closer to
24 it so the line extension would be -- didn't have to be as
25 far to tie in. I seem to recall you anticipate some new

1 customers coming on that are going to take delivery right
2 off the transmission system.

3 MR. HERNANDEZ: That is correct. Because
4 these parcels, the parcel immediately southwest of us,
5 this large parcel that really abuts South Mountain to
6 Dobbins, and you can see how big this parcel is, because
7 it is zoned industrial, we expect it to be a large
8 industrial-type customer which requires a lot of power,
9 most likely at a higher voltage.

10 CHMN STAFFORD: And so they'll probably
11 have like 100 megawatts or more of load, then,
12 potentially.

13 MR. HERNANDEZ: Potentially.

14 CHMN STAFFORD: Okay. Depends what kind of
15 facility it ends up being.

16 MR. HERNANDEZ: Exactly.

17 MS. POLLIO: But that is all industrial and
18 we will cover all of this, either industrial or planned
19 unit development, but the land use is industrial
20 commercial, commerce in this whole area. I mean,
21 everything that's vacant right now, that's what that is
22 either zoned or the land use is that kind of industrial
23 nature.

24 And just to also to point out, one of our
25 criteria in terms of why so this is to meet the load, but

1 also we are trying to minimize as much as possible two
2 routes next to each other on a single parcel. So really
3 it's just trying to minimize, because of all these
4 developments, too, so this would be one and then this
5 would be the second.

6 CHMN STAFFORD: Right.

7 MS. POLLIO: And that's why we cross.

8 CHMN STAFFORD: Right. So right now
9 we're -- so to the south of us is Node E, and so you have
10 the preferred route goes due south to and jogs west to
11 Node B. But the segment from E that goes west and then
12 heads south to Node A, that's your alternate?

13 MR. HERNANDEZ: Contingent preferred.

14 MS. POLLIO: Contingent preferred.

15 CHMN STAFFORD: So in addition to being
16 able to put the line from Node E to B you're also
17 requesting the ability -- authorization to build in the
18 alternative from E to A.

19 MR. HERNANDEZ: That is correct.

20 CHMN STAFFORD: Okay. And that's going to
21 be the driver of where to put it here or further west
22 here, is going to be driven by what load comes in here,
23 or is --

24 MR. HERNANDEZ: Exactly.

25 CHMN STAFFORD: Okay. So I guess, so

1 depending on where that customer wants to tie directly
2 into the transmission system, whether they're -- are they
3 going to be on this side or to the east or more to the
4 west?

5 MR. HERNANDEZ: So there's actually two
6 parcels that we're looking at serving an industrial-sized
7 load. There's a parcel west of 65th Avenue which is this
8 empty space directly across the street from that existing
9 structure currently under construction. That existing
10 structure is right about here on the southeast corner of
11 Dobbins and 65th Ave.

12 This parcel as we understand is also zoned
13 industrial and will too soon be an industrial-type
14 development. So we want to be able to place our
15 infrastructure to be able to pick up all the load in the
16 area that's at that industrial voltage level.

17 65th, contingent preferred, gives us that
18 opportunity to feed either the development to the west or
19 east side of 65th along the contingent preferred between
20 Nodes E and A for the S1 route.

21 CHMN STAFFORD: Okay. So if you have, if
22 the industrial load that is west of the A, the -- what is
23 that -- the S1, so I guess it depends if that load's
24 going to be west of that, then you'd want to do the
25 E to A alignment as opposed to the E and B, if it's

1 all -- this is not going to be -- if this is going to be
2 able to take delivery off the distribution system, you
3 wouldn't need to move the 230kV line to the contingent
4 route.

5 MR. HERNANDEZ: That is correct.

6 CHMN STAFFORD: Okay.

7 MEMBER GOLD: So if I understand this
8 correctly, Preferred Route 1 goes from B to E to H and
9 right about where we are now it's going to cross over
10 I-10?

11 MR. HERNANDEZ: Loop 202.

12 MEMBER GOLD: Loop 2 -- I'm sorry. Loop
13 202, go north at I to K and then to L.

14 MR. HERNANDEZ: Correct.

15 MEMBER GOLD: That's the preferred route --
16 Preferred Route 1.

17 MR. HERNANDEZ: No, no, that is a
18 combination of two preferred routes. What you described
19 is both preferred routes.

20 MEMBER GOLD: Did I mix the two together?

21 MR. HERNANDEZ: You did.

22 CHMN STAFFORD: Right. There's --

23 MEMBER GOLD: I see that. I see that. So
24 I mixed 1 and 2.

25 So you need us to approve route that goes

1 B, E, H, J, K, L and that would be -- we'll call that --

2 CHMN STAFFORD: No.

3 MR. HERNANDEZ: You're still mixing them.

4 CHMN STAFFORD: You're going to be --

5 because there's two separate lines. The first line is

6 going to be -- it's going to start at either A or B. It

7 will go B, E, H, J, N, O.

8 MR. HERNANDEZ: Correct.

9 MEMBER GOLD: That's Preferred Route 1?

10 MS. POLLIO: Correct, yes.

11 CHMN STAFFORD: Correct. Right. And then

12 the second one --

13 MEMBER GOLD: Wait. With the option of

14 going A to E --

15 MR. HERNANDEZ: Correct.

16 MEMBER GOLD: -- if that's needed, so we

17 have to approve that option as well.

18 MR. HERNANDEZ: That is correct.

19 MEMBER GOLD: And route -- Preferred

20 Route 2 is C, F, I, H crossing --

21 CHMN STAFFORD: I -- H, I.

22 MEMBER GOLD: -- either at I or crossing at

23 K. One of the two crossing points. I would be right

24 here and there's nothing here. So that would make sense.

25 And then going through the LACC right to the Cheatham

1 substation.

2 CHMN STAFFORD: No, it's going -- it's
3 not -- it's going to bypass.

4 MEMBER GOLD: Oh, bypass it and just tie
5 into the other 230 line.

6 CHMN STAFFORD: Right. That is correct.

7 MEMBER GOLD: So we have to approve a
8 Preferred Route 1 or Preferred Route 2 with the option to
9 go to A through E if that's what the engineering requires
10 based on the manufacturing you're going to be doing
11 there.

12 MR. HERNANDEZ: Correct. Plus what you
13 left out was the contingent preferred shown in the pink
14 dashed line on the west side of 202 --

15 MEMBER GOLD: Yes.

16 MR. HERNANDEZ: -- between H and J as a
17 plan B in the event we are not able to come up to an
18 agreeable engineering solution with ADOT for segment
19 I through K on the east side of the 202.

20 MEMBER GOLD: Gotcha.

21 MR. HERNANDEZ: We'd have a fallback plan
22 to be able to place a second transmission line on the
23 west side of the 202. That is not our preferred but we
24 need that contingency.

25 MEMBER GOLD: But we need to approve that

1 contingency.

2 MR. HERNANDEZ: We need that contingency.

3 MEMBER GOLD: So we need to approve two
4 routes and two contingencies.

5 MR. HERNANDEZ: Exactly.

6 MEMBER GOLD: Gotcha.

7 CHMN STAFFORD: One contingency for each
8 route.

9 MR. HERNANDEZ: That is correct.

10 CHMN STAFFORD: You got the cross for each
11 line for H, I or J, K. Correct?

12 MR. HERNANDEZ: That's correct.

13 CHMN STAFFORD: And that's going to be
14 dependent on whether the I to K segment is viable along
15 the 202.

16 MR. HERNANDEZ: That's correct.

17 CHMN STAFFORD: Okay.

18 MR. DERSTINE: But the only maybe
19 clarification to Member Gold's description is he said
20 on/or, but I think we need and.

21 MEMBER GOLD: And is better, yes.

22 MR. DERSTINE: Two of those preferred
23 routes in that southern routing area.

24 MEMBER GOLD: And two contingencies.

25 CHMN STAFFORD: Member Kryder.

1 MEMBER KRYDER: I recall yesterday that the
2 construction should be completed '27; correct?

3 MR. HERNANDEZ: Spring of '27.

4 MEMBER KRYDER: Okay. So at what point
5 will a decision be taken for that A, E verse B, E of
6 deciding to go out here on the yellow, the A, E or the
7 B, E?

8 MR. HERNANDEZ: Assuming the CEC is granted
9 by Q1 of 2025, we would immediately begin working with
10 developers and property owners on what they expect to
11 develop and would hope by, I would say no later than the
12 summer that we'd know with certainty at to which
13 alignment to take, 63rd Ave. or 65th Ave.

14 MEMBER KRYDER: That's summer '25?

15 MR. HERNANDEZ: Summer '25.

16 MS. GILBERT: Just hoping we could clarify
17 that those conversations working with them is already
18 happening; is that right?

19 MR. HERNANDEZ: With property owners?
20 Right.

21 MEMBER KRYDER: Say what?

22 MS. GILBERT: The SRP, I'm looking at Sam,
23 but has SRP already started those conversations in
24 preparation for this?

25 MS. HORGEN: Yes, we have.

1 MEMBER KRYDER: Okay. That was my
2 question.

3 MEMBER GOLD: Mr. Chairman, a question.

4 CHMN STAFFORD: Wait one second. Are you
5 done, Member Kryder?

6 MEMBER KRYDER: Finished, yes.

7 CHMN STAFFORD: All right. Member Gold.

8 MEMBER GOLD: Now, regarding the gentleman
9 who said he bought a parcel to build an apartment complex
10 and these power lines are going to really do some damage
11 to his -- and he wouldn't have bought the parcel if he
12 would have known the power lines were there. Where is
13 that?

14 MR. HERNANDEZ: That is PAD site, if you
15 don't mind turning the placemat over, that is on the east
16 side of the 202 and that is PAD site 13.

17 MS. POLLIO: So if you remember when we
18 were -- if you remember when we were over on the LACC
19 over here -- actually down here. This was the shopping
20 center. Remember I pointed out there's some residential.

21 MEMBER GOLD: Yes.

22 MS. POLLIO: That's that. That's where
23 that is.

24 MEMBER GOLD: Gotcha.

25 MR. HERNANDEZ: Right there.

1 MEMBER GOLD: So he's right here. So he
2 would probably like us to go the dotted pink line H, J to
3 K rather than H, I to K. But it will be whatever it will
4 be. You know, he took a gamble and that's what business
5 is all about.

6 CHMN STAFFORD: All right. So show me on
7 the map again. So we are here.

8 MR. HERNANDEZ: That is correct.

9 CHMN STAFFORD: And so his parcel is
10 right --

11 MR. HERNANDEZ: Here.

12 CHMN STAFFORD: On the other side.

13 MR. HERNANDEZ: East side of the 202. So
14 his concern is from aesthetics. He's worried about the
15 aesthetics, looking east, whereas if we place two
16 transmission lines on the west side of the 202 now we're
17 talking about physical impacts to both the school and the
18 multi-family development.

19 Hence why we're proposing only one
20 transmission line between Nodes H and J on the west side
21 of the 202 and one segment of the transmission line
22 between Nodes I and K on the east side of the 202 to
23 minimize impacts to planned developments.

24 CHMN STAFFORD: I guess it depends on what
25 floor you're on in the apartment, I guess.

1 MS. POLLIO: From the highway view.

2 CHMN STAFFORD: Right. I'm getting there.
3 From I to K if he's to the west -- east of that, so if
4 they're looking at the power line they're looking at the
5 202 as well.

6 MEMBER HILL: Well, all of this corridor is
7 also looking at the power line and the 202.

8 CHMN STAFFORD: Right. So, I mean, I've
9 never heard anybody complain about the power line
10 obstructing their view of the freeway before. But, okay,
11 yeah, I think the health impacts from the highway are
12 certainly much greater than impacts from --

13 MEMBER HILL: Air quality.

14 CHMN STAFFORD: -- any transmission line.

15 MEMBER GOLD: How about just noise?

16 CHMN STAFFORD: Yes.

17 MEMBER HILL: I have a question.

18 CHMN STAFFORD: Yes, Member Hill.

19 MEMBER HILL: In the spirit of cleaning
20 things up, reducing poles, reducing lines, can we do
21 underbuild through this corridor?

22 MR. HERNANDEZ: Yes. For all the proposed
23 routes, preferred and alternatives, we are planning for
24 underbuild capability. 69kV.

25 MEMBER HILL: Does that include this?

1 MR. HERNANDEZ: No, it does not include
2 12kV. 12kV as you can see are much shorter spans, so in
3 order to underbuild 12kV in a transmission line, you'd
4 essentially have to put more poles, shorter spans.

5 MS. GILBERT: Rick, could you clarify that
6 the 69kV underbuild capability is for -- would reduce the
7 need for future new 69, but is it, I think to
8 Member Hill's question, would that also provide an
9 opportunity for SRP to eliminate existing 69?

10 MR. HERNANDEZ: There is, yes,
11 theoretically with 230kV with underbuild capability you
12 can colocate existing 69. However, along all these
13 routes on this project there is no existing 69 lines
14 within the alignments, so there will not be any 69 lines
15 transferred over onto these poles. The underbuild
16 capability will be reserved for future needs of 69 lines
17 in the area.

18 MEMBER HILL: Okay. I have a question for
19 the Chair. Last year the legislature allowed for
20 existing CEC approved corridors to replace lines on
21 existing poles and structures. Would that allow them to
22 do the underbuild without going through a CEC process?

23 CHMN STAFFORD: Well, 69kV doesn't require
24 CEC, so it's not applicable at all. Right. My
25 understanding of that statute meant is just that, well,

1 hey, if I want to reconduct to this line, I don't need to
2 get a CEC to do that or replace poles. I don't think it
3 really changed anything. I think it just clarified what
4 everybody already knew is kind of the way I look at it.

5 MEMBER HILL: And it's a similar voltage --
6 it's a sim -- I'm trying to figure out how it applies.

7 CHMN STAFFORD: It's like if you want to,
8 if you have a transmission line, if you want to go from,
9 you know, 230 to 500, you need to amend your CEC or get a
10 new CEC for that line. I think most of the time you
11 wouldn't -- you might add it. I don't know if you'd want
12 to -- if you have an existing 230 segment of the system
13 you're probably not going to just get rid of that and
14 replace it.

15 You might add a 500kV to that same corridor
16 because you need it or something.

17 MEMBER HILL: Okay.

18 CHMN STAFFORD: Is that -- I mean, you
19 don't typically take a 230kV and then, oh, we're going to
20 change this line out and make it 500kV. That's not
21 something you typically would do.

22 MR. HERNANDEZ: No, no.

23 CHMN STAFFORD: Okay. I have a question,
24 though. So this is the 63rd Avenue alignment. Not a
25 road yet. So I guess something's got to give here,

1 because that's not going to be big enough for a road.
2 You're going to have to -- those distribution lines or a
3 chunk of this field are going to have to be used to make
4 the road passable through here. I'm assuming they're
5 going to make it a four-lane road with a turn lane or it
6 should be a main, 63rd Ave., with a light at the end of
7 it when it hits, oh, what is that, Dobbins.

8 But I mean the City will be maintaining and
9 constructing that road at some point.

10 MR. HERNANDEZ: Correct. So I did talk to
11 the City about what their plans are from Baseline to
12 Dobbins for this road alignment. And what they told me
13 is they would like to make this a major collector road
14 meaning five lanes, two northbound lanes, two southbound
15 lanes and a turn lane in the middle so --

16 CHMN STAFFORD: I guessed right.

17 MR. HERNANDEZ: -- at some point when these
18 parcels get developed, these parcel owners will be
19 required by the City to give up some of their property
20 for right-of-way dedication.

21 Major collector roads are about 85 feet
22 wide in right-of-way width, and so they would have to
23 give up a portion. More than likely on the west side,
24 just like the parcel on the east side would have to give
25 up some of their property for future right-of-way

1 dedication. And the City would maintain and manage that
2 road system.

3 CHMN STAFFORD: Right. And then SRP will
4 have to move this distribution line.

5 MR. HERNANDEZ: Yes. More than likely that
6 will probably go underground.

7 CHMN STAFFORD: Yeah. That was my next
8 question.

9 MEMBER GOLD: That would make sense. I was
10 going to ask that.

11 MEMBER HILL: That would be lovely.

12 MR. DERSTINE: I guess, Rick, to clarify or
13 to extend that point, what you just said about this 63rd
14 Avenue alignment, the widening of that to be a major
15 collector road, same is true for South Mountain Avenue,
16 which is this dirt road.

17 MR. HERNANDEZ: That's an assumption that
18 we made. I haven't talked to the City specifically about
19 63rd Ave., but I did talk to their traffic engineering
20 firm last week and asked them if they had any discussions
21 with the City of Phoenix in regard to how wide this road
22 could be.

23 MR. DERSTINE: South Mountain Avenue you're
24 talking about.

25 MR. HERNANDEZ: South Mountain Avenue. He

1 confirmed they have not talked specifically about that,
2 but he assumed because a school would be located here
3 that more than likely they would also want a major
4 collector road system, another 80-foot-wide right-of-way,
5 two lanes running east, two lanes running west with a
6 center lane in the middle.

7 CHMN STAFFORD: Okay.

8 MEMBER GOLD: I've got a question not
9 related but just because I'm curious. Those distribution
10 lines --

11 CHMN STAFFORD: You've got to face us when
12 you ask the question.

13 MEMBER GOLD: Those distribution lines to
14 my south are distributing power to whom?

15 MR. HERNANDEZ: Well, let's look. So looks
16 like it comes across from the freeway --

17 THE REPORTER: I can't hear anymore.

18 MS. POLLIO: Comes across from the freeway.
19 Dead ends here.

20 MR. HERNANDEZ: It does not transition.

21 MS. POLLIO: It does not transition.

22 MR. HERNANDEZ: There may be like a well
23 site.

24 MS. POLLIO: There may be a well site.

25 MEMBER GOLD: So you may lose those lines

1 altogether.

2 MR. HERNANDEZ: I don't know. We'd have to
3 look to see what they were built for this, if still being
4 used.

5 MS. POLLIO: If they're still being used,
6 Rick.

7 MR. HERNANDEZ: Or if they could be -- they
8 could be removed as part of the development of these
9 parcels. I don't know. But I don't see any load on them
10 now. Unless there's a well site hiding behind that tree
11 line.

12 MEMBER HILL: I have a --

13 CHMN STAFFORD: This is going to be -- this
14 is going to be an industrial development on this side.

15 MR. HERNANDEZ: Commercial, I believe that
16 PAD site is just the PUD site; correct?

17 MS. POLLIO: So this is zoned PUD. It is
18 number 4 on your map.

19 CHMN STAFFORD: It's mixed use then.

20 MS. POLLIO: Well, it's -- yeah, the zoning
21 actual designation is PUD which is in the City of Phoenix
22 a mixed-use zoning designation. And they do have a PAD
23 site plan that is commercial and multiuse, yes, with an
24 entrance from Dobbins is the entrance into that.

25 MEMBER GOLD: Seeing as they're going to

1 have a school here, they're going to have of all sorts of
2 shops and stuff opposite the school. Makes sense.

3 Last question. Dumb question totally not
4 related. How do those power lines get -- the light
5 posts, where do they get their power from?

6 MR. HERNANDEZ: So at the base of every
7 light post --

8 CHMN STAFFORD: See that big metal box
9 right there. That's how you access the distribution
10 system that's underground.

11 MEMBER GOLD: So that is connected to those
12 lines, that distribution line next to the tree.

13 MR. HERNANDEZ: Yes, exactly.

14 MEMBER GOLD: Gotcha. Okay.

15 MEMBER HILL: I have a question about
16 right-of-way. Do you have some kind of agreement with
17 the City to use road right-of-way for your towers? Or do
18 you have to buy separate right-of-way from the landowner
19 or how does that -- I'm curious.

20 MR. HERNANDEZ: Are you able to speak to
21 the franchise agreement, Alicia?

22 MEMBER HILL: On, there is a franchise
23 agreement. I wasn't sure, because you don't provide
24 power to all of the city, so I was curious.

25 MS. GILBERT: I would need to get back to

1 you on details of our franchise agreement.

2 MEMBER HILL: Okay. I could look that up,
3 so no big deal.

4 MS. POLLIO: I'll just mention on the next
5 just so we -- we are going to get on the bus, we will go
6 to two more stops. Both stops are inside the road
7 right-of-way. There's not really a safe place to turn
8 off. One is literally right next to the building, so I
9 just want to talk through this.

10 So we are planning on going to where that
11 building is. There's a U-turn a little bit farther down.
12 We will make that U-turn and pull off by the building.
13 That is under construction and we have seen it go up and
14 down, if we could, you know, turn in there or not. So we
15 can turn in and potentially get out. Otherwise we would
16 just turn and if people have questions I guess you can go
17 on the record on the bus.

18 CHMN STAFFORD: Okay. So we have -- so
19 there's two more stops, but they're not really stops.

20 MS. POLLIO: The last one I think is what
21 most people, if we all walk this way and you look, you
22 can see everything you're going to see when we drive it,
23 so we'll drive it.

24 We probably don't need to stop there is
25 kind of where I'm going. We'll stop, make the stop and

1 get out. The last stop is going to be under the Loop 202
2 where we will pull off the road, you'll be able to see
3 the drainage ditch along the Loop 202 to the east. It's
4 very clear, very open to what's going on.

5 So what I'm thinking is that we'll pull off
6 and stop, but if we get out, we are in an active road
7 right-of-way. It's on the side so it's safe, but we can
8 also cross the road if people want to cross just to see
9 it.

10 But it's -- there's a -- it's very hard to
11 get the court -- you know, to be in a place where the
12 court reporter is going to be able to sit and walk unless
13 we walk across the street. So I just wanted to kind of
14 do that while we're on the record versus --

15 CHMN STAFFORD: Okay. So we got two more
16 stops and I guess the next stop is one we may not be able
17 to get off the bus.

18 MS. POLLIO: Yes.

19 CHMN STAFFORD: Then we'll not have a stop,
20 because we can't do the court reporter on the bus. She
21 can't tell what's going on.

22 MS. POLLIO: We do have the stop, though,
23 it's on the script so we can actually just pull off, have
24 Rick describe what's on the script and then go to the
25 seventh stop.

1 CHMN STAFFORD: That'll work.

2 MS. POLLIO: So we can physically take it,
3 but I just don't think it's getting out. So I want to
4 make sure we talk that through so we're not in an awkward
5 place trying to figure out getting off the bus there. So
6 we'll try to get off the bus at 7, the last stop, cross
7 over and in -- outside of the road right-of-way we can
8 stop there.

9 CHMN STAFFORD: What stop is this?

10 MS. POLLIO: This is --

11 MR. DERSTINE: 5.

12 MS. POLLIO: -- 4? 6. 5, 6.

13 CHMN STAFFORD: Okay. Yeah, I was -- I
14 thought there was six stops total.

15 MS. POLLIO: Thank you for counting better
16 than I.

17 CHMN STAFFORD: Did I sleep through a stop?

18 MS. POLLIO: No. Stop 1 counted as 1
19 and 2.

20 CHMN STAFFORD: Okay. Any other questions
21 from members? Member Drago.

22 MEMBER DRAGO: Mr. Hernandez, on Node A it
23 seems it's really tight to get in there. At the top,
24 what is that, northwest corner of the substation. Any
25 concerns about that?

1 MR. HERNANDEZ: No. We looked at the
2 northern boundary of the SRP property and what it would
3 take to get a 230 line routed within the substation to
4 get to 65th Avenue. We feel that we've got a reasonable
5 solution to make that happen.

6 MR. DERSTINE: So the bay won't necessarily
7 be in the interconnection point, won't necessarily be at
8 A, but that's where the line will come through the
9 substation property and then exit.

10 MR. HERNANDEZ: That is correct. We will
11 reroute the 230kV line within the substation to get to
12 that alignment on 65th Ave.

13 MEMBER DRAGO: Thank you.

14 CHMN STAFFORD: All right. Anything else
15 from members? Let's go off the record and back on the
16 bus.

17 (TIME NOTED: 11:22 a.m.)

18 (Conclusion of Stop No. 4.)

19

20 (TIME NOTED: 11:49 a.m.)

21 (Arrival at Stop No. 5.)

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

23 We're at the sixth stop having foregone
24 stopping at stop 5 because there wasn't any place to
25 really get out and set up there.

1 We are located approximately at Node G;
2 correct?

3 MS. POLLIO: Correct.

4 CHMN STAFFORD: Okay.

5 MS. POLLIO: So we are on the south side
6 where Node G is and you can see, again, Node G to I,
7 G to D. Do you want to take it?

8 MR. HERNANDEZ: Sure. Any questions?

9 CHMN STAFFORD: All right. Now, you're
10 talking about this is Node G. We talked about how G to I
11 is not what ADOT wants to do. This is the drainage area
12 between the highway -- the 202 and then these apartment
13 complexes over here to the east.

14 Can you tell us about why this is not part
15 of the favored route? Why you don't want to go along
16 this section of the 202?

17 MR. HERNANDEZ: So in order to be located
18 within ADOT right-of-way, it would require a permit from
19 ADOT. And to obtain that permit, we would have to come
20 up with an engineering solution to build a wider road
21 system.

22 It's kind of hard to tell from this angle
23 but you'll notice this very small road between from where
24 the drainage ends -- there's a very small access road
25 where the drainage ends, between where the drainage ends

1 and the fence, the eastern boundary of the ADOT fence
2 resides.

3 CHMN STAFFORD: Which is way over there.

4 MR. HERNANDEZ: There is currently an angle
5 here, so it's kind of a difficult angle to see, but
6 there's a slight angle before it goes directly north
7 along the property line to the Waylon Apartments. And so
8 to place a transmission line in this ADOT right-of-way,
9 and adjacent to this drainage area would require us to
10 come up with a solution -- engineering solution to make a
11 path wide enough and flat enough for truck access and for
12 pole locations.

13 CHMN STAFFORD: And then you'd have to
14 reengineer this ditch to accommodate the same amount of
15 water flow that it could accept right now.

16 MR. HERNANDEZ: We'd have to come up with,
17 yep, a solution that would provide enough volume for all
18 the runoff in this area.

19 CHMN STAFFORD: And what happens if ADOT
20 decides they need to widen the 202 here?

21 MR. HERNANDEZ: That is the reason -- great
22 question, Chairman, that is the reason we are proposing
23 to only be located on the east side of the drainage
24 system because if this freeway system widens if and when,
25 it's most likely going to widen and take up that flat

1 space immediately west of the existing freeway system.

2 We do not want to be there by permit
3 because we would have to relocate on our dime and their
4 schedule, being ADOT, if and when they decide to expand
5 their freeway system.

6 By being located east of the drainage area
7 the risk of having to relocate is minimal because they
8 need to maintain that drainage and a road for maintenance
9 of that drainage.

10 This is why we've only looked at the east
11 side of the drainage system.

12 CHMN STAFFORD: And you're only looking to
13 actually do it between Nodes I and K?

14 MR. HERNANDEZ: That is correct.

15 CHMN STAFFORD: Okay.

16 MEMBER GOLD: It makes sense to me,
17 Mr. Chairman, but I've got a question. That's obviously
18 drainage. That's flat. Am I missing something? Is
19 there drainage I don't see?

20 CHMN STAFFORD: Is there drainage he
21 doesn't see?

22 MEMBER GOLD: I asked is there drainage
23 that I don't see.

24 MR. HERNANDEZ: Yes, there is. If we were
25 to walk further west you would look into the ADOT

1 right-of-way and you would see the drainage behind their
2 fence.

3 MEMBER GOLD: Thank you.

4 CHMN STAFFORD: Any other questions? All
5 right. Thank you very much.

6 MS. POLLIO: Before we go off I just wanted
7 to mention when we are going back we'll be going back and
8 turning on Elliot Road to get back onto the interstate,
9 so we'll be going south and then getting on Elliot.

10 When we are getting on the interstate, and
11 this is not in the script which is what I wanted to make
12 sure we saw it after the script was filed, but you do
13 have a nice view of the substation site when you're
14 turning. If you're up high you'll be able to see the
15 substation site and, again, that 500 line as it goes
16 along, you'll know that that's up there. And the two
17 constructed buildings that you've seen, you'll see those,
18 so you get a really good perspective.

19 CHMN STAFFORD: Okay. All right. Anything
20 further? Let's go off the record and go back on the bus.

21 (TIME NOTED: 11:54 a.m.)

22 (Conclusion of Stop No. 5.)

23 (The tour concluded at 12:05 p.m.)

24

25 //

1 (The hearing resumed at 12:11 p.m.)

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

4 We have returned from the tour. It is now
5 time for the lunch break. So we will take a recess and
6 come back at 1:30. We stand in recess.

7 (Recess from 12:11 p.m. to 1:43 p.m.)

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

10 Mr. Derstine, I believe you have two more
11 witnesses to present.

12 MR. DERSTINE: Yes. Good afternoon. This
13 afternoon I think Ms. Gilbert is going to take Ms. Pollio
14 through her environmental testimony and exhibits, and
15 then proceed on to Ms. Horgen covering the outreach and
16 engagement that was done for the project. So I'll be
17 sitting here quietly and happy to let Ms. Gilbert take
18 over.

19 CHMN STAFFORD: Thank you. Ms. Gilbert.

20 MS. GILBERT: Thank you. Before we jump
21 into Ms. Pollio's testimony, I wanted to review maybe the
22 schedule for this afternoon. So I believe the plan is to
23 stop at, is it 5:00 p.m. or 4:30 p.m.?

24 CHMN STAFFORD: Somewhere in between there.

25 MS. GILBERT: Great. So we'll proceed with

1 Ms. Pollio and Ms. Horgen as Mr. Derstine indicated, and
2 time permitting maybe go back to Mr. --

3 MEMBER KRYDER: Just a little more into
4 your microphone, please.

5 MS. GILBERT: Is that better?

6 MEMBER KRYDER: Much.

7 MS. GILBERT: Thank you. So proceeding
8 with Ms. Pollio, Ms. Horgen and time permitting maybe
9 revisit some of the route options with Mr. Hernandez and
10 Mr. Heim.

11 CHMN STAFFORD: Excellent.

12 BY MS. GILBERT:

13 Q. Okay. So Ms. Pollio, could you please introduce
14 yourself and share about your professional background?

15 A. (Ms. Pollio) Yes. My name is Kenda Pollio, I'm
16 at 280 Melba, Encinitas, California 92024.

17 I have a bachelor's degree in environmental
18 science and urban and regional planning from Florida
19 State University. I have a master's of science in
20 international environmental policy from the University of
21 South Florida.

22 I am a certified planner or an AICP. I have
23 34 years of environmental consulting experience,
24 specialized specifically in transmission lines,
25 right-of-way assessment, siting, acquisition permitting,

1 and government compliance.

2 I've worked on over 200 transmission line and
3 utility projects. I've testified before the siting
4 committee 20 times and I've testified in other cases
5 about 34 times.

6 Q. Thank you and what is your involvement with this
7 project?

8 A. (Ms. Pollio) I am the project manager for KP
9 Environmental. We focused on doing the environmental
10 analysis preparation of the certificate of environmental
11 compliance application as well as assisted with routing
12 and siting.

13 Q. So let's start your testimony with just an
14 overview of the project location.

15 A. (Ms. Pollio) Yes. So basically I'm going to go
16 over Exhibits A through I in the CEC application. So
17 where we talk about the location ownership and
18 jurisdiction is in Exhibit A, so we'll start there.

19 So Exhibit A, the first thing I want to cover is
20 jurisdiction. I think we all recognize that it's
21 predominantly within the city of Phoenix. We saw today
22 that there was a portion in Maricopa County. So there
23 are Maricopa County islands in the project study area,
24 specifically north of Baseline along 63rd Avenue close to
25 the west side of the Loop 202.

1 You can see on R55 the map that shows green as
2 the city of Phoenix and white as unincorporated county,
3 Maricopa County islands.

4 Next I'll cover land ownership. So specifically
5 land ownership is predominantly private land in the study
6 area. There's obviously with the Loop 202 Arizona
7 Department of Transportation right-of-way obviously
8 within that corridor.

9 We also have SRP-owned property which
10 specifically on R55 is light blue, that comprises the
11 substation parcel and the parcel directly north of the
12 substation. So, again, on R55 that's the blue or the
13 light blue color.

14 So that really gets the predominant
15 jurisdiction. I'll mention also there is Bureau of
16 Reclamation ditches, there's a brown -- one second. Let
17 me go back one.

18 There is a brown line that you can see a Bureau
19 of Reclamation ditch. These are lands which are
20 maintained by SRP. We will be coordinating, or SRP will
21 be coordinating with the Bureau of Reclamation if U.S.
22 property rights are impacted by the project.

23 Q. At this time does SRP anticipate that there will
24 be federal action associated with that ditch?

25 A. (Ms. Pollio) No, we do not.

1 Q. So at this time is there any need for NEPA-type
2 analysis?

3 A. (Ms. Pollio) No, there is not. And that is
4 expressly written in Exhibit B.

5 Q. Thank you.

6 CHMN STAFFORD: Could you please use a
7 laser pointer on the map to show where that ditch is? I
8 missed it.

9 MS. POLLIO: It is right where the brown
10 line is. It's very small.

11 CHMN STAFFORD: Okay. The segmented line?

12 MS. POLLIO: If you look on the screen, you
13 can see it's right there, it's a brown line that comes
14 from the northern boundary of the substation and
15 travels -- there we go. Thank you. If you zoom in and
16 it travels to the east. Yes, so like a segment of line.

17 CHMN STAFFORD: I see it. Thank you. Make
18 sure I'm looking at what you're talking about.

19 MS. POLLIO: I'll mention one additional
20 jurisdiction that is not directly impacted, but that is
21 on the map. And that is the Gila River Indian community
22 and that is in that burnt orange color and that is to the
23 south of the substation.

24 BY MS. GILBERT:

25 Q. Kind of moving a little bit further into your

1 land use summary, could you just maybe generally provide
2 an understanding of what land uses in this area and in
3 particular review the quote you have on your L56 slide?

4 A. (Ms. Pollio) Yes, absolutely. So I'll start
5 with before I get to the quote, I will mention the two
6 designations that are very important in terms of land use
7 compatibility for this project.

8 One is the South Mountain tech corridor, which
9 Mr. Heim covered in yesterday's testimony. And you can
10 see that it is a tech corridor that's designed for
11 investments in technology sectors. So this obviously
12 came along with the construction and operation of the
13 Loop 202.

14 We also have the Laveen Village primary core.
15 Primary core are a central focus for each village, as we
16 have noted Laveen Village is one of the 15 villages that
17 comprise the city of Phoenix. Villages are characterized
18 as areas that can support large concentration of
19 employment and housing opportunities.

20 You'll see the designation on R56 that is the
21 bright purple hatched in the Laveen Villa Character Plan,
22 that is noted as the primary core, Laveen Village primary
23 core.

24 The entire area outlined in red is what would be
25 designated as the South Mountain technology corridor. So

1 not just comprised of a Loop 202 but really extends out
2 from that area. So it really comprises this whole
3 project study area.

4 Specifically the quote that is on the screen is
5 from the Laveen Village character plan. This was April,
6 this was associated with the general plan approved in
7 April of 2024. It reads, "Locate land uses with the
8 greatest height and most intense uses within limits based
9 on village character, land use needs, infrastructure, and
10 transportation system capacity." It references Laveen
11 Village core and the South Mountain freeway corridor.

12 So I think this really sums up, we'll get to the
13 end, but I'll definitely put the exclamation point on it
14 here, those two designations really support the need and
15 help with the land use compatible aspect of the project.

16 CHMN STAFFORD: Member Little, you have a
17 question?

18 MEMBER LITTLE: Thank you. One is a
19 question and one is just a curiosity.

20 Why does the South Mountain technology
21 corridor encroach into -- on to the Indian reservation?

22 MS. POLLIO: That is -- I see exactly your
23 point, and I do not know the answer to that question. I
24 don't know if there was an outparcel there. And I,
25 looking at the area I can't see that either. So I'm not

1 exactly sure of that answer.

2 MEMBER LITTLE: Okay. Well, I was just
3 curious. But I do have a question about the ditch that
4 is down just adjacent to the -- runs from the corner of
5 the substation property. It looks like that ditch would
6 interfere with -- which route is the red one, S4?

7 MS. POLLIO: Correct. S4.

8 MEMBER LITTLE: So if you were to go on S4,
9 I know it's not the preferred route, but if we were to
10 choose S4, would there be an issue with NEPA having to do
11 with that ditch?

12 MS. POLLIO: We do not think there would be
13 an issue. Again we're asking for a wider corridor than
14 the actual right-of-way. That ditch is extremely narrow.
15 It's off on the side of the road. We do not anticipate
16 impacting that directly and therefore it would, again,
17 would not require or trigger NEPA. That's our intent.

18 MEMBER LITTLE: Thank you.

19 CHMN STAFFORD: If you had to span that
20 ditch, what would you need to acquire from the Bureau of
21 Reclamation?

22 MS. POLLIO: So that is because it's a
23 ditch maintained by SRP, we would assume that it would
24 not trigger even a categorical exclusion, which is what I
25 would consider the lowest of the NEPA. There may be a

1 letter of some coordination, but based on SRP's
2 maintenance of that, it really is the -- our -- our
3 understanding is that we would not need a NEPA document.

4 However, that is something that we would be
5 coordinating with them to ensure.

6 BY MS. GILBERT:

7 Q. And perhaps Mr. Hernandez could speak to this,
8 too, but our intent is spanning any of these routes where
9 there's a ditch, whether owned by -- or under the
10 jurisdiction of another entity to make sure we clear the
11 ditch itself and the area around it if needed for
12 maintenance of that the property; is that right?

13 MR. HERNANDEZ: That is correct. We would
14 ensure that the line crossing considers any maintenance
15 needs of that ditch, and we would plan for the
16 appropriate distance between the lowest hanging conductor
17 and the ditch itself.

18 BY MS. GILBERT:

19 Q. Thank you. Ms. Pollio, before we move on from
20 land uses, does Maricopa County have any different land
21 use requirements in this area?

22 A. (Ms. Pollio) They have separate -- a separate
23 general plan, separate zoning. So we will cover both the
24 City of Phoenix and Maricopa County in this next few
25 slides.

1 Q. Okay.

2 A. (Ms. Pollio) So as you mentioned, and I didn't
3 get to that part but I want to go back. Yesterday we
4 talked a lot about there were a lot of terms that were
5 kind of thrown around in terms of land use, zoning, PUD,
6 which is planned unit development, PAD, which is planned
7 area development.

8 So I thought maybe it would be good just to very
9 briefly talk about those to make sure that we're all
10 understanding what those mean or at least what they mean
11 to this project.

12 So in general because we're going to look at --
13 we'll look at maps of both, but in general land use is
14 determined by the city's -- a city or county's general
15 plan or comprehensive plan, and that really is to govern
16 future use of property. So what we're planning to do.

17 Then you have zoning, and zoning on the other
18 hand represents what is permissible or what is the actual
19 use or current use of the property. So that's where you
20 get setbacks, height restrictions, those type things. So
21 it's really implementing what actually can happen on the
22 property, where the land use is looking into the future
23 for future development.

24 But, again, zoning really dictates what can
25 happen currently on a piece of property, hence rezonings.

1 Now I want to also just identify that the City
2 of Phoenix has a general land use plan, mentioned that
3 that was approved in April of 2024. That provides
4 visions and policies of how the community, Laveen, will
5 grow and develop.

6 The City of Phoenix's zoning is obviously by the
7 zoning ordinance and these are where they identify zoning
8 districts and these are uses that are permanent in each
9 zoning district that are established. So there's a
10 longer definition, but it's very specific to what is
11 permitted actually on that piece of property.

12 Then we talked about -- and we'll get to this in
13 terms of zoning -- is planned unit development is a
14 designation by the City of Phoenix. It is an actual
15 zoning district.

16 So I just want to make sure that everyone, I'm
17 going to read from the zoning district -- or the zoning
18 ordinance from the City of Phoenix, and a planned unit
19 development is intended to create a built environment
20 that is superior to that produced by conventional zoning
21 districts and design guidelines.

22 So it basically is more of a multiuse -- I heard
23 someone say that when we were on the route tour -- type
24 zoning district. So it allows that -- again, coupled
25 with the land use -- it would be more specific to uses on

1 that property.

2 Then we have planned area development. We'll be
3 covering those in Exhibit H, but the way we are looking
4 at planned area development is that they're plans. So
5 they can be an actual site plan. It can be a plan that a
6 developer has that is not submitted.

7 It could be something that is in the works or
8 something that's been approved and is in construction and
9 has moved on from just a site plan. So we're using PADs
10 for that. However, PAD can also be a designation in a
11 city document in a zoning -- can be a zoning designation
12 for other cities.

13 So I just want to make sure that the PUD is
14 actually zoning. PAD is a more general term. We'll
15 cover that extensively in Exhibit H. Okay?

16 Q. Ms. Pollio, maybe by way of example could we
17 look at, using the placemat, PAD 4, and maybe go over
18 each layer from land use, zoning, type of PUD or PAD,
19 just kind of talk through?

20 A. (Ms. Pollio) Absolutely. If we can I want to
21 use the maps as we go through. I think that will help.
22 But I think that's a good idea just to give an example
23 because it is somewhat confusing.

24 The first, I'll start with land use. So the
25 land use and we'll just say on PAD 4, so that's a good

1 example. We were out there today and if you look at PAD
2 4, it is bounded by Node F, E, and H east -- sorry, west
3 of the Loop 202. So it's that property that would be
4 south of the South Mountain road alignment that is south
5 of that school. So it's a good example.

6 When you look at the -- it's being outlined
7 right now. When you look at R57, you can see that
8 designation is commercial, commerce, business park. That
9 is the land use of that piece of property.

10 Just to go through this you can see the majority
11 of the land use in the entire area, and this is
12 designated, most of it is that red color which is
13 commerce business commercial, but you see a lot of the
14 gray. That is all industrial, so that's an industrial.
15 So predominantly our routes are either in that industrial
16 or that commerce business park color, but specifically,
17 again, just kind of going -- circling back, PAD 4 is that
18 commerce business park, the red color.

19 When we go -- I'll go back to that -- when we go
20 to zoning. You can see that same parcel in blue. You
21 can see obviously a lot of blue in the area as well, but
22 that same parcel is identified as PUD.

23 This specific parcel was rezoned as PUD. So,
24 again, land use is commercial, commerce business rezoned
25 to PUD in 2023. In association with that PUD, it has a

1 planned area development, a site plan that has been
2 approved specific to that site. It is predominantly
3 mixed use, commercial, has restaurants, open space, that
4 type of thing, but it's a pretty intense development up
5 and down that area. It's about 66 acres.

6 CHMN STAFFORD: Looking at the slide on
7 R59, the map; right?

8 MS. POLLIO: Correct. And, again, it's
9 bounded by on the east side the Loop 202, and you can see
10 it's south of the South Mountain road alignment and you
11 can see it being outlined and it's that bright blue
12 color.

13 MEMBER KRYDER: Ms. Pollio? Mr. Chairman?

14 CHMN STAFFORD: Yes, Member Kryder.

15 MEMBER KRYDER: Are these maps all in the
16 application?

17 MS. POLLIO: Yes. This --

18 MEMBER KRYDER: Under which tab?

19 MS. POLLIO: That would be A.

20 MEMBER KRYDER: Under A.

21 MS. POLLIO: So the first map was a
22 modification to A-1 and A-2. I can tell you that. That
23 was a combined map. The second land use map would be
24 A-3. Maricopa County is A-4, which I'm going to go back
25 to here in a minute, and then zoning will be A-5 and A-6.

1 MEMBER KRYDER: I may be -- I can't find
2 the R59 codes on these or whatever -- I don't have
3 identifiers.

4 MS. POLLIO: So the R59 is basically for
5 right and left screen associated with this Power Point
6 presentation. But I can tell you it should be A-5.
7 That's off memory.

8 CHMN STAFFORD: Yes, in your -- Member
9 Kryder, in the exhibits on the laptop, SRP-6 is the left
10 screen and SRP-7 is the right screen.

11 MEMBER KRYDER: Thank you very much. I'll
12 try to find it.

13 MS. POLLIO: And in your application it is
14 A-5. And I can only start referencing the application
15 figure numbers as well.

16 MEMBER KRYDER: Can you find it in the book
17 for me? Because I don't see any identifiers on the maps.
18 Okay. There we go. A-3, 4 and 5. Okay. Great. Thank
19 you for your patience.

20 CHMN STAFFORD: No problem. Make sure
21 we're all on the same page.

22 BY MS. GILBERT:

23 Q. Thank you for using that as an example. So the
24 land use, the zoning, the planned areas, very -- this
25 project area is multilayered; is that right?

1 A. (Ms. Pollio) That is correct.

2 Q. So now we'll kind of shift back to really
3 focusing on land use and then build your testimony with
4 each of those layers for this area.

5 A. (Ms. Pollio) That is correct. So again going
6 back to the City of Phoenix land use, this would be A-3
7 in the application. It is R57 on the screen. And,
8 again, this is the land use. You've seen this map
9 multiple times in both testimonies yesterday.

10 And this is land use and, again, I think the
11 story here is the predominant land use, the routes are
12 on, are either commerce, commercial business park, but
13 predominantly in that southwestern area industrial.

14 Maricopa County has a small area, again, that
15 Maricopa County island that is located north of Baseline.
16 It's predominantly along -- there we go, thank you -- and
17 it has land use that is agriculture, single-family low
18 density, and transportation vacant. So, again, it's just
19 that very small portion of the northern area that is in
20 Maricopa County.

21 Zoning, as we just mentioned, again, is
22 predominantly the blue, which that blue is planned area
23 development. You do see some intermediate commercial,
24 you see some ranch farm residential, some multifamily
25 residential, and some general commerce park.

1 CHMN STAFFORD: I thought the blue was the
2 planned unit development, not the area development.

3 MS. POLLIO: I should have listened to
4 myself talk is what I should have done. And thank you
5 very much for that correction. You are absolutely
6 correct. Planned unit development.

7 Maricopa County zoning, again, same area
8 that Maricopa County island is predominantly C-2,
9 intermediate commercial.

10 CHMN STAFFORD: Now, are transmission lines
11 a permitted use for the county land?

12 MS. POLLIO: So in both the county and the
13 city we do not have to have any type of entitlements for
14 transmission.

15 CHMN STAFFORD: Okay. That's what I
16 thought. I just wanted to make sure. Thanks.

17 BY MS. GILBERT:

18 Q. Thank you.

19 Does that conclude your slides on land use and
20 zoning?

21 A. (Ms. Pollio) It does.

22 Q. And so based on your review of the character
23 plan, general plans, the zoning, the land use for the
24 area, is the project compatible with the land use
25 designations?

1 A. (Ms. Pollio) Yes, it is. Specifically I think
2 all of those designations that you just mentioned, but
3 the South Mountain transportation, the tech corridor, the
4 primary corridor, those definitions demonstrate the
5 intent of the City and the growth and more of that
6 industrial commerce business-type use in both the land
7 use, the zoning. So, yes, in my opinion this is
8 compatible with land use.

9 Q. Okay. So we'll move on to Exhibit C and D in
10 the application, which describe habitats, biological
11 wealth, species -- and could you maybe kick us off with a
12 review of the biological resources in the area?

13 A. (Ms. Pollio) Yes. So first I want to point
14 your attention to Exhibit C. So this is C and D, both
15 deal with biological resources.

16 Exhibit C deals with special status or status
17 species while Exhibit D deals more generally with
18 biological resources.

19 We're going to cover them together.

20 So in Exhibit C-1, you do see we did coordinate
21 with Arizona Game and Fish Department, and U.S. Fish &
22 Wildlife Service. We did that through running what's
23 called an information for planning and consultation or
24 IPaC, an IPaC analysis as well as the project evaluation
25 program which is the Arizona Game & Fish Department's

1 tool that they use.

2 Basically they identify all the potential
3 species that would be located in this specific study
4 area. They review that and then we are able to consult
5 on the project with them.

6 We also conducted a biological habitat
7 assessment of the area including all the routes. There
8 are no designated or proposed critical habitats in the
9 project area.

10 Q. And Ms. Pollio, is the area of the project
11 typically previously disturbed land?

12 A. (Ms. Pollio) Yes. So this area, and I think
13 everyone can attest to that based on the route tour is a
14 hundred percent disturbed. So whether it has been
15 disturbed by agricultural, if it has been disturbed by
16 active current construction, previous construction
17 commercial, that type of land use, the entire study area
18 is disturbed. There are no natural or native habitats
19 which, again, would mean that there was no critical
20 habitats in the project study area.

21 With that, the overall habitat quality, the
22 plant diversity is very low. So there are sensitive
23 species that are not likely or any species are not likely
24 to negatively be affected. Especially with the proposed
25 SRP mitigation measures that we've identified as part of

1 our application, we would not think that there would be
2 any species that would be negligibly affected.

3 CHMN STAFFORD: Member Hill, you had a
4 question.

5 MEMBER HILL: Yes. Thank you, Mr. Chair.
6 In reviewing the Arizona Game & Fish Department's
7 comments, they did note that there is a special species
8 status, the Western Burrowing Owl, and they recommended
9 that surveys would be conducted by a certified individual
10 with training and qualifications for that.

11 Has SRP completed those surveys or do they
12 intend to do those and share that data with Game & Fish?

13 MS. POLLIO: Yes. So we have definitely in
14 the consultation already agreed that we would conduct
15 preconstruction surveys. So for burrowing owl, the
16 preconstruction survey requirement is 30 days prior to
17 construction.

18 So what we want to do is make sure that
19 they're not there. If we do it too early obviously they
20 could obviously come and nest or use that type of
21 habitat.

22 I can tell you that the area that, you
23 know, and I think most people are probably familiar, the
24 use of agricultural ditches, berms is typical habitat for
25 burrowing owl, but yes, we have identified that those

1 preconstruction surveys would be conducted and we would
2 share that data and the results with Game & Fish.

3 MEMBER HILL: Thank you.

4 BY MS. GILBERT:

5 Q. We can move on, I think, to visual resources,
6 Exhibit E.

7 A. (Ms. Pollio) Yes.

8 Q. Are there any scenic areas in the vicinity of
9 this project?

10 A. (Ms. Pollio) No.

11 Q. And maybe for the benefit of the group, could
12 you define what a scenic area would be?

13 A. (Ms. Pollio) Yes. So a scenic viewpoint really
14 consists of locations where a significant number or what
15 we would call sensitive viewers would see the
16 transmission lines in the landscape. So what we tried to
17 do is identify those areas where they would be viewed and
18 identify those with key observation points that we
19 started talking about while we were on the route tour.

20 Q. So even though there aren't scenic areas as a
21 part of the application and this presentation, we created
22 key observation points to identify just visual impact
23 generally; is that right?

24 A. (Ms. Pollio) That is correct, so we could
25 actually simulate in what the structures would look like

1 and you'd be able to see kind of the before and after.

2 Q. Can you take us through the key observation
3 point photos?

4 A. (Ms. Pollio) Yes. So we identified 11 key
5 observation points, and again this is in Exhibit E. So
6 what I'm going to do is we're going to go through a
7 number of those. Some of which you saw in your route
8 tour packet, but we will go through those again.

9 Q. And as you go through them, could you -- do
10 these KOPs include the preferred routes?

11 A. (Ms. Pollio) They do.

12 Q. Great. To the extent that there's any
13 additional KOPs that don't, could you flag those for --

14 A. (Ms. Pollio) Yes.

15 Q. Thank you.

16 A. (Ms. Pollio) I will definitely do that, and
17 I'll try to make sure that we will give locations and
18 nodes and that type of thing as well.

19 So when we're looking at the screen on the left
20 screen, so L65 is going to be existing conditions. So
21 this is what you saw out there when we're in the field.

22 The right screen is going to be the proposed
23 conditions. So this simulates the structures.

24 So the first is KOP 2. This is actually figure
25 E-3A in the application. This is on South 63rd Avenue

1 alignment looking north.

2 So in general, this about north of -- just north
3 or right at Node E. So this is looking at the preferred
4 alignment that would be going north along 63rd Avenue.

5 Looking north in the foreground you can see the
6 preferred route which is that north-south segment from
7 E to H. In the background you can see where the route
8 turns at South Mountain alignment to the east toward the
9 Loop 202.

10 MEMBER GOLD: Mr. Chairman.

11 CHMN STAFFORD: Yes, Member Gold.

12 MEMBER GOLD: Just a point, if you could go
13 to that previous slide. I'm looking at the natural
14 condition on L65. I'm looking at the simulation with
15 your poles up there. Did you do the landscaping on the
16 right-hand side? To get rid of all the scrub and junk
17 and stuff or is that just a figment?

18 MS. POLLIO: No, it is not a figment.
19 Absolutely. That is a very good observation. So we do
20 in the application have a couple other simulations.
21 Again, this is the preferred so we wanted to make sure
22 that we're showing you what the preferred looks like.

23 However, in the application, we have one
24 that has both routes along this corridor. When we
25 simulated that we obviously had to remove the vegetation

1 to have a route on both the east side and the west side,
2 so that is why that was simulated, that vegetation was
3 simulated out.

4 MEMBER GOLD: That was very generous of
5 you.

6 MEMBER HILL: Mr. Chair.

7 CHMN STAFFORD: Yes, Member Hill.

8 MEMBER HILL: Can we go back to the
9 previous slide.

10 CHMN STAFFORD: Sure.

11 MEMBER HILL: My recollection is I think
12 our fourth stop was at the location where this -- the
13 turn on that line is made; is that correct?

14 MS. POLLIO: That is correct. We were
15 almost looking from the road due south along, so it would
16 be a reverse -- almost a reverse KOP.

17 MEMBER HILL: Got it. I remember there
18 were transmission distribution lines that were on the
19 other side of the ditch. Did you take those out as well
20 in your simulation?

21 MS. POLLIO: Those were removed. They had
22 to be removed. Those poles would have to be removed if
23 we had a line, two lines in this corridor on both sides.

24 MEMBER HILL: Okay. So this simulation
25 would also -- should also include some smaller

1 distribution lines on the outside of the ditch; correct?

2 MS. POLLIO: If this was selected as the --
3 the only route, I think we also spoke about this
4 alignment and I'll say this is a general depiction,
5 because -- and we talked about it -- we would assume as
6 this develops, 63rd alignment would be developed, the
7 road would have to be developed. So we did not simulate
8 that in because we don't have the designs of that.

9 MEMBER HILL: Sure.

10 MS. POLLIO: But we would anticipate that
11 this would look different. The poles would look
12 accurate. There would probably be a road there, and they
13 may be offset a bit because of that road alignment.

14 Again, I'm going to go back to we haven't
15 really talked about the need for a wide corridor here,
16 but this is a great example of why just having a
17 hundred-foot right-of-way would be very difficult because
18 of the ever-growing development. But to your point, if
19 it stayed like this, yes, we would have to put that back
20 in. But I would assume this will look very different
21 ultimately at buildout.

22 MEMBER HILL: Okay. Thank you.

23 BY MS. GILBERT:

24 Q. You can move on to your next KOP, please.

25 A. (Ms. Pollio) Okay. This is one that we

1 actually viewed and spoke about in the field. This was
2 in your packet. But, again, I'll discuss it quickly.
3 This is the conveyance channel looking northeast. It's
4 KOP 3, figure E-4A in your application. You can see that
5 we have simulated the preferred route on the north side
6 here of the LACC.

7 But we had a lot of discussion about ultimately,
8 again, flexibility here where it would be placed and what
9 ultimately the configuration of this route may be in
10 consultation with the City.

11 CHMN STAFFORD: In this, KOP 3, the
12 proposed conditions, does that have the 69kV underbuild
13 to the two 230 lines?

14 MS. POLLIO: It does. It's these wires at
15 the bottom.

16 CHMN STAFFORD: Okay. That's what I
17 thought. Just wanted to make sure that's what I'm
18 looking at.

19 MS. POLLIO: Correct.

20 MEMBER LITTLE: Mr. Chairman.

21 CHMN STAFFORD: Yes, Member Little.

22 MEMBER LITTLE: Several questions. If you
23 go back to the previous slide that we were looking at,
24 KOP 2, I'm curious, you were describing when you were in
25 the field and I was on the phone that probably this road

1 will be a five-lane road? It will be -- is that correct?

2 Is this the one we're talking about?

3 MS. POLLIO: It is, and I think

4 Mr. Hernandez is the one that spoke with the City about
5 that road.

6 MEMBER LITTLE: So I'm assuming that the
7 ditch -- I guess what I'm leading up to is if this route
8 was selected and this line was built, would the road be
9 built around the line?

10 I mean, so that you wouldn't have to move
11 the line or would you have to move the line? Would you
12 be working with the City before you build the line to
13 make sure that it conforms to whatever their plans are
14 for the ultimate buildout of the road?

15 MR. HERNANDEZ: So the answer is yes, we
16 would work with both the City and the landowner in regard
17 to the alignment of the line.

18 We would not want to place the line in what
19 would soon be a future road. And so obviously because
20 we'd have to relocate at our own expense, and so we'd
21 want to make sure that we place that line where it is not
22 conflicting with any of the planned improvements along
23 that roadway, whether it's the surface road itself,
24 sidewalk, or any other planned infrastructure.

25 Specifically underground infrastructure

1 such as water, sewer, gas, or fiber lines. And so we'd
2 work closely with the City and the owner and the
3 developer to ensure that the alignments are suitable for
4 both SRP and the landowner.

5 MEMBER LITTLE: Okay. Now, my second --
6 thank you, Mr. Hernandez. The second question has to do
7 with the KOP 3, I think it was, the next one that we
8 looked at. That one.

9 Again, on the field trip we were talking
10 about needing -- the description of the need for flat
11 land on either side of the line for maintenance purposes.
12 That's not what I'm seeing here. I'm seeing, you know,
13 if the line were actually placed in the position that is
14 shown in figure E-4C it's kind of at the top of a little
15 hill there.

16 So, you know, I'm wondering and perhaps I
17 missed a little of what was said in the field and if I
18 did I apologize, but so that -- that concrete walk that
19 is, you can just barely see a little bit of, but I
20 believe you guys were standing on, that could be used
21 for, as a maintenance road? Is that correct?

22 MS. POLLIO: I'm going to let
23 Mr. Hernandez, I think he was referencing this during the
24 route tour.

25 MR. HERNANDEZ: So it's kind of difficult

1 to tell with this image. I don't want to confuse
2 everybody in the room. But really these simulations were
3 generated to give both the committee and the general
4 public a sense of what these poles could look like in
5 terms of size and potential location.

6 But like we mentioned in the field this
7 morning, ongoing discussions with the City of Phoenix
8 regarding the LACC and using it as a potential route for
9 a transmission line resulted in discussion around moving
10 the poles to the north side of the sidewalk.

11 Now, the configuration in which the
12 conductors are shown at the top, so the top six
13 conductors representing the two 230kV circuits, obviously
14 has not been designed, is not -- and what is shown is
15 simply for graphic representation.

16 That could change. And what I mean by that
17 is we could ultimately place all the conductors on one
18 side of the pole, so there would only be a need to
19 maintain the line from one side of the pole. We're still
20 looking at different scenarios where we have opportunity
21 to do that, and what that allows us is to maintain that
22 line from one side of the pole and not have to worry
23 about placing equipment within the sloped area to
24 maintain the south side of that pole specifically, or
25 poles specifically along the channel.

1 And so what I'm getting this simulation
2 really doesn't represent what the ultimate design would
3 look like, but really is a graphic representation to give
4 you an idea of what a pole line could look like along the
5 channel.

6 MEMBER LITTLE: That makes sense. Okay.
7 Thank you.

8 CHMN STAFFORD: I have a quick question on
9 KOP 2, the R65.

10 When they widen that road, do you know if
11 the City intends to keep that irrigation ditch you see on
12 the right? I can't recall. Some of them seem to be in
13 disrepair and not in use. I can't tell if this is one of
14 those or not, but it seems to me to get a five-lane
15 highway, it's probably -- is that concrete irrigation
16 ditch going to be removed? Because if you're not farming
17 that area do they need access to the water irrigation?

18 MS. POLLIO: I think our assumption, and
19 again, I don't think we have complete confirmation, but
20 our assumption this entire area that is actively
21 agriculture will all, again, future land use and zoning
22 are dictating it is all moving to industrial business
23 commerce or commercial. So we would assume that
24 almost -- these specific ditches in these parcels
25 specifically would probably be removed.

1 CHMN STAFFORD: Okay. Thank you.

2 MEMBER GOLD: Mr. Chairman.

3 CHMN STAFFORD: Yes, Member Gold.

4 MEMBER GOLD: Your project will be starting
5 construction within two years? Is that a correct
6 statement?

7 MR. HERNANDEZ: Yes, ideally we'd like to
8 start the transmission line construction by summer of
9 2026.

10 MEMBER GOLD: Perfect. When is the City
11 going to do their road?

12 MR. HERNANDEZ: No idea. The road really
13 would be developed by the private developer. The City
14 would identify the criteria for how wide the road needs
15 to look -- look like, including sidewalks and any other
16 physical features along the road. But the developers
17 themselves would have to develop the roads.

18 And so my guess would be those roads would
19 be developed along with the development of those adjacent
20 parcels to the west and east of 63rd Avenue. No idea on
21 the time line of that development.

22 MEMBER GOLD: So that would be to the right
23 of your designation of your power lines; correct?

24 MR. HERNANDEZ: That is correct.

25 MEMBER GOLD: So that means if you put your

1 power lines in this position, the City or the developer
2 would have to -- City or the developer would be putting
3 his road to the right of your poles.

4 MR. HERNANDEZ: Again, this simulation is
5 just a graphic representation to give you a sense of what
6 a pole line could look like with the backdrop of the ag
7 land. This project has not been designed nor have we
8 acquired any easements for any of the project, and so
9 that's really going to dictate where those pole lines
10 reside in relation to the property boundaries and City
11 right-of-ways.

12 MEMBER GOLD: So you have setback -- you
13 can set back, you know, 100 feet, 200 feet, you're not
14 limited?

15 MR. HERNANDEZ: We would be limited by the
16 350-foot corridor that the Line Siting Committee
17 approves.

18 MEMBER GOLD: But without knowing where the
19 road is going to be --

20 MR. HERNANDEZ: Hence why we ask for a
21 350-foot-wide corridor, expecting that this alignment
22 could become a major collector road which is about
23 80 feet in width. And so by asking for 350 feet, that
24 allows us essentially -- I've got an engineer next to me
25 that's probably doing the math -- but that gives us

1 enough flexibility on the east or west side to find a
2 suitable space for a 100-foot-wide easement.

3 MEMBER GOLD: So if we grant you the
4 350-foot right-of-way --

5 CHMN STAFFORD: Corridor.

6 MEMBER GOLD: Corridor. Let me get the
7 words right. Thank you. If we grant you the 350-foot
8 corridor and locate it on the map as you've indicated,
9 they cannot put the road in your corridor or can they?

10 MR. HERNANDEZ: We would work with the City
11 to ensure that we do not place the line within their
12 intended right-of-way.

13 MEMBER GOLD: So ensured, you're still
14 bound time line by what the City intends to do?

15 MR. HERNANDEZ: We would know in advance
16 ahead of construction by working with the City and the
17 property owner as to what the City would be asking for in
18 terms of ultimate right-of-way width, and we could work
19 with that. Typically that occurs in the
20 predevelopment-stage discussions between the landowner or
21 developer and the City.

22 MEMBER GOLD: But you're planning to start
23 construction in 2025 because you have a suspense date of
24 2027 to complete it.

25 MR. HERNANDEZ: We are planning on starting

1 in two years in 2026, in summer of 2026, so we have just
2 shy of about a year and a half to get the alignments all
3 figured out.

4 MEMBER GOLD: Okay. The City will work
5 with you and the developers will work with you. I mean,
6 you're putting the power line in for them.

7 MR. HERNANDEZ: Correct.

8 MEMBER GOLD: So you don't anticipate that
9 there'll be problems, them saying, hey, you put the poles
10 in here, that's where we're going to put the road.
11 You'll have coordinated with them beforehand?

12 MR. HERNANDEZ: Exactly.

13 MEMBER GOLD: Thank you.

14 CHMN STAFFORD: But once you establish your
15 right-of-way with the line, the City can't compel you to
16 move that on its own, can it?

17 MR. HERNANDEZ: We would -- I may have to
18 refer to our attorney, Alicia, on this, but we would
19 ideally want to place our transmission line on private
20 property and acquire a transmission line easement.

21 Again, we would work with the City to
22 understand what their ultimate right-of-way dedication
23 needs are for this alignment, and we would plan on
24 placing our transmission line outside of those ultimate
25 right-of-way dedication needs.

1 But in the event to your question,
2 Mr. Chairman, if we -- let's say the City tells us we
3 only need 80 feet ultimately for this alignment, we
4 acquire a transmission line easement of 100 feet that
5 starts right at the right-of-way line and goes 100 feet
6 into private property.

7 Five years down the line the City comes
8 back and says, you know what, we need to widen this road
9 even more, we need another 10 or 20 feet on either side
10 of the road. And I'll let Alicia speak to what that
11 process would look like if the City asked to acquire
12 additional right-of-way beyond their dedicated
13 right-of-way.

14 MS. GILBERT: Essentially the question is
15 if the City gave us an initial plan or estimate for that
16 road and later wanted to change it, I think the answer
17 Mr. Hernandez gave would cover it. We would continue to
18 work with the City to try and find a solution that
19 accounts for their development plan and at that point our
20 transmission lines that are there.

21 So kind of a high-level answer, but
22 essentially it's a continued collaboration as SRP would
23 have as a partner in this area.

24 CHMN STAFFORD: Right. But they can't just
25 unilaterally make you move your line without going

1 through condemnation or something; correct?

2 MS. GILBERT: I think that is correct.

3 CHMN STAFFORD: Okay. It behooves them to
4 get it right, to work with you because they want the
5 roads, they want the power, they want the growth. If
6 they start, you know, trying to second guess what you've
7 done after they said, oh, this is fine, and like, oh, no,
8 we need you to move another 50 feet that way. That's not
9 something that's likely to happen at all because they're
10 trying to be proactive to get this area developed,
11 correct?

12 MS. GILBERT: That's correct, and
13 Mr. Hernandez, you can confirm, but that parcel -- can we
14 go back to the KOP 2? The parcel immediately to the left
15 of the screen where you see that green field, that's
16 recently been acquired; correct?

17 MR. HERNANDEZ: That is correct.

18 MS. GILBERT: And so as far as expectations
19 of timing and planning, it seems reasonable that SRP, the
20 City, and now that new parcel owner could come up with
21 some plans that we can really depend on that would be a
22 good estimate to work with. Is that right?

23 MR. HERNANDEZ: I would agree with that
24 statement, yes.

25 //

1 BY MS. GILBERT:

2 Q. Ms. Pollio, we can probably move back to KOP 3
3 which is the conveyance channel.

4 MEMBER MERCER: Mr. Chairman?

5 CHMN STAFFORD: Yes, Member Mercer.

6 MEMBER MERCER: Before we move forward. So
7 in the same line of questioning, when we were at I think
8 I believe it was stop number 4, South Mountain Avenue and
9 63rd Avenue, I remember looking, let me see, south -- no,
10 yes, looking towards the freeway, the 202. Let me see.

11 MS. GILBERT: Ms. Pollio, can you go back
12 one more slide?

13 CHMN STAFFORD: Member Mercer, you're
14 talking about when we were at corner of South Mountain
15 Road and 63rd Avenue looking east towards 202?

16 MEMBER MERCER: Yes. When we were looking
17 at that building that we didn't know what it was. But
18 there was a field, agricultural field and there was some
19 distribution lines -- no, I'm sorry. Is it distribution
20 lines along the field?

21 CHMN STAFFORD: I think that was looking
22 south from the corner of South Mountain Avenue and 63rd
23 south towards E, I thought.

24 MS. POLLIO: Yes, we were at this residence
25 right here.

1 MEMBER MERCER: Yes.

2 MS. POLLIO: So the residence in the far
3 background, we were standing right at that corner.

4 MEMBER MERCER: Yes. And we were looking
5 that way.

6 MS. POLLIO: South, yep.

7 MEMBER MERCER: South.

8 MS. POLLIO: Yep.

9 MEMBER MERCER: There was some -- it looked
10 like wooden poles. So what, on the expansion of 63rd
11 Avenue, somebody said those poles would have to go
12 underground? The lines?

13 MS. POLLIO: Yes. What we were talking
14 about is because those poles are right up against that
15 canal ditch, to fit a road in, which this does happen
16 frequently, that type of a road that distribution line
17 typically could be underground to allow for that road
18 right-of-way.

19 MEMBER MERCER: Okay. So in this case, I'm
20 trying to get it in my brain.

21 MS. POLLIO: Let me show you this one.
22 It's this pole that we looked at. So I just want to -- I
23 found it. So this is KOP 4. So we were standing on the
24 road over here on the other side of the wall --

25 MEMBER MERCER: Yes.

1 MS. POLLIO: -- and you were looking at
2 that pole.

3 MEMBER MERCER: Yes.

4 MS. POLLIO: So that is the distribution
5 pole. You can see it's not in the simulation because
6 obviously it would be inside the right-of-way of the new
7 transmission line. So we would have to -- SRP would
8 handle on either -- I don't want to speak for
9 engineering, I'll let you speak for engineering as to
10 what you would do, but that you would most likely be
11 underground based on the scenario we're looking at here
12 with the road expansion and this type of alignment and
13 right-of-way.

14 MEMBER MERCER: Okay. So as this point
15 right here going this way.

16 MS. POLLIO: Correct.

17 MEMBER MERCER: It would continue, the new
18 poles, in this case the -- whether it happens before or
19 after -- before the expansion of the 63rd Avenue, the
20 wooden poles would be gone? I'm just trying to figure
21 things.

22 MS. POLLIO: For this pole, if this pole
23 was placed here, that wooden pole would have to be gone.

24 MEMBER MERCER: Okay.

25 MEMBER GOLD: Mr. Chairman.

1 CHMN STAFFORD: Yes, Member Gold.

2 MEMBER GOLD: I believe, if I remember,
3 having this conversation with Mr. Hernandez, we looked at
4 those poles and it looked like they were obsolete. They
5 were not -- they were not distributing to anything. So
6 there's a good possibility, I think -- Mr. Hernandez,
7 correct me if I'm wrong -- that those poles would just be
8 taken down.

9 MR. HERNANDEZ: Member Gold, I think that's
10 the assumption we made based on the fact that we did not
11 see any transformers on the poles, any transitions from
12 overhead to underground on those poles based on our
13 vantage point. But keep in mind we were also limited
14 with a complete view of the pole line with all the
15 vegetation that was in front of us.

16 But if our assumptions are correct, if that
17 single-phase distribution line does not, in fact, feed
18 any kind of home, well site, or really anything in that
19 area, more than likely that distribution pole line would
20 be removed as part of the development of that parcel.

21 However, if there is some kind of load
22 being fed from that single-phase distribution line as
23 part of the development for that parcel, that
24 distribution line would be converted to an underground
25 system and retained, if that load ends up needing to be

1 retained and not ultimately removed as part of the
2 development of that parcel.

3 CHMN STAFFORD: Thank you.

4 BY MS. GILBERT:

5 Q. Ms. Pollio, can you scroll back to KOP, is it 3
6 that we're on?

7 A. (Ms. Pollio) I do not understand why it did not
8 synch. Can I get a little help? We're going back one?

9 Q. Yes, back one, please, just to confirm if
10 there's any other information that you wanted to provide
11 on this simulation.

12 A. (Ms. Pollio) Yes, I do. One other point. It
13 was asked how close we are to Betty Fairfax High School.
14 So this alignment, which would be the preferred, so the
15 preferred here would be N3, it is about a thousand feet
16 to the building, to the closest building. And it is
17 about 150 feet to the ball field, you know, across that.
18 Obviously if it was on the south it would be closer to
19 the ball field itself, but still about 960 feet from the
20 closest building.

21 MEMBER GOLD: And that would be sort of
22 adjacent to the Loop 202.

23 CHMN STAFFORD: No, this is on the --

24 MS. POLLIO: 59th Avenue. So if you
25 remember we drove south out of Starbucks and we were

1 driving south to the left or to the east we saw the Betty
2 Fairfax High School.

3 MEMBER GOLD: Which node are we looking at?
4 J, K, L.

5 MS. POLLIO: We are looking at -- so the
6 alignments between K and L and K and M.

7 MEMBER GOLD: Okay. Enough said. I was
8 looking at the wrong location.

9 MS. POLLIO: Okay. Yep. Yep.

10 CHMN STAFFORD: Yeah, the conveyance
11 channel. Because the school's in the opposite side of
12 the conveyance channel from where we were --

13 MEMBER GOLD: The opposite side.

14 CHMN STAFFORD: Right. It would be to the
15 right of this picture. You can catch the edge of a ball
16 field there on the right.

17 BY MS. GILBERT:

18 Q. Let's look at KOP 4. You did go over this just
19 briefly. Is there anything else you wanted to provide?

20 A. (Ms. Pollio) There's really nothing else. I
21 think everyone is aware of where we are locating it.
22 Basically, in the immediate foreground you can see the
23 turning structure of the preferred alignment as it then
24 heads east towards the 202.

25 Q. All right. Let's look at KOP 5 next.

1 A. (Ms. Pollio) This is KOP 6. So we -- they're a
2 little bit not in order. But this is KOP 6. You can see
3 the existing conditions on L68. This is also figure E-7A
4 in your application.

5 This is east of South 63rd Avenue and this is
6 Baseline. So if you remember, this is actually a
7 different vantage point. We are actually on Baseline
8 Road so you can see Baseline in the immediate foreground.

9 In the background or middle background you can
10 see a billboard and that is the turning structure of the
11 preferred route, the blue route, and this is basically
12 looking right at Node N. So that structure would be
13 basically Node N.

14 Q. Thank you.

15 A. (Ms. Pollio) The next one is KOP 8. This is
16 also one that we looked at in the field and this is
17 basically close to where we were standing at the house up
18 on 63rd Avenue. This was north of Baseline where the bus
19 made a U-turn or made that hard turn. So this is where
20 we talked about in the field, the billboards, and you can
21 see the structures are adjacent to the Loop 202.

22 CHMN STAFFORD: You mean where we had to
23 make the 12-point turn.

24 MS. POLLIO: That is correct. A turn I
25 could not make.

1 Okay. These are a couple that are going to
2 be coming up that really are kind of showing the
3 reference point of a viewer or a traveler on the 202.
4 The other ones were more representative of either a
5 residence or other type of recreational users of the
6 canal. This represents looking at the 202 or from the
7 202.

8 BY MS. GILBERT:

9 Q. Just before you go further into it, there's a
10 lot of transmission on either side of the photos in R70.
11 Does all of this represent our application's preferred
12 routes?

13 A. (Ms. Pollio) This demonstrates -- so this has
14 S2, which is a preferred route. This has a -- these are
15 both not -- this is not exactly the preferred routes.
16 And specifically the reason you do see a lot of
17 structures in the immediate -- in the middle ground is
18 this represents both N2 and N3 on the canal or on --
19 sorry, the LACC. So you can see there's a lot of
20 structures that are crossing that are over on, you can
21 see where the -- let me use my pointer over here in the
22 background. So those poles are not representative of the
23 preferred. It would be one single line versus two.

24 Q. Great. Thank you.

25 A. (Ms. Pollio) But in general I think you can get

1 a sense of what it would look like crossing at South
2 Mountain. So this is if it crossed at South Mountain and
3 there was an alignment on -- you know, the length --
4 sorry, the length of the west side of the Loop 202. And
5 then you can also see some of the green or teal route
6 which is S2, some of those turning structures again in
7 the middle ground.

8 So it's a little bit hard to see the number
9 of structures. But it gives you a representation if
10 you were traveling and the scenario was S2, S3, using
11 H, I, K, N2 and N3.

12 CHMN STAFFORD: All right. Does this
13 have -- is this looking at both lines taking that route?

14 MS. POLLIO: If you're talking about
15 both -- this represents in the north N2 and N3 both --
16 sorry. This represents N2 in the background and N3.
17 That's why you see some in the background. So it's not
18 necessarily all of the preferred.

19 BY MS. GILBERT:

20 Q. So if you could use the nodes, the background
21 piece that is not representative of the preferred is
22 J, K, L, M, which is what you're seeing in that
23 background. But then more middle foreground immediately
24 to you is it -- could you go over, Ms. Pollio, what
25 letters we're seeing on the left side of the screen on

1 the west side of the 202 as well as that kind of
2 crossing?

3 A. (Ms. Pollio) R70.

4 Q. R70. Thank you.

5 A. (Ms. Pollio) I'm just making sure that I'm --
6 so from the vantage point you're almost on the -- so you
7 have to see, if you look where the KOP reference point
8 is, really what you're looking at is that crossing, so in
9 the immediate --

10 CHMN STAFFORD: The H, I crossing.

11 MS. POLLIO: Thank you.

12 CHMN STAFFORD: I'm trying to figure out if
13 we're H, I or J, K.

14 MS. POLLIO: So we are H, I crossing. So
15 where you see the poles prior to it crossing those are
16 coming up from F to H.

17 CHMN STAFFORD: Okay. So this is -- okay.
18 So this is not -- okay. So this one shows one line
19 coming E to H and another one F to H.

20 MS. POLLIO: Correct.

21 CHMN STAFFORD: Okay.

22 MS. POLLIO: E to H and F to H.

23 BY MS. GILBERT:

24 Q. Ms. Pollio, E to H and F to H are the preferred
25 southern routes; right?

1 A. (Ms. Pollio) Yes.

2 CHMN STAFFORD: So the one line is going
3 E to H and the other one is F to H, and then it has them,
4 the one line goes from H to I up to K. And the other one
5 goes from H to J.

6 MS. POLLIO: Correct.

7 CHMN STAFFORD: Over to K instead of
8 heading north to N.

9 MS. POLLIO: Correct.

10 CHMN STAFFORD: That's not what you intend.
11 Do you intend to have the one line go from H to J to N,
12 and the other one go from --

13 MS. POLLIO: -- to J to N to O; correct.

14 CHMN STAFFORD: Yeah, J to N to O; right.
15 And then it would go H to I to K to L.

16 MS. POLLIO: Correct.

17 CHMN STAFFORD: Okay. All right. Just
18 trying to keep track.

19 MS. POLLIO: I know, the simulations are --
20 it's harder when you have a number of lines in there
21 versus the single line with the single route. So this is
22 a very complicated simulation, so I appreciate the node
23 assistance.

24 CHMN STAFFORD: Thank you. The node,
25 that's the only -- when you start talking about S1, S4,

1 N1, I kind of lose perspective.

2 MS. POLLIO: I do appreciate the nodes
3 because it is easier to -- especially with the crossing.

4 MEMBER HILL: Mr. Chair, I have a question.

5 CHMN STAFFORD: Yes, Member Hill.

6 MEMBER HILL: My recollection is from
7 Mr. Hernandez's testimony in the field that these are set
8 roughly 600 or 700 feet apart. Do you feel like that's
9 really well reflected in this? Or do you -- I don't
10 know. I felt like it was tight. But how do you guys
11 kind of simulate that and how confident are you about
12 this kind of appearance?

13 MS. POLLIO: So I can say that one reason
14 you see a number of poles is because of the number of
15 turning structures that are in this view. So this
16 specifically is almost a worst case in terms of if you're
17 traveling -- again you're at a very high speed here, and
18 most people are not going to be standing on the 202.

19 MEMBER HILL: They're going to be looking
20 at their phones.

21 MS. POLLIO: I'd rather them than looking
22 at the structures, but yes, they probably would be, but
23 at a very high speed you would probably just see a pole.
24 This is a -- what I would call a worst case where you do
25 have a number of turning structures in the foreground

1 because you have both, and I'm going to say this again,
2 where you have H, you have H coming together and you can
3 see the turning structure along South Mountain kind of in
4 the background, and you can see that turning structure as
5 it's going across.

6 So this is almost putting as -- I'll say
7 this: It is -- it's a lot of turning structures that
8 make it -- which make it look like it's a shorter
9 distance between. However, this simulation is based on
10 actual modeling.

11 So just to give a bit of confidence in how
12 we model these is transmission line design actually lays
13 out the route. Again, pole placement is -- will change
14 obviously the width of the right-of-way or the movement.

15 But we model that based on the CAD design
16 given to us by the engineers so we do feel confident. We
17 can't ever say the pole will be exactly placed there
18 because of -- if they move up and down the line, if
19 things change. But I feel very confident the way
20 transmission line design provides the CAD data, the CAD
21 data will send modeled input and export it out into a
22 simulation.

23 MEMBER HILL: Okay. That's helpful, and
24 then does the model also -- sounds very sophisticated,
25 but also the height of these towers, how tall are these

1 going to be?

2 MS. POLLIO: So, yes, they are modeled,
3 again with transmission line design. They take into
4 account basically crossing the highway. So I think these
5 structures vary a bit, but Rick -- I'll let Rick the
6 engineer answer the specific height question.

7 MR. HERNANDEZ: So whenever you cross a
8 freeway system, typically ADOT requires you to go taller
9 because they want to make sure you keep ample clearance
10 from the lowest conductor to say the top of a diesel or
11 sign.

12 MEMBER HILL: We all appreciate that.

13 MR. HERNANDEZ: So more than likely in this
14 case you're looking at two taller structures. I believe
15 in the application we stated that the structures' heights
16 would vary, I think we said 100 -- I'm trying to think
17 the smallest, was it 120 to 185 feet would be the typical
18 height of a structure. With the max height being
19 199 feet. The reason, you know, we went the max of
20 199 feet is because once you go beyond that you're now
21 requiring a variance from the FAA to pierce that ceiling
22 of 199 feet.

23 MEMBER HILL: Okay. Thank you.

24 MEMBER GOLD: Mr. Chairman.

25 CHMN STAFFORD: Yes, Member Gold.

1 MEMBER GOLD: So as I'm looking at this and
2 trying to position myself on the road where you took this
3 picture, you're going to see a lot of lines in this
4 location no matter what. It's just going to -- you're
5 just going to. This is not even a worst-case scenario.

6 A worst-case scenario would be if you went
7 Preferred Route 1, H, J, N on the left which is what you
8 have depicted, but on the Route 2 if you cross the H, I
9 and then went up to K and then to L, you would also have
10 transmission lines on the right-hand side of the road at
11 this point if I was standing at position H or I.

12 So no matter what you do, you're going to
13 have transmission that are very visible in an industrial
14 area. Oh well.

15 CHMN STAFFORD: I don't think that this
16 depiction in KOP 9 uses Node N at all; is that correct?

17 MEMBER GOLD: Well, it would be off in the
18 distance to the north.

19 CHMN STAFFORD: No, I don't think it uses
20 N. It goes --

21 MEMBER GOLD: H, J.

22 CHMN STAFFORD: It goes J, K to L and M,
23 not N.

24 MEMBER GOLD: Wait. It goes H, J on the
25 left.

1 CHMN STAFFORD: Right.

2 MEMBER GOLD: But then if you went I, K on
3 the right crossing at H, I with that option.

4 CHMN STAFFORD: Right.

5 MEMBER GOLD: You'd also have transmission
6 lines on the right-hand side.

7 CHMN STAFFORD: Right. Right. Okay.

8 MEMBER GOLD: So it doesn't matter.
9 There's going to be transmission lines no matter what you
10 do in an industrial area. So this is complicated. If
11 you did it the other way around it would be complicated.
12 Oh well.

13 MS. POLLIO: And I think that's why we did
14 want to show, and worst case I would just say that this
15 is one where we noticed you're going to see a lot in the
16 rendering, and so we wanted to make sure that we captured
17 it and got it on the record.

18 MEMBER GOLD: Thank you.

19 MS. POLLIO: Okay. We have another highway
20 one. And so this is somewhat of the opposite of what we
21 just looked at. And you can see there's less in this
22 because you are not looking towards the preferred routes
23 in the north K, L, K, M. So instead of, here, you're
24 looking south along the Loop 202.

25 CHMN STAFFORD: And now we're looking at

1 slides L71 and R71.

2 MS. POLLIO: That is correct.

3 So here, you can see the same crossing
4 H, I, K is that crossing right there. You can see the
5 line then goes on the west side of the Loop 202 to the
6 south.

7 MEMBER GOLD: Yes.

8 MS. POLLIO: Okay. This is the proposed
9 conditions similar to the conveyance channel. So this is
10 another conveyance channel one. This is KOP 11, R72 and
11 L72.

12 So obviously L72 is existing conditions.
13 This is actually on the shoulder of the Loop 202. So
14 actually on the shoulder looking towards, if you
15 remember, 59th Avenue alignment, you can see the Betty
16 Fairfax High School in the distance. You can kind of see
17 the buildings that we were -- in the parking lot off in
18 the distance.

19 So, again, we were standing much farther
20 than we are here. This is actually from what would be
21 the pole in the immediate foreground would be the pole
22 that would be on the other side or the east side of the
23 Loop 202 crossing.

24 The reason we have this here is this shows
25 an alignment that would -- we spoke of in pretty good

1 length while we were out in the field. Mr. Hernandez
2 described this one. This is one that would show a hybrid
3 of going south along the canal, then crossing over to the
4 north and then taking it to the north.

5 So this is one that was in discussions with
6 the City about how it may look along the LACC and not
7 just be on one side or the other.

8 BY MS. GILBERT:

9 Q. Ms. Pollio, this, as we discussed during the
10 route tour, is this a depiction of the preferred?

11 A. (Ms. Pollio) Yes.

12 Q. Thank you.

13 CHMN STAFFORD: And this is approximately
14 between J and K on the 202; correct?

15 MS. POLLIO: This would actually be at K.

16 CHMN STAFFORD: K.

17 MS. POLLIO: Literally you're -- I think
18 you're as close to K as you can be, yes.

19 CHMN STAFFORD: Okay.

20 MEMBER GOLD: Looking west.

21 CHMN STAFFORD: Right.

22 MS. POLLIO: No, this is looking east.

23 MEMBER GOLD: Looking east. I'm sorry.

24 MS. POLLIO: Yeah.

25 MEMBER GOLD: So the only people who would

1 be bothered by this would be people using the bicycle
2 paths or walking on the bicycle paths, but you have
3 transmission lines, it's not in front of the house.

4 MS. POLLIO: It would be visible to a
5 recreational user, but you are correct.

6 BY MS. GILBERT:

7 Q. Ms. Pollio, does that summarize or does that
8 conclude the KOPs?

9 A. (Ms. Pollio) It does.

10 Q. So can you summarize just visual impacts of the
11 project?

12 A. (Ms. Pollio) So I think, you know, we've been
13 discussing this, we talked about it in the field. We
14 definitely are introducing new transmission structures
15 into the existing environment. I think it's important to
16 note the changing land use here, the fact that we are
17 looking at industrial development and a lot of new
18 development that will be occurring.

19 However, existing out there, and it was very
20 visible in the photos as well as in the route tour,
21 there's an existing 500kV transmission line, the 230kV
22 transmission line, there is the Loop 202 which is
23 obviously a very large interstate highway.

24 So with the existing infrastructure that's out
25 there with the Loop 202 and the growth and construction

1 that will be occurring, while they are visible I think
2 the impacts are reduced by the different land uses that
3 we just went over.

4 Q. Thank you, Ms. Pollio. So I think next we'll
5 turn to cultural resources. Could you --

6 A. (Ms. Pollio) Yes, so Exhibit E also deals with
7 cultural and historic resources. I'll summarize that on
8 R75 you can see the results of the Class I cultural
9 survey. Specifically it shows where our project routes
10 are. It shows the area of analysis. And it shows all of
11 the different projects that were investigated or were
12 identified as part of that Class I.

13 I'll note that the Class I cultural report is
14 located in Exhibit E-1 of the application.

15 CHMN STAFFORD: And a Class I report,
16 that's a desktop review of the records that the --

17 MS. POLLIO: That is correct.

18 CHMN STAFFORD: That SHPO has; correct?

19 MS. POLLIO: It is a database search and it
20 is a database search with known resources. So it does
21 coordinate, we coordinated with SHPO, which is the State
22 Historic Preservation Office, as well as the City of
23 Phoenix has a historic preservation office and an
24 archaeological office.

25 CHMN STAFFORD: Okay.

1 MS. POLLIO: So we did a data search with
2 all of those different -- those different entities. We
3 took the results and we submitted those for initial
4 consultation with those agencies, so with the tribes that
5 are affiliated with this area.

6 So there's an online tool that identifies
7 all the tribes that claim affiliation with the area, we
8 sent notices and the Class I to those tribes. We also
9 sent the results to the State Historic Preservation
10 Office, the City of Phoenix Historic Preservation Office
11 and the archaeological office.

12 Those letters are included in Exhibit E-2.
13 So all the letters that went were included there.

14 I want to note as part of the Class I
15 which, again, is a database search, and I'll go back to
16 this figure. That really is what the database search is,
17 it comes up and says all of this area -- well, you can't
18 say all of it, but a large portion of this area has been
19 surveyed or researched in the past. So we're able to get
20 all of the data associated with that.

21 Specifically there are 10 previous
22 investigations. A lot of them you see are linear. Some
23 of them are a polygon covering a parcel. But you can see
24 that, you know, what has been -- has been done.

25 As part of this, because of the nature of

1 the area and, again, the growth, SRP already identified
2 to the tribes and the State Historic Preservation Office
3 that we would be doing a Class III cultural survey as
4 part of the mitigation.

5 So that is something we know that we will
6 do. It's an investigation that is an on-the-ground
7 pedestrian survey where you walk and make sure that
8 you're also looking at that prior to construction. So
9 that was identified.

10 CHMN STAFFORD: That would be for the
11 right-of-way or for the corridor?

12 MS. POLLIO: That would be, if we have the
13 right-of-way, you know, if that's -- if the right-of-way
14 has been determined, we would do it for the right-of-way.
15 But if we're -- if they want to get out early it would be
16 for the entire corridor.

17 CHMN STAFFORD: Okay. Thank you.

18 MS. POLLIO: In addition, we received a
19 number of responses from the different tribes as well as
20 we received responses from the State Historic
21 Preservation Office. Those responses are in your hearing
22 notebook.

23 BY MS. GILBERT:

24 Q. In addition to being in the hearing notebook,
25 Ms. Pollio, are they also marked as SRP Exhibit 11?

1 A. (Ms. Pollio) That is correct. So under tab 11
2 you can see those responses.

3 In general the responses were positive. I felt
4 like we got a number of responses which is always good to
5 hear from the tribes as well as to hear from SHPO.

6 And most of them basically stated that they
7 absolutely concurred that we should conduct a Class III
8 survey, that testing would be recommended, or testing
9 would be needed if that was recommended by the Class III
10 survey. Which we understand and agree to.

11 I will also note that because we could be in
12 Arizona Department of Transportation right-of-way, there
13 would be consultation with Arizona Department of
14 Transportation. We would be sharing the results and that
15 consultation with SHPO as well.

16 In general those are the responses and the
17 concurrence from the tribe as well as SHPO in terms of
18 how to handle going forward.

19 Q. So while that -- was there a question?

20 CHMN STAFFORD: Member Hill, you had a
21 question?

22 MEMBER HILL: I had a question -- pardon
23 me -- a question about consultation with the tribes. In
24 recent years I feel like the tribes have appreciated an
25 invite to the surveys so that they can actually walk

1 those corridors. Is that a habit of SRP? Or have you
2 guys thought about actually inviting tribal historic
3 preservation folks on those surveys?

4 MS. POLLIO: I can't speak to a commitment
5 specifically about that for this one. But I do know that
6 is a -- it is a best practice that is used. And I know
7 that SRP has done that in the past. And I would think
8 with -- and I can say that in addition to what you see
9 here, in the Exhibit J you'll also notice that there's a
10 lot of additional consultation with Gila River Indian
11 community.

12 I definitely can foresee the Gila River
13 Indian community specifically because of the proximity to
14 that reservation, they also will be the lead tribal
15 entity for the four southern tribes based on this
16 proximity that that tribe would be the one that most
17 likely would be joining a survey crew.

18 MEMBER HILL: I'd like to encourage that.
19 I appreciate the consideration. Thank you.

20 MS. POLLIO: Thank you.

21 BY MS. GILBERT:

22 Q. So while that Class III survey hasn't been
23 conducted yet, could you, just based on what you know of
24 the area, summarize what mitigations, if any, would be
25 available should any cultural resources are being

1 identified?

2 A. (Ms. Pollio) Yeah, so the first thing is
3 definitely -- the first mitigation that we have agreed to
4 is that Class III survey. Obviously if there are
5 resources found, we would do testing. We would look at
6 design options to minimize or avoid impacts consulting
7 with the tribes and SHPO. So that really is what I would
8 consider your preconstruction mitigation.

9 Then while we are in construction, if any type
10 of cultural resources or human remains are encountered in
11 construction, construction would be halted, consultation
12 would occur with the tribes and SHPO to ensure that those
13 resources were protected. Any impacts to those resources
14 were minimized.

15 So that is definitely something that is also a
16 practice during construction. So not only the
17 preconstruction mitigation, but during construction
18 mitigation to minimize or avoid impacts as much as
19 possible.

20 Q. We can move on to recreational areas.

21 A. (Ms. Pollio) Okay. So recreational areas are
22 included in Exhibit F. On R77, this represents a figure
23 that is in F, and this is figure F-1.

24 And in general the recreational uses in this
25 area are really consistent with what you would see in

1 more urbanized type of recreational areas. Obviously
2 they range from organized sports fields that we see
3 associated with the Betty Fairfax school.

4 Neighborhood parks that are amongst the HOAs or
5 more dense subdivisions. Trails, obviously we see the
6 trail -- there is a trail along that 500kV corridor which
7 is the boundary of the Gila River Indian community. That
8 is the Maricopa Sun Circle Trail. And we obviously have
9 the multiuse trail along the LACC. That is one that
10 we've spoken to or spoken about and that is both bike,
11 pedestrian use.

12 Q. So --

13 CHMN STAFFORD: Looking at the map here, I
14 think, was it our first stop I think was next to O? Was
15 it our first or second?

16 MS. POLLIO: Second stop was O.

17 CHMN STAFFORD: Second stop. Yeah, it
18 looks like there used -- there was, seemed to be an
19 abandoned golf course there. It looks like you have it
20 noticed as a future golf course. Doesn't that seem
21 overly optimistic to you?

22 MS. POLLIO: That is correct. So there is
23 a plan to upgrade the retired golf course to make it a
24 new golf course. So while it is designated -- that is
25 how it is designated in the recreational element of

1 general plan as a future golf course.

2 Definitely wanted to note that in the field
3 that you can see it was a golf course, you can see the
4 cart path, you could definitely see how it had some
5 rolling terrain that's consistent with a golf course.

6 So it's designated as future golf course
7 and optimistic, but that is in a plan and definitely part
8 of filing in this community.

9 CHMN STAFFORD: But that's -- the City plan
10 for the area doesn't -- whoever the property owner would
11 have to sink the money into doing that. At this point in
12 time we don't -- I don't think there was any indication
13 that that is imminent.

14 MS. POLLIO: It does not seem imminent, but
15 it definitely is on the books.

16 CHMN STAFFORD: Okay. Thank you.

17 BY MS. GILBERT:

18 Q. So will this project limit any access to
19 recreational areas?

20 A. (Ms. Pollio) It will not.

21 Q. And kind of previously spoken to during the
22 route tour, SRP would make every effort to make sure
23 construction would avoid limiting access for lengthy
24 periods; is that right?

25 A. (Ms. Pollio) That is correct. We do not

1 anticipate any type of long closures to the LACC. That
2 is the only recreational facility that would be directly
3 impacted by a route. We would work with the City to keep
4 that open, keep the public safe. And if there was any
5 type of impact it would be very short and temporary.

6 Q. Let's move on to existing plans.

7 A. (Ms. Pollio) Okay. So this is a section we
8 probably covered the most throughout the hearing. But
9 just in order to make sure we have no additional
10 questions I'll cover it briefly.

11 This is Exhibit H. H is as we mentioned plans
12 or planned area development. This goes directly to the
13 placemat and all of the different plans that are -- have
14 been identified.

15 I do want to note it's very important in this
16 area to talk about the plans as part of the general
17 comprehensive plan for the City of Phoenix which
18 designate both the South Mountain tech corridor and the
19 Laveen Village primary core, do not want to emphasis that
20 enough as that really does drive the need and drive the
21 compatibility with this area.

22 On R79 you can also see again with South
23 Mountain technology corridor designation in red and the
24 Laveen Village primary core in purple.

25 The next map is a bit challenging to read, but

1 this is also in H-1 of your application. This is also
2 almost directly a copy or a -- it mimics what is on the
3 placemat.

4 So on the placemat the numbers of the planned
5 area developments are the same. So you may see there's a
6 couple there were cut off that are not directly affected
7 or outside the immediate area.

8 But in general these are the same -- there are
9 the same numbers that are on your placemats. So you
10 should be able to view those.

11 Q. And Ms. Pollio, before you go deeper into the
12 planned area developments, is it possible that plans
13 change and in your experience with this project have
14 we -- have you witnessed planned area developments
15 evolving?

16 A. (Ms. Pollio) Yes, we have witnessed multiple
17 layers of planned area developments as developers sell.
18 So a developer may have a plan for a piece of property
19 and have a permit which is a permit number.

20 And so, again, in Exhibit H you will see a list
21 of plans with case numbers, those are actually the City
22 of Phoenix case numbers. We have seen, if you go back
23 through those case numbers or previous cases on
24 properties, they change as developers sell or uses
25 change.

1 Q. And so this information provided on R80 and
2 throughout the application, to your knowledge is that
3 accurate?

4 A. (Ms. Pollio) It is accurate in my opinion. It
5 is a snapshot in time. However, we continued up until
6 almost the day before filing to make sure that it was as
7 accurate as possible.

8 In addition I think it's important to note out
9 we actually sent this to the City of Phoenix. We had the
10 Laveen Village planner review this, make sure that the
11 case numbers were accurate, that we represented the
12 information appropriately.

13 I think the biggest thing that has changed or is
14 always changing is the color coding on this. So the
15 color coding on this is not exactly what is on your
16 placemat. We did not change it.

17 But I do want to note, I think it's very
18 important I think SRP does a great job of identifying at
19 what -- where a development is in kind of the process
20 which I feel is very important when looking at an area.

21 Some of these and, again, if you look at the
22 legend in the top right-hand corner you'll see that some
23 of them are denoted in a green hatch.

24 That means they're completed or really very,
25 very close to completion. That would be similar to the

1 apartments. And if you look, that's number 15. So,
2 again, just trying to kind of give everyone a sense of
3 what we're talking about when we were driving south on
4 59th Avenue, we saw that apartment complex that was
5 leasing. So that's still a plan. It's not completely
6 operational, it's still on the books. But it's very
7 close. So I think it's important to note that it's
8 almost completed or leasing.

9 The next category is under construction. This
10 is probably the category that is changing more rapidly as
11 every time we go out there it seems that more and more is
12 under construction. So that red denotes what we at the
13 time knew were under construction.

14 Blue means there's permits issued.

15 Purple means there's been a City rezone.

16 And orange is planned. So we have spoken with
17 developers. We've been in meetings with them. We know
18 that there are plans for those properties, but we do not
19 have a case filed. So a case has not been filed or
20 opened with the City.

21 So, again, at the time of filing about --
22 probably about six weeks prior to filing we did consult
23 with the City of Phoenix's Laveen planner and received
24 concurrence that this was accurate.

25 CHMN STAFFORD: Okay. So looking at the

1 map at R80, it shows area 6 which is where Banner plans
2 to develop as a rezone, and on the placemat it shows it
3 as medical facility. So I'm assuming that means that
4 Banner has taken steps to get that parcel rezoned for
5 their facility.

6 MS. POLLIO: It is -- it has been rezoned,
7 and so on the placemat what we were trying to do is note
8 where we knew what the land use was going to be. So
9 while that's -- it has been rezoned there's not
10 necessarily a -- my understanding, a current site plan
11 approval for Banner, but we do know it's a medical
12 facility, and we do know that it's Banner, so we wanted
13 to make sure that on the placemat we were giving you as
14 much information as we could.

15 We were getting confused because sometimes
16 a, if you -- some of these have multiple names. It may
17 have the LACC name that filed the application. There may
18 be a different owner, different developer as well as we
19 know the use, but it would be hard to dive into that.

20 So we added this table here on the placemat
21 to just give the committee as much information as we
22 could possibly.

23 CHMN STAFFORD: Right. And similarly, 5 is
24 showing as a rezone, so it says for public school and for
25 multifamily housing. So I'm just, like, the point I

1 guess I'm trying to make is that those sections, they're
2 a little further on in the planning process than, say, oh
3 we'd like to do something with this plot of land some
4 day.

5 MS. POLLIO: Like the orange.

6 CHMN STAFFORD: Right.

7 MS. POLLIO: Yes.

8 CHMN STAFFORD: Like that someday,
9 once-and-future golf course.

10 MS. POLLIO: So the orange typically are
11 ones that we are aware of but we do not have. A lot of
12 those don't have a case number, yes.

13 CHMN STAFFORD: Okay. Thank you.

14 BY MS. GILBERT:

15 Q. Could you briefly go over the planned road
16 improvements and also summarize the effects of this
17 project on the PADs?

18 A. (Ms. Pollio) Yes. So obviously we've spoken
19 about 63rd Avenue. We are aware that with that
20 development occurring that they would have to -- the
21 developer would most likely be the one to improve 63rd
22 Avenue, we are aware of that. It is again not in the
23 City of Phoenix's plan right now.

24 We in just talking with the City know that if
25 this is developed in the way that it is intended that the

1 developers would need to ensure that there was access and
2 meet those standards.

3 So we wanted to identify that.

4 West Dobbins Road is a road improvement project
5 that is identified by the City of Phoenix. It is
6 starting west of the Loop 202. So it's just outside of
7 where our route would be. So on the other side of the
8 route it would not be -- we do not think it would be
9 directly affected by our route, that road improvement,
10 but we do know there is a road improvement planned for
11 Dobbins.

12 Q. Thank you. Any other effects to the PADs that
13 you would like to discuss at this time?

14 A. (Ms. Pollio) No.

15 Q. We can move forward to Exhibit I, communications
16 and noise. Could you summarize the findings in
17 Exhibit I?

18 A. (Ms. Pollio) Yes.

19 CHMN STAFFORD: Before we get going on
20 that, I think we've been going approximately 90 minutes.
21 I think it's -- the court reporter is ready for a break.
22 So let's take an approximately 15-minute recess. We
23 stand in recess.

24 (Recess from 3:16 p.m. to 3:34 p.m.)

25 CHMN STAFFORD: Let's go back on the

1 record.

2 Ms. Gilbert, please proceed.

3 BY MS. GILBERT:

4 Q. Ms. Pollio, you were just about to start with
5 your review of Exhibit I, Noise and Communications.

6 A. (Ms. Pollio) Yes.

7 This is the last exhibit in the application I'll
8 be reviewing, and this is for noise.

9 The existing setting -- obviously, we were just
10 out there. There is noise associated -- background noise
11 with the Loop 202, other major roads, and mixed land
12 uses.

13 With transmission lines -- and we were all --
14 and I'll point out we all stood under a double-circuit
15 230kV line for a good probably 20 minutes. So I think
16 that may sum up the noise impacts associated with
17 transmission lines.

18 In what would be normal, everyday weather where
19 there's not increment weather, rain, that type of event,
20 we did not hear the transmission line. There was
21 background noise associated with the Loop 202, with
22 Baseline, with the commercial development. I think
23 that's pretty consistent with what the noise impacts
24 associated with this project would be throughout the
25 study area and along the routes.

1 So we do not anticipate operational noise to
2 be -- to really be an impact based on the level of
3 background noise. Again, there could be inclement
4 weather where there would be times that you would hear
5 the crackling or the humming associated with the
6 high-voltage line. But, again, it usually is in that
7 circumstance. And the background noise that you would
8 get from the rain event or that type of thing would
9 really even probably outweigh the noise associated with
10 that transmission line.

11 We also wanted to mention that there would be
12 construction-related noise during the construction phase.
13 It would be temporary and in specific locations as the
14 project is being constructed. We would be working with
15 the City of Phoenix to try to minimize impacts outside of
16 normal hours where there is noise in the background.

17 We do know that there could be some night
18 construction associated with working in areas where there
19 are people or where there's a Loop 202 crossing that does
20 require night construction. But, again, that would be
21 very temporary, and we would be working with the City to
22 try to minimize time and duration of that construction.

23 So that concludes noise.

24 Q. Is there another slide on communications?

25 A. (Ms. Pollio) No.

1 Q. Okay. Can we move on to your summary of
2 environmental compatibility for this project, please?

3 A. (Ms. Pollio) Yes.

4 So basically all of the conclusions that we went
5 through from Exhibit A through Exhibit I are represented
6 here, and I'll just run through them quickly.

7 We do not anticipate any significant or
8 detrimental effects to land use or jurisdictions. There
9 are no significant or detrimental effects to fish,
10 wildlife, plant life, or associated forms of life upon
11 which they are dependent.

12 There are no significant or detrimental effects
13 to existing scenic areas, historic sites, structures,
14 archaeological sites, at or in the vicinity of the
15 project.

16 SRP nor any jurisdictional agencies have any
17 plans for future development of recreational facilities
18 associated with this project.

19 We do not see any significant or detrimental
20 effect to area plans.

21 Significant or detrimental effects, we do not
22 see any of those with noise emission levels or
23 interference to communication signals.

24 The project implementation would be consistent
25 with the safety considerations and regulations.

1 And in my opinion the project is environmentally
2 compatible with the total environment of the area.

3 Q. So next we'll look at the statutory notice
4 requirement.

5 So in addition to the environmental
6 compatibility-related exhibits we just reviewed, kp also
7 provided statutory notice as required in the application;
8 is that right?

9 A. (Ms. Pollio) That is correct.

10 Q. So could you go over what we're seeing on --

11 A. (Ms. Pollio) Yes.

12 Q. -- slides L84?

13 A. (Ms. Pollio) Yes.

14 So we did provide notice of hearing publication
15 in the Arizona Republic on October 1 and October 8, the
16 Arizona Business Gazette on October 3, and the Prensa
17 Arizona, which is a Spanish-speaking publication, on
18 October 10.

19 The affidavits of publication are listed on R84.

20 Q. Did we also comply with the requirements for
21 sign locations and for posting notice of this hearing?

22 A. (Ms. Pollio) Yes, we did.

23 We posted 13 sign locations, which are
24 represented on L85 by the stars.

25 On R85 you can see a photo of what the sign

1 looks like. I think we all saw a number of signs as we
2 were driving. One that was backed into but was still
3 standing, so I was very impressed with the sign company
4 that that was still erected based on someone backing into
5 it because you could see the tire marks from the base of
6 the sign.

7 Q. Thank you.

8 Did we also provide notice to affected
9 jurisdictions?

10 A. (Ms. Pollio) We did.

11 On R86 you can see the mailings or the return
12 receipts to those affected jurisdictions, which included
13 Arizona Department of Transportation, Gila River Indian
14 community, the Bureau of Reclamation, the City of
15 Phoenix, and Maricopa County.

16 Q. Great.

17 And we're also required to deliver copies of the
18 application to libraries in the vicinity of the project.

19 Was that done?

20 A. (Ms. Pollio) We did.

21 We delivered the application to the Ocotillo
22 Library & Workforce Literary Center, Cesar Chavez Library
23 as well.

24 Q. Great.

25 Did I miss any of the notice requirements that

1 kp helped with?

2 A. (Ms. Pollio) No. That is it.

3 Q. Well, thank you.

4 I think that concludes your testimony.

5 Is that right?

6 A. (Ms. Pollio) Yes.

7 Q. Thank you.

8 So I'll move on to Ms. Horgen.

9 Could you provide your name and business
10 address, please?

11 A. (Ms. Horgen) Yes. My name is Samantha Horgen.
12 My business address is P.O. Box 52025, Phoenix, Arizona
13 85072.

14 Q. And can you state a little bit of your
15 professional background and your role in this project?

16 A. (Ms. Horgen) Sure.

17 So I'm employed by SRP as a public involvement
18 siting representative. And I am the lead in facilitating
19 the public outreach for the SRP project.

20 My -- I have a business management degree from
21 the Arizona State University. I also have a master's
22 degree in business administration in management from
23 Western International University.

24 I have 20 years' combined service to SRP in
25 public involvement and state government relations.

1 So my experience includes a variety of projects
2 such as testifying on new transmission line siting
3 projects like this one today, construction of
4 transmission overhead and underground, battery and solar
5 interconnection projects, new 69 subtransmission, and
6 well drilling in residential areas.

7 Q. Could you summarize SRP's approach for public
8 outreach in this project?

9 A. (Ms. Horgen) Yes.

10 SRP's outreach was robust and extensive. And it
11 was also inclusive of those we believe would have an
12 interest in this project.

13 Q. And just to further explain how robust this was,
14 did this project include multiple phases of outreach?

15 A. (Ms. Horgen) It did.

16 It included -- I would -- I'm going to be
17 referencing three phases.

18 Q. All right. Thank you. So what area did SRP use
19 for its public outreach?

20 A. (Ms. Horgen) So on the right screen you will
21 see the notification area for this project. The
22 notification area creates a boundary or a buffer for the
23 project.

24 And it's a really important first step of our
25 public process because here is where we identify who

1 might have an interest in the project based on our
2 routes. We carefully consider linear, like, features
3 where it would be an appropriate stopping point for our
4 notification area.

5 We also look at existing HOAs within this area.
6 And with that approach we had a minimum of one-mile
7 notification from the routes, and in some cases that
8 notification was expanded up to 2.14 miles to avoid
9 bisecting or cutting off an HOA.

10 We maintained this same notification area for
11 our mailing list throughout the entire project despite
12 those routes narrowed in closer to the Loop 202.

13 Q. And so is that slide R90, the green boundary
14 depicts the notification area?

15 A. (Ms. Horgen) Yes.

16 Q. Okay. And then on slide L90 that's a listing of
17 all the various methods of outreach?

18 A. (Ms. Horgen) Yes.

19 Q. Could you -- Ms. Pollio just explained what a
20 planned area development is.

21 And so I see in addition to all of your usual
22 forms of outreach there's also that last bullet point
23 planned area development letter.

24 Could you describe what that -- what that was?

25 A. (Ms. Horgen) Sure.

1 So the planned area development letters are
2 letters that were sent to entities with future plans for
3 their parcel, or they had a current development project
4 filing in the area.

5 If you look at your placemat, those entities are
6 listed on the PAD with the numbers. And these letters
7 were sent to parcel owners, developers, entities who were
8 associated with that parcel as well as some owners who
9 were adjacent to a proposed line.

10 Q. So did SRP host engagement meetings and
11 briefings with stakeholders?

12 A. (Ms. Horgen) Yes, we did. You can see on L91
13 and R91 this is a -- this is depicting some of the
14 jurisdictional and stakeholder engagement we had.

15 The jurisdictional briefings were categories of
16 those briefings with elected officials and jurisdictional
17 agencies such as Maricopa County supervisors, Arizona
18 Corporation Commission, the state legislature, and so on.

19 We also shared project information and held
20 meetings with stakeholders as you can see on both the
21 left screen and the right screen L91.

22 And we -- included on this list you'll see
23 there's public partnerships, HOAs, community groups,
24 landowners, developers, and planning groups. There
25 were -- we also notified a number of chambers. I think

1 it was up to 25. But we couldn't list them all here as
2 well as all the developers that we met with as well are
3 not on here. But those are included in your Exhibit J.

4 Q. So having covered the briefings that were done
5 with jurisdictional entities and stakeholders, could you
6 also speak to the mailings that were used to announce the
7 project and publicize it?

8 A. (Ms. Horgen) Sure.

9 So as Ms. Gilbert said earlier, as you're going
10 to see through my presentation, the public process we
11 identify as Phase 1 leading up to all of the open houses
12 in May and June.

13 Phase 2 is all the open houses leading up to the
14 September open houses.

15 And Phase 3 is everything leading up to the
16 notice of hearing.

17 So on the left screen you can see we mailed
18 three postcards, one on May 20 for the open house and
19 also the project announcement. And on the right screen
20 R92 is an example of what that public process postcard
21 would have looked like.

22 We also mailed postcards on August 15 for the
23 open houses for September. And we mailed a postcard for
24 this notice of hearing on October 17. And on the R93 you
25 can see as an example of both of those postcards.

1 These postcards were mailed by U.S. postcard
2 service mail. We also recreated these postcards to be an
3 e-mail, so they were sent e-mail. And those details of
4 those open houses and the hearing were posted to our
5 project website. And also as required by our procedural
6 order, these were shared on paid social media.

7 MEMBER KRYDER: Mr. Chairman.

8 MEMBER LITTLE: Mr. Chairman.

9 CHMN STAFFORD: All right. Member Kryder
10 and then Member Little.

11 MEMBER KRYDER: Very quickly. I know this
12 is a transient or absolutely developing area, but back of
13 the envelope how many postcards did you send to each of
14 these?

15 Was it pretty identical to all mailings
16 or -- and what was the number?

17 MS. HORGEN: So do you want the total
18 number for all three of our postcards?

19 MEMBER KRYDER: No.

20 MS. HORGEN: Or --

21 MEMBER KRYDER: Each --

22 MS. HORGEN: Each one?

23 MEMBER KRYDER: Each one, please.

24 MS. HORGEN: Yes. I do have that.

25 MEMBER KRYDER: You don't have to be

1 precise, but I need just some ball field.

2 MS. HORGEN: Sure. Sure. So for our
3 Phase 1 we mailed 13,503. For Phase 2 there was 20,730.
4 For Phase 3 we had 23,402.

5 MEMBER KRYDER: And --

6 MS. HORGEN: So the total was 57,634 for
7 all three mailings.

8 MEMBER KRYDER: Okay. And those were just
9 addresses that you bought from some mailing service?

10 MS. HORGEN: So SRP actually pulls -- I
11 actually physically pull all of the addresses. I pull
12 customers and landowners within that notification area
13 that I described.

14 And then those are mailed by either SRP or
15 sometimes we'll have our consultant mail those for us.

16 MEMBER KRYDER: Thank you very much.

17 MS. HORGEN: Sure.

18 CHMN STAFFORD: Member Little.

19 MEMBER LITTLE: My question was exactly the
20 same as Member Kryder's except that I would also like to
21 know just because I'm curious how come it increased every
22 time you did a mailing?

23 Did you just become more aware of other
24 people or --

25 MS. HORGEN: So, yeah, thank you for your

1 question, Member Little.

2 So for the first phase we pulled customers
3 and landowners, but we did mail to either a property
4 address, a mailing address, or a landowner address for
5 the first phase mailing.

6 The second phase we actually did do them
7 differently. We actually sent to all three of our --
8 those mailing lists, so both the property mailing and a
9 landowner addresses. And then the only time that we --
10 we sent all three unless they were the same.

11 So if all three of those mailing lists were
12 the same, we sent one. If they were all three different
13 because you can have a landowner and you can have a
14 property address being different like the renters, then
15 they would be sent multiple to each address.

16 MEMBER LITTLE: And I'm assuming that the
17 e-mail addresses you got were also from your records?

18 MS. HORGEN: They were pulled from the
19 mailing list, correct. But we also added to our e-mail
20 addresses when we had our meetings. So any time we
21 engaged with the public through open houses, through
22 actual meetings, we would ask for an e-mail, and those
23 e-mails were included in that same e-mail list.

24 MEMBER LITTLE: Thank you very much.

25 MS. HORGEN: You're welcome.

1 BY MS. GILBERT:

2 Q. So, Ms. Horgen, you've referenced having
3 information on the project website.

4 Did you go over what was available through the
5 project website?

6 A. (Ms. Horgen) Sure. Oops. Sure.

7 So on L94 you can see this is what we had noted
8 on your project website. We had a project benefit and
9 need, a public process that included all of the open
10 house events and also past events and the hearing
11 details.

12 We had route maps that were added as the project
13 progressed through the public process.

14 We also had videos, and those were posted to our
15 website. Those were about SRPs -- SRP regulatory and
16 siting development process.

17 We also have the scope of the project,
18 transmission line structures, a comment forum, a
19 dedicated information line, and then we also posted the
20 file documents and transcripts from the CEC.

21 MEMBER KRYDER: Mr. Chairman.

22 CHMN STAFFORD: Yes, Member Kryder.

23 MEMBER KRYDER: On these maps, videos, et
24 cetera, were these downloadable?

25 Could the -- could somebody who was

1 interested who hit this site, could they download them,
2 or could they simply see them on screen?

3 MS. HORGAN: You could simply -- I mean, I
4 guess you could snapshot a map if you wanted to yourself
5 from there, but they're not a downloadable document.

6 MEMBER KRYDER: Okay. The reason for my
7 question was, although I had some great help from
8 somebody here, I find walking through off of a web page,
9 I'm much eased by being able to see it printed. I know
10 there are a lot of people who say make it electronic,
11 don't burn up the trees, and all of that. That's fine
12 for them. I just have a different approach.

13 And I was wondering if that's addressed in
14 any way that a person could actually print the document?
15 Sometimes even as we had here in the presentations they
16 were small, and if you could blow them up or bring them
17 to my screen and extend them and so on.

18 Do you address any of these kind of things
19 for people who are somewhat challenged in this area?

20 MS. HORGAN: No. I -- I think that's
21 actually a great point. I mean, the CEC documents are
22 downloadable. You can click on those. It's not
23 something that I think would be difficult to incorporate
24 into our website if we wanted to include a linkable
25 document. I'm not sure the videos -- how that would work

1 or --

2 BY MS. GILBERT:

3 Q. Ms. Horgen, sorry to cut you off.

4 A. (Ms. Horgen) Sure.

5 Q. But the videos do include a transcript option
6 that with some navigating you -- if you're aware, you
7 could probably download and print --

8 A. (Ms. Horgen) Oh, okay.

9 Q. -- a transcript, but not the visual.

10 MEMBER KRYDER: Okay. So there is a
11 transcript. That is really important to me. I avoid the
12 podcasts as much as I can. At least for me, that's
13 something that would work a lot easier for me.

14 Certainly I'm not criticizing this. I was
15 just wondering what your processes were.

16 MS. HORGEN: No. Thank you for bringing it
17 up. I appreciate it.

18 So you can also see, we included a few
19 little stats here, but the website visits were 3,382.
20 This is from comprehensive from the day that we made the
21 website live, which was on May 20.

22 And then we also had page views of 3,624.
23 And then the website we had both in an English website,
24 and we had a Spanish website.

25 On the right screen R94 you can see an

1 example of what that website might have looked like.

2 BY MS. GILBERT:

3 Q. Did SRP also provide information about the open
4 houses through -- you shared through the postcard that
5 was also listed on the website?

6 A. (Ms. Horgen) Yes.

7 Q. And what were those open houses like?

8 A. (Ms. Horgen) So you can see -- so, again,
9 you'll see on here we have for each Phase 1 and 2 we did
10 hold two virtual open houses and one in-person open
11 house.

12 We had a total, then, of four virtual open
13 houses and two as you can see on L95. The virtual open
14 house meetings we actually had two options for the
15 public, a 12:00 p.m. and a 5:30 p.m. And those virtual
16 open houses provided the opportunity for the public to
17 hear the project, ask questions, and also provide
18 comments.

19 MEMBER KRYDER: Mr. Chairman.

20 CHMN STAFFORD: Yes, Member Kryder.

21 MEMBER KRYDER: Another question. Did you
22 have a little Good Humor mobile or something that went
23 around?

24 MS. HORGEN: I was going to get there.
25 You're ahead of me.

1 MEMBER KRYDER: Oh, I'm sorry. I didn't
2 mean to do that.

3 MS. HORGEN: So that's the fun part of this
4 slide.

5 Yeah, so actually the right screen R95 is a
6 photo of our open houses, but you can see the little
7 middle photo is a photo of our ice cream truck that we
8 did have at the in-person -- the second in-person open
9 house on September 10. So because we were holding that
10 open house at a Cesar Chavez community center, we -- SRP
11 hosted ice cream for attendees as well as the community
12 center.

13 And then the -- not to miss the June 6, but
14 we did have an open house in person on June 6 at 4:30.
15 And both the in-person open houses offered the same
16 opportunities as the virtual except for we had obviously
17 live people there, the subject matter experts that the
18 public could specifically talk to. We had also a station
19 where you could kind of zoom into some of the routes as
20 well.

21 BY MS. GILBERT:

22 Q. And that June 6 open house was hosted -- where
23 was that hosted?

24 A. (Ms. Horgen) Oh, excuse me, yes. Thank you for
25 saying that.

1 So June 6 was actually held at the Betty Fairfax
2 High School.

3 Q. Open house materials and simulations are
4 available in Exhibit J.

5 So you also have them in the slides for us to
6 look at today?

7 A. (Ms. Horgen) Sorry. Can you repeat that
8 question?

9 Q. Oh, sure.

10 So the open house materials --

11 A. (Ms. Horgen) Yes.

12 Q. -- were included.

13 Where were they included in the application?

14 A. (Ms. Horgen) Exhibit J.

15 Q. Great.

16 Is there any specific details that you'd like to
17 share as far as how that was conveyed to the community
18 through these open houses?

19 A. (Ms. Horgen) Well, oh, as far as -- I'm sorry,
20 you're talking about the planned area development letters
21 that we sent out?

22 Q. Oh, no. Just the types of -- you shared that
23 the open houses included subject matter experts.

24 And could you just maybe give a little bit more
25 detail about the type of information conveyed to the

1 community?

2 A. (Ms. Horgen) Yes.

3 So we did share all of the proposed routes, the
4 routes that we were considering, and we also shared some
5 of the structure types that were at the -- going to be
6 proposed.

7 I think that's where you're -- what you're
8 asking?

9 Q. Yep. That answers it. Thank you.

10 And maybe in addition if community members had
11 additional questions about the project, how did SRP
12 respond to that?

13 A. (Ms. Horgen) Yes.

14 Well, we -- we would respond directly there, or
15 we also had comment form available for them to ask those
16 questions.

17 Q. And all of those details are available in the
18 application and in Exhibit J?

19 A. (Ms. Horgen) Yes, correct.

20 Q. SRP also sent e-mails to customers within the
21 notification area?

22 A. (Ms. Horgen) Yes.

23 So to start with our e-mails we did proactively
24 reach out to HOAs, schools, landowners to try and gather
25 as many e-mails, as many contracts as we could. We

1 reached out to those and also then pulled those e-mails
2 from our e-mailing list.

3 So we did send out two e-mails per phase. As
4 you can see on L96, we sent an e-mail for on Phase 1 on
5 May 20 and 28. We also sent e-mails on August 15,
6 August 19, and September 3. And then we sent an e-mail
7 on October 17 and October 31.

8 Q. And you mentioned earlier that SRP complied with
9 the Procedural Order requirement to use social media.

10 Could you go over that social media you use?

11 A. (Ms. Horgen) We did.

12 Can I back up just a little bit and just --

13 Q. Of course.

14 A. (Ms. Horgen) -- make sure to mention that R96 is
15 an example of those stakeholder e-mails. And you'll
16 notice that we also did some of those e-mails in both
17 English and in Spanish.

18 Q. Yes. Thank you.

19 A. (Ms. Horgen) So SRP did run social media ads
20 for all phases.

21 We did run our paid media ads on both Facebook,
22 Instagram, also known as Meta, and on Nextdoor. Those
23 ads ran for two weeks leading up to the open houses and
24 leading up to this hearing.

25 So Phase 1 social media ran between May 20 and

1 June 3, and Phase 2 ran from August 22 through
2 September 5. And Phase 3 ran October 23 to November 11.

3 You can see we did include some metrics here.

4 We don't have Phase 3 because it actually ran all the way
5 up to November 11. But these are just some fun facts.

6 Q. And R97 is pictures of what those social media
7 posts would have looked like?

8 A. (Ms. Horgen) Correct, yes.

9 Q. Did SRP also use news releases?

10 A. (Ms. Horgen) Yes.

11 On side L98 we did mail out or send out three
12 news releases prior to the open houses and prior to this
13 hearing. Those were sent via posted to our SRP newsroom
14 and distributed to local and smaller community outlets
15 such as Telemundo, FOX 10, KTAR, West Valley, and a
16 number of others.

17 On the right screen R98 you can see an example
18 of what those news releases would look like.

19 Q. All right. I think your -- the next part of
20 your testimony would maybe review just one more time
21 those letters and additional outreach efforts.

22 Can you -- is that right?

23 A. (Ms. Horgen) Yes.

24 Q. Okay. Can you confirm the details of when those
25 letters to all developers, landowners, adjacent parcels

1 were sent?

2 A. (Ms. Horgen) Yes. October 9 and October 18.

3 Q. And did SRP receive any responses?

4 A. (Ms. Horgen) SRP did receive some responses.

5 They included some e-mails, phone calls -- oh, wait, I
6 can go to the next screen. Sorry about that.

7 So project -- they resulted in some meetings
8 with some of those owners, also written comments. We
9 conveyed and clarified some project information with the
10 folks that responded back to us and also some e-mail
11 correspondence.

12 Q. In addition to responses to these letters, did
13 SRP receive any letters of support for this project?

14 A. (Ms. Horgen) Yes, we did.

15 Q. And do you have your SRP exhibit book handy by
16 chance? I believe those letters --

17 A. (Ms. Horgen) Sorry.

18 Q. And could you state which exhibit you're looking
19 at.

20 A. (Ms. Horgen) Exhibit 22.

21 Q. And which support letter is this?

22 A. (Ms. Horgen) This one is City of Phoenix.

23 Q. And yesterday Mr. Hernandez reviewed in his
24 testimony quite a bit of the content of that letter.

25 Was there anything additional you wanted to

1 point out at this time?

2 A. (Ms. Horgen) No.

3 Q. Okay. Are there any other support letters in
4 our exhibits?

5 A. (Ms. Horgen) I know we have received some. I
6 just don't know if they are in this exhibit. We have
7 received other support letters. I just don't see them in
8 Exhibit 22.

9 Q. They're going to be in your Exhibit 23 and
10 Exhibit 24.

11 A. (Ms. Horgen) Thank you.

12 So we received a -- a support letter from
13 Southwest Valley Chamber of Commerce.

14 Also received a support letter from Greater
15 Phoenix Economic Council.

16 Q. Okay. So I think at this point have you covered
17 all of the different types of outreach that SRP
18 performed?

19 A. (Ms. Horgen) Yes.

20 Q. And do you think your testimony has also covered
21 the response from individuals that received letters or
22 were recipients of that outreach?

23 A. (Ms. Horgen) Yes. I'm not sure that we've
24 covered the IDM support letter of the project.

25 Q. That's a great one to cover. I'm glad you

1 raised it.

2 Do you -- maybe just to orient everyone, who is
3 IDM?

4 A. (Ms. Horgen) IDM is a landowner. They were --
5 they owned property and actually other properties, but
6 the one specific to this project area is on your PAD.
7 Let's see.

8 Yeah, so they actually owned initially two,
9 like, that entire area as well as three, but it now has
10 new ownership. But we did communicate with them early on
11 in this project.

12 Q. So IDM is the former owner of PAD ID No. 2 and
13 No. 3?

14 A. (Ms. Horgen) Correct.

15 Q. And when they were the owner before they sold it
16 to the now parcel owner Amazon Data Services, we received
17 a letter or a communication of support; is that right?

18 A. (Ms. Horgen) Yes.

19 So we received a letter of support that they
20 supported the project.

21 Q. And that would be available in the table that's
22 a part of our Exhibit J; is that right?

23 A. (Ms. Horgen) Yes.

24 Q. Great. Thank you.

25 So the outreach campaign was really intended to

1 provide information on the project and generate feedback
2 from the community.

3 Do you think it's been successful in generating
4 that feedback from the community?

5 A. (Ms. Horgen) I'm sorry, could you repeat that
6 question?

7 Q. Yes, of course.

8 So the outreach campaign performed for this
9 project was intended to generate feedback from the
10 community.

11 Do you think that's accomplished that goal?

12 A. (Ms. Horgen) Yes.

13 Q. Is there any other topics you'd like to cover at
14 this time?

15 A. (Ms. Horgen) So I was just discussing with
16 Mr. Hernandez that we both were in meetings with IDM
17 early on before the new owner. And he clarified that
18 actually we -- when we were talking with them
19 specifically, it was primarily 2; correct?

20 Q. The ID number?

21 A. (Ms. Horgen) Correct. For the support.

22 Q. All right. Thank you.

23 So based on your engagement efforts, I agree
24 that outreach was a success.

25 And if there's nothing further, I think that

1 concludes your testimony.

2 A. (Ms. Horgen) Thank you.

3 CHMN STAFFORD: Ms. Gilbert, you referenced
4 SRP Exhibits 22, 23, and 24.

5 I think the substance of her testimony
6 covered a number of other exhibits that haven't been
7 specifically referenced thus far like 8, 9, 10, 13, 18,
8 19, and 20 and 21 that would be -- so do you want to have
9 her cover those?

10 BY MS. GILBERT:

11 Q. Ms. Pollio would have covered 8, 9, 10, 11, and
12 13.

13 Is that correct, Ms. Pollio?

14 A. (Ms. Pollio) That is correct.

15 CHMN STAFFORD: I believe she did mention
16 SRP-15 with the libraries and then the public involvement
17 summary 18.

18 And then the proof of website posting I
19 think you referred to it in the slides, but you didn't
20 refer to the exhibit, which would be 18 was the public
21 involvement summary through November 6.

22 And then 19 is the website posting.

23 And 20 is the social media posting.

24 That was all covered in the slides, but you
25 just didn't specifically reference the additional exhibit

1 that was --

2 MS. GILBERT: The foundation for that?

3 CHMN STAFFORD: Right.

4 MS. GILBERT: Yes? Correct?

5 CHMN STAFFORD: Right.

6 And 21, that was the -- that's the PAD
7 letter you referenced on the slide L99; correct?

8 MS. GILBERT: Yes, that's correct.

9 CHMN STAFFORD: So what we have left is
10 the -- my letter to the Commission Staff, their response,
11 the SRP's response to their data requests. I think
12 that's all the outstanding exhibits. That and the
13 proposed CEC. Those are the -- that's 12. So that's the
14 only remaining exhibits to cover.

15 MR. DERSTINE: We'll cover the Staff's
16 response to your request for their viewpoint on the
17 project with Mr. Hernandez as part of his wrap-up.

18 CHMN STAFFORD: All right. So are we ready
19 for that wrap-up now?

20 MEMBER MERCER: Mr. Chairman.

21 CHMN STAFFORD: Yes, Member Mercer.

22 MEMBER MERCER: I have one question.

23 Going back to slide L91, under the
24 jurisdictional and the stakeholders you listed the
25 Arizona Governor's Office of Resiliency.

1 And I had no idea what that was, so I
2 looked it up. And one of the things that I saw was that
3 there's a \$20 million in grant funding available for grid
4 resiliency projects in Arizona.

5 Does that apply to this project?

6 Did you take advantage of that?

7 MS. GILBERT: Mr. Hernandez, do you know
8 the answer to that question?

9 MR. HERNANDEZ: I do not.

10 MS. GILBERT: Or Mr. Heim?

11 MR. HEIM: Thank you for the question.

12 This project would not receive grant
13 funding from -- from that program.

14 MR. HERNANDEZ: Shucks.

15 CHMN STAFFORD: Does that program apply to
16 only interstate transmission lines?

17 MR. HEIM: I'm not specifically familiar
18 with the intricacies of the program, but in general when
19 they're talking about grid resiliency, it has to do with
20 the ability of the grid to recover from a disturbance or
21 some type of an event that's imposed on the existing
22 system versus an expansion to the system like we're
23 seeing with this project.

24 CHMN STAFFORD: Okay. Because I seem to
25 recall, there's -- I met with the Commission -- some of

1 the Commission Staff about some grant federal grant
2 program, but it was only for interstate transmission
3 lines.

4 And I just -- this is a different program
5 that Member Mercer is talking about, not that program?

6 MR. HEIM: That is correct.

7 CHMN STAFFORD: Okay. Thank you.

8 MEMBER MERCER: You would have missed it
9 anyway. Yesterday was the last day to apply.

10 MEMBER HILL: Member Mercer, I'll just take
11 it one step further and say it's the office of resiliency
12 is who appointed me to this body, so that's how I got
13 here.

14 MS. GILBERT: That concludes the testimony
15 of Ms. Pollio and Ms. Horgen, and we'll pass it back to
16 Mr. Derstine here.

17 MR. DERSTINE: Yeah. And I may call upon
18 Ms. Horgen as part of this -- this chapter. I think what
19 we're intending to do here is to circle back to the
20 preferred routes and maybe just clarify some of the
21 issues with regard to the preferreds and compare those to
22 some of the alternatives that the committee may be
23 considering.

24 Maybe in light of the route tour, they're
25 still considering them. Maybe they're looking harder at

1 the route alternatives or maybe they feel better about
2 our preferred routes. I'm not sure.

3 But I thought it made sense to go ahead and
4 touch on this topic and bring us back to the routes, the
5 preferred routes in particular before we wrap up our
6 case.

7 BY MR. DERSTINE:

8 Q. Maybe, Mr. Heim, let me start with you in terms
9 of -- you know, Member Kryder was good about he reads
10 everything, and he was quick to look in the application
11 and the considerations that we looked at in terms of
12 selecting routes. And I think those same considerations
13 were used in -- when we selected the preferred routes.

14 Maybe you'll start us by highlighting what were
15 the primary considerations in your mind and I think for
16 SRP in terms of why those preferred routes are the
17 preferred routes, how they benefit our ability to serve
18 the load and how they minimize the impacts to parcels,
19 parcel owners and developers along the way.

20 A. (Mr. Heim) Sure. I can do that.

21 So we have a new map that might help to --

22 Q. Not a new map.

23 A. (Mr. Heim) No new map?

24 Q. Oh, no, I'm kidding.

25 A. (Mr. Heim) Yeah.

1 Q. I'm nervous about new maps, but let's try and
2 see where we go.

3 MS. POLLIO: It's loaded on a different
4 screen, so it's going to take us a minute.

5 MR. DERSTINE: Okay.

6 MS. POLLIO: I'll upload it, so it will be
7 up in just a minute.

8 BY MR. DERSTINE:

9 Q. While maybe they're working on the map, do you
10 want to start us off in terms of how you thought about
11 these preferred routes and why you consider them to be
12 the best ways to serve the load and the need for this
13 project?

14 A. (Mr. Heim) Sure. I can do that.

15 So we'll -- the map that we're going to show is
16 an overlay of the same preferred routes on a view of the
17 proposed land use that we had identified early on in my
18 testimony yesterday, specifically the land use that's
19 identified as an industrial load area.

20 And going back to Mr. Derstine's question, the
21 intent behind our preferred routes is foremost to place
22 the transmission facilities in close proximity to the
23 load that they're intended to serve.

24 The purpose of that is twofold. By doing that
25 like we talked yesterday that limits the need for land or

1 developers that construct industrial uses on these
2 parcels to conduct or construct taps into our existing
3 transmission line that are any longer than necessary.

4 So by placing the transmission line along the
5 boundaries of existing linear features and existing
6 parcels that are likely to develop for industrial
7 purposes, it limits the chance for that to occur.

8 Additionally, by placing lines on those
9 boundaries, it limits the possibility that as development
10 occurs in one area that it blocks us out from extending a
11 transmission line to more of an outlying parcel that may
12 develop later than ones that are closer to other portions
13 of route.

14 So by building them in the way that we're
15 recommending with our preferred routes, we limit the
16 possibility that one entity blocks out another one from
17 accessing our transmission line corridors.

18 Q. Can you maybe use your laser pointer while we're
19 waiting on the map? Or here it comes. But I think it
20 would be helpful.

21 What you just said, I'm not sure I fully
22 understood what you were driving at in terms of the
23 placement of, you know, the lines may depending on where
24 they're placed block access to a parcel or make it more
25 difficult to serve a parcel.

1 A. (Mr. Heim) So for the record you're stating
2 that another map would be useful?

3 Q. Let's see how it goes.

4 A. (Mr. Heim) Okay. So the map on the right
5 screen -- and this will help me tell that story better.

6 So the map on the right screen I'm just
7 highlighting one of our preferred routes with the
8 contingent alternative identified in the dashed yellow.

9 By doing that, what we're doing is we're
10 extending a transmission corridor along existing linear
11 features. And that transmission corridor will then be
12 directly adjacent to all of the parcels that we would
13 expect to develop into some form of an industrial use.
14 So that's the value of this particular contingent route.

15 Q. When you're saying that it uses linear features,
16 it almost looks to me like, you know, based on the way
17 that's shaded that that's just bisecting a parcel.

18 But you're indicating that there's a road or
19 that follows that dashed yellow contingent route starting
20 at Node A and over to E, that both of those segments of
21 contingent route S1 are following roads or planned roads
22 among those industrial parcels?

23 A. (Mr. Heim) Correct.

24 So the north-south piece from A here is an
25 existing road as well as the east-west piece is Dobbins

1 Road, so that extends all the way through this gray
2 parcel here.

3 Q. Okay.

4 CHMN STAFFORD: Member Little, you have a
5 question.

6 MEMBER LITTLE: I do. Thank you,
7 Mr. Chairman.

8 If that is so advantageous, then why not
9 have chosen that as your preferred route instead of B, E?

10 MR. HEIM: So one of the challenges that
11 we're trying to navigate with that is that as land
12 ownership changes within this area, we do want to
13 continue to collaborate with those landowners on the
14 plans that they have for those parcels.

15 As that landowner has been or land
16 ownership has been dynamic throughout the process leading
17 up to this hearing, it's been a challenge to hone in on a
18 specific entity to gather that support from.

19 And so we didn't want to not be able to
20 characterize the level of support that we had leading
21 into the hearing for that specific route, which is the
22 reason for asking for it as a contingent route knowing
23 that as we progress through the hearing and after the
24 hearing we will have the opportunity to work with those
25 landowners as we get certainty around how that land will

1 develop.

2 MEMBER LITTLE: I see.

3 BY MR. DERSTINE:

4 Q. And I guess to Member Little's question, I guess
5 I'm generally aware from, you know, hearing updates from
6 Ms. Horgen and Mr. Hernandez about certain parcels within
7 your -- I think it's on your new map, the gray shaded
8 industrial area where there were parcel owners that were
9 really holding those parcels for resale or they may have
10 been in escrow.

11 And so we were having some discussions with the
12 current parcel owner with the understanding that there
13 was a project developer that was soon to close and come
14 in behind them. And sometimes it was difficult to gain
15 an understanding or clear lines of communication about
16 where they were -- how they were planning to use their
17 industrial parcel and where we might best serve them.

18 Do I have that right, Mr. Hernandez, or,
19 Ms. Horgen?

20 MS. HORGEN: Yes.

21 MEMBER LITTLE: Thank you.

22 MR. HEIM: So let me, if I could, take this
23 a step further in terms of the philosophies that are
24 sitting behind our preferred routes.

25 Another important aspect of what we're

1 trying to achieve here is by separating our two
2 transmission lines so one of them being from A to E to H,
3 and then the other from C to F to H.

4 What we know from a load-serving
5 perspective is that we need both of those pole lines to
6 be able to spread the load between this industrial growth
7 across those multiple circuits.

8 So it's important to, one, spread them out
9 and effectively sort of wrap the industrial development
10 in those transmission lines so that we can serve from
11 both directions from both a capacity and a reliability
12 perspective.

13 And so the other aspect of what sits behind
14 the way that we've chosen these preferred routes is that
15 it enables us to split that load between those two
16 preferred routes in such a way that creates the
17 flexibility to serve the amount of capacity that we're
18 trying to meet with the level of reliability that an
19 industrial customer would require.

20 BY MR. DERSTINE:

21 Q. So if I'm hearing and understanding you
22 correctly, what you're indicating is that you need the
23 ability to serve those industrial loads in the gray
24 shaded area on the map on the right screen here in the
25 hearing room from both pole lines.

1 So, you know, having one pole line in close
2 proximity or on the edge and potentially another pole
3 line on the other side of the 202 would put the ability
4 to serve those industrial loads it would make further
5 away and make it more difficult?

6 A. (Mr. Heim) It would make it further away and
7 more difficult.

8 In general when we site transmission lines of
9 the 230kV voltages and higher, we try to route them in
10 such a way that we don't need to construct crossings of
11 those lines. For instance, if we wanted to get this
12 easternmost line to a parcel that was on the west and had
13 to cross over our other transmission line, that
14 introduces an additional pole height requirement as well
15 as a challenge to reliability because then we need to
16 take outages on all of those circuits to perform
17 maintenance on those crossings structures.

18 So it's very important to us from that
19 reliability perspective to limit the prospect for us to
20 have to cross those lines in the future.

21 MEMBER KRYDER: Mr. Chairman.

22 CHMN STAFFORD: Yes, Member Kryder.

23 MEMBER KRYDER: A question, Mr. Heim.

24 I'm so ignorant and I say that truly about
25 what sort of an entity would you be talking about?

1 Obviously I don't want any specific
2 information that's proprietary or any of that. But what
3 sort of an entity requires enough electrical energy that
4 they want to come directly off of your high line?

5 MR. HEIM: So there's a number of
6 industrial uses that require a direct connection to our
7 230kV system.

8 MEMBER KRYDER: For example.

9 MR. HEIM: For example, I'll use an
10 existing project that's already in service. So we
11 provide service to Intel within the south Chandler area
12 for their chip manufacturing facility with a direct
13 connection to our 230kV system.

14 MEMBER KRYDER: Okay. And is there --
15 again, I know this is very generic, but is there a
16 back-of-the-envelope usage by day, month, or year or
17 something that would give a developer, yes, if I get over
18 this level, I probably am best off to make a direct
19 connection to the high line as compared with somebody in
20 some other business?

21 MR. HEIM: So there's going to be a gray
22 area in the number that I provide you.

23 MEMBER KRYDER: Of course.

24 MR. HEIM: But in general when we see
25 multiple hundreds of megawatts connecting, that's what

1 would drive us toward a 230kV system connection.

2 Other drivers would just be reliability.

3 So in general you'll see a higher degree of reliability
4 when a customer's connected to the 230 network.

5 MEMBER KRYDER: Multiple hundreds meaning 7
6 or 800 or 2 or 300?

7 MR. HEIM: I would start down around the
8 200 range as a good ballpark number.

9 MEMBER KRYDER: Okay. Thank you very much.
10 I learned something today. Voila.

11 CHMN STAFFORD: Mr. Heim, do data centers
12 also take delivery sometimes from the transmission system
13 as opposed to distribution system?

14 MR. HEIM: Yes, they do.

15 CHMN STAFFORD: Okay. What's -- there's a
16 range and what kind of, like, 100 megawatts,
17 150 megawatts, 75 megawatts?

18 What's the average load?

19 MR. HEIM: We have seen a range of numbers
20 as low as in the 5 to 10-megawatt range. And then it's
21 possible to see data centers that approach over a
22 thousand megawatts across the country.

23 CHMN STAFFORD: Wow. Not in your service
24 territory yet, though?

25 MR. HEIM: Not at this point in time, no.

1 CHMN STAFFORD: I think I seem to recall
2 one of SRP's resource planning meetings I think the
3 Chandler Intel loads with the expansion is up to, like,
4 400 megawatts or something like that.

5 MR. HEIM: That's correct.

6 When we sited that project, the scale load
7 that I think we had in that testimony was -- I don't want
8 to go from memory total here, but it was north of
9 600 megawatts I think as the total.

10 CHMN STAFFORD: Oh, wow. Okay.

11 Member Little, you had a question.

12 MEMBER LITTLE: Yes, Mr. Chairman. Thank
13 you.

14 This may seem kind of off the wall, and
15 I -- you know, it's -- I've done enough utility planning,
16 transmission planning to know that there are many, many
17 things to consider.

18 But it seems to me that speaking as an
19 electricity consumer, as a customer, if you were to
20 put -- go site both of these lines so that they were the
21 shortest distance, that -- those costs would then be
22 borne by the ratepayer. A tap that an industrial
23 customer needed would be borne -- that extension would be
24 paid by the customer; correct?

25 MR. HEIM: As a general statement that is

1 correct.

2 When a customer requires facilities that
3 explicitly serve their correction to our system, in that
4 case then those customers are responsible for that cost.

5 MEMBER LITTLE: So it seems to me that in
6 the long run for your customers it would be cheaper to go
7 in a more direct route and let the developers pay for the
8 extensions.

9 MR. HEIM: So one response I'd offer to
10 that is that the difference in distance when we look at
11 comparing A to E to H versus B to E to H is approximately
12 what would you say, Rick, a third of a mile I think?

13 So from a cost perspective, that may be one
14 or two additional structures, and so it's not -- in the
15 scope of this project not a substantial cost difference.

16 Back to the reliability aspect of that,
17 however, so by balancing load across those two
18 transmission lines, that enables us to support the
19 broader transmission network in a more efficient manner.
20 And so just by that incremental change in the routing the
21 line, it does have a broader benefit that --

22 MEMBER LITTLE: And you anticipate that
23 most of the load growth is going to be on the west side
24 of the 202 as opposed to the east side?

25 MR. HEIM: Based on the land use that's

1 reflected within the Phoenix general plan identifying
2 this area as the primary location for industrial load
3 growth, we would expect the bulk of the load to occur on
4 west side of the 202.

5 MEMBER LITTLE: Okay. Thank you.

6 MEMBER GOLD: Mr. Chairman.

7 CHMN STAFFORD: Yes, Member Gold.

8 MEMBER GOLD: So if I understand this
9 correctly, the gray area on the map, on your map on --

10 CHMN STAFFORD: It's a new map.

11 MEMBER GOLD: -- the new map, much easier
12 to read, this area is your industrial area that you're
13 going to provide electricity to. It's west of 202. It's
14 bounded by a 500kV line to the left.

15 Is that correct?

16 MR. HEIM: That is correct.

17 MEMBER GOLD: And on the right, you've got
18 two 230kV lines, and you can run one 230 line right down
19 the middle going A to E.

20 MR. HEIM: That is correct.

21 MEMBER GOLD: So what you're setting up is
22 the most efficient coverage for the entire area. What if
23 you need to go from A not stopping where it goes -- can I
24 borrow your pointer again? Oh, wait, I've got it.
25 Stopping here, but what if you go straight up there?

1 What if that's a need, is that something
2 you could do in the future?

3 MR. HEIM: So the existing linear features
4 within that area, there's an existing road from A up to
5 Dobbins, which is directly west of E. There's not an
6 existing road that extends -- north of Dobbins to South
7 Mountain Avenue would be the northern boundary of that.

8 As we understand it right now, this entire
9 block north of Dobbins is likely to develop as a single
10 parcel. So there's a potential that if we were to
11 exercise a route like you're describing directly to the
12 north that we would bisect a parcel.

13 MEMBER GOLD: So your line right here would
14 actually cover that single parcel?

15 MR. HEIM: The east-west portion of this
16 line would have the ability to do a couple things. One
17 is it provides flexibility to provide a tap to the parcel
18 to the north. The same is true for the route continuing
19 north of E if we were to tap into it somewhere further
20 north.

21 It also has the benefit of being able to
22 tap to the south if that was a requirement. The main
23 narrative among this entire block is that through this
24 routing where we go along an existing road north from A
25 along an existing road to the east and then north again

1 along 63rd Avenue is that as a general statement, however
2 these parcels wind up developing, we're likely to have a
3 transmission corridor adjacent to those parcels that
4 would enable us to serve it if we needed to.

5 MEMBER GOLD: So in your opinion with all
6 the research you've done, this seems to be the most
7 efficient way to provide electricity for the future use
8 of this entire industrial?

9 MR. HEIM: That is my opinion.

10 MEMBER GOLD: Thank you.

11 CHMN STAFFORD: And the area you're
12 speaking about from Node E to the west, that square
13 block, that's all owned by -- that's the one that changed
14 hands to Amazon; correct?

15 They own that whole parcel?

16 MR. HEIM: Amazon owns at this point the
17 parcel --

18 CHMN STAFFORD: Right.

19 MR. HEIM: -- north of Dobbins and west of
20 63rd.

21 They also -- well, actually the placemat
22 that we have probably does a better job of accompanying
23 me on this explanation.

24 So on the placemat, this area that I'm
25 highlighting in gray, so north of Dobbins, south of South

1 Mountain Avenue, that corresponds to area 3 on the
2 placemat.

3 CHMN STAFFORD: Amazon Data Services.

4 MR. HEIM: That's Amazon Data Services.

5 And then this area south between A to B and
6 encapsulated basically within the teal and the yellow
7 route, that is also Amazon Data Services.

8 The triangular piece to the west is owned
9 by another entity.

10 CHMN STAFFORD: Yes. And that's the
11 planned land use is an industrial tech park it says.

12 MR. HEIM: That's correct.

13 CHMN STAFFORD: Okay. Yeah. So that's
14 potential for a lot of high-load customers?

15 MR. HEIM: Yes, sir, it is.

16 CHMN STAFFORD: All right. I believe I
17 seem to recall from a prior slide talking about the need
18 for this project because this would allow you to add
19 1200 megawatts of load whereas now you can only add 30.

20 MR. HEIM: That is correct.

21 CHMN STAFFORD: Okay. It's a significant
22 amount of growth, but progress takes power.

23 MR. HEIM: It does.

24 MEMBER KRYDER: Mr. Chairman.

25 CHMN STAFFORD: Yes, Member Kryder.

1 MEMBER KRYDER: An easy question, Mr. Heim.
2 The gray area back of the envelope how many
3 acres?

4 MR. HEIM: Oh, man, that's harder than you
5 think. We're going to do an actual calculation over here
6 and give you a real number.

7 MEMBER KRYDER: Many thanks.

8 CHMN STAFFORD: Well, it seems we've come
9 to a lull.

10 Are there any other questions from members?

11 I think some had to tend to other things.

12 But I would suggest that we recess for the
13 day and come back tomorrow at 9:00.

14 We'll have -- there's a couple few things
15 for the applicant to clear up. I had a couple questions
16 on some things I thought we hadn't quite covered yet.

17 And then after that, Ms. De Blasi will
18 be -- she can do her -- she has some extensive
19 cross-examination planned, I hear.

20 And then your witness will be available
21 tomorrow to put on your direct case; correct?

22 MS. DE BLASI: Yes, Chairman, that's
23 correct.

24 CHMN STAFFORD: All right. Excellent.

25 All right. Any other questions from

1 members before we recess for the day?

2 MEMBER LITTLE: Mr. Chairman.

3 CHMN STAFFORD: Yes, Member Little.

4 MEMBER LITTLE: I did have a couple more
5 questions.

6 I was wondering if the school district,
7 when they passed the resolution that was read last night,
8 if they were aware at that time that the applicant is
9 proposing to put the line across the street from the
10 school on the other side of the road.

11 Does anybody know the answer to that
12 question?

13 MR. DERSTINE: Member Little, you have a
14 keen sense of timing. I think we had a conversation or
15 Ms. Horgen did with two of our public commenters. One
16 was -- is on the school board, maybe both are on the
17 school board. And I think one of those same individuals
18 is on the planning committee.

19 And we were asking to confirm the school's
20 or at least those commenters' position with regard to
21 placing the line on South Mountain Avenue.

22 Ms. Horgen, can you update us on that?

23 MS. HORGEN: Yes.

24 Member Little, so they were aware of that
25 east route, but we did have a meeting actually today just

1 to reconfirm their position on the proposed routes and
2 because I had kind of heard some different things from
3 them too.

4 So we did have a meeting, and they did
5 confirm that they would be -- they didn't want to use the
6 word supportive, but they did say maybe consider or with
7 some more detailed information on location and distance
8 that south route on South Mountain being located south of
9 South Mountain that they would maybe consider.

10 And we also met with Linda Abegg, who is on
11 the board. And she agreed that if that South Mountain
12 route was located south of South Mountain and if they
13 knew a little bit more on distance and location, they
14 could potentially have some conversations about that
15 route being okay.

16 We also talked about 63rd. And that was
17 also kind of a point of contention for Linda initially.
18 And she had also confirmed that maybe there would also be
19 discussions with that route if it was located on the west
20 side of 63rd.

21 They did convey that they would have liked
22 to have the route go from B to E to F, and then they
23 would be okay with two routes located on the west side of
24 Loop 202.

25 They definitely were in agreement with the

1 being supportive of two routes located west of Loop 202.

2 Did that answer your question?

3 MEMBER LITTLE: From F to H you mean there
4 would be two routes?

5 MS. HORGEN: Correct.

6 MEMBER LITTLE: Two pole lines?

7 MS. HORGEN: Correct.

8 One other thing to note too is on the E to
9 the F, they also mentioned that if, in fact -- I would
10 say Linda specifically mentioned that if, in fact, that
11 was an option that she would prefer that to be located on
12 the south side of Dobbins road.

13 MEMBER LITTLE: Okay. But the school --
14 oh, wait, right.

15 And she's on the -- she was -- this was the
16 woman that was on the planning commission?

17 MS. HORGEN: Correct.

18 MEMBER LITTLE: Okay. All right. Because
19 I was going to say that's pretty far south of the
20 school --

21 MS. HORGEN: Yeah.

22 MEMBER LITTLE: -- so I wouldn't think the
23 school board --

24 MS. HORGEN: We wanted to get a
25 well-rounded answer from her of what she would be okay

1 with or what she felt comfortable with based on her
2 public comment last night. We just wanted to make sure
3 we understood her position.

4 MEMBER LITTLE: Okay. Well, that is
5 informative.

6 And it sounds like when they passed the
7 resolution, they thought the line was going to be closer,
8 which is what I was wondering.

9 The other question I have is I noticed that
10 with all due respect it seems like S4 was dismissed
11 somewhat readily. And I'm wondering whether the
12 applicant got anything in writing from ADOT that said
13 that they really preferred that the line not go through
14 that drainage area. I know that we -- you know, I have
15 heard the discussions about the difficulties there.

16 However, you know, the applicant is willing
17 to deal with those difficulties between I and K but not
18 further south. Were the expressions that ADOT made about
19 them not really wanting to deal with that, those
20 difficulties were they in writing or were they just
21 verbal discussions?

22 MR. HERNANDEZ: Member Little, this is Rick
23 Hernandez to respond to your comment.

24 Yes or all of the above. ADOT did place in
25 writing that they were not in support of the entirety of

1 the S4 route.

2 I also had discussions with ADOT in regard
3 to that e-mail they sent me stating just that, that they
4 would not support the eastern alignment along the 202
5 between Nodes D, G, I, and K.

6 I did follow with ADOT and asked for a
7 meeting to understand their concerns. And we talked
8 about the abbreviated version of the S4 route being
9 between Nodes I and K and discussed their level of
10 comfort with that shorter segment.

11 So in the entirety of D, G, I, and K that
12 is approximately 1.3 miles, the shorter stretch between
13 Nodes I and K is approximately .3 miles. So they were
14 much more comfortable with this shorter .3-mile segment
15 between I and K and had asked for me to perform or work
16 with a local engineering firm to perform a drainage study
17 and to put together some preliminary designs reflecting
18 what we could to modify that area to accommodate the
19 transmission line and the access road needed to maintain
20 that transmission line.

21 So I appreciate the question. I didn't do
22 a good job painting that picture yesterday, but ADOT did,
23 in fact, put in writing that they were opposed to the
24 entire S4 segment.

25 MEMBER LITTLE: Okay. But they were

1 willing to consider the shorter segment but not the
2 longer segment?

3 MR. HERNANDEZ: That is correct.

4 MEMBER LITTLE: Okay. And, once again,
5 would you please probably reiterate for me why you
6 dismissed Baseline between the existing 230kV line and
7 the freeway.

8 MR. HERNANDEZ: So the area along Baseline
9 between the Loop 202 and 59th Avenue is a newly developed
10 area with new commercial buildings on both sides of
11 Baseline on the north and south side of the road.

12 When we initially met with the City, they
13 were concerned about constructing a new transmission line
14 of this size in such close proximity to a brand-new
15 development. That was one of issues.

16 The other concern was when we looked at the
17 area, the setback between the back of the sidewalk and
18 the actual buildings themselves, both on the north and
19 south side of Baseline, we felt that that area was also
20 constrained to the point that it would make it difficult
21 to place a transmission line on either side of the road
22 given the landscaped retention area as well as vegetation
23 and trees that were planted on both sides of the street.

24 MEMBER LITTLE: But the City was okay with
25 you following the -- I can't remember that -- the LACC?

1 MR. HERNANDEZ: Correct. The City was open
2 to the idea of us taking a hybrid approach along the LACC
3 as I described yesterday in the testimony also today in
4 the field, that they did have concerns about existing
5 vegetation and bike path use on the north side of the
6 LACC between Loop 202 and 59th Avenue. So along Nodes K
7 to L and K to M.

8 But in ongoing discussions with the City,
9 we felt that we could mitigate their concerns by taking
10 this hybrid approach of placing our transmission line on
11 the south side for a short segment and then moving it to
12 the north side of the LACC.

13 MEMBER LITTLE: Okay. Thank you.

14 CHMN STAFFORD: All right. I have to ask
15 one more follow-up question.

16 You did say that ADOT communicated in
17 writing that it did not like S4 specifically D, G, I, K.

18 Is that in the record somewhere already?

19 Is that in the application -- is it
20 somewhere found in one of the exhibits to the application
21 or it's elsewhere in the record?

22 MR. DERSTINE: I don't believe it's in the
23 record Mr. Hernandez has covered with his testimony, but
24 he's indicated that he has those e-mails. And if you'd
25 like, we'll print them and we'll submit them. And we'll

1 mark them as exhibits and submit them.

2 CHMN STAFFORD: Would that be helpful,
3 Member Little?

4 MEMBER LITTLE: Yes, please.

5 CHMN STAFFORD: All right. Yes, please.

6 MR. DERSTINE: All right.

7 CHMN STAFFORD: And then I think that was
8 it.

9 All right. Anything further from members?

10 MEMBER KRYDER: Mr. Chairman.

11 CHMN STAFFORD: Yes, Member Kryder.

12 MEMBER KRYDER: I think Mr. Heim has a bit
13 of information for me about the acreage.

14 MR. HEIM: It turns out it was an easy
15 question to answer, so 330 acres.

16 MEMBER KRYDER: 330 acres.

17 Thank you very much.

18 CHMN STAFFORD: All right. Well, thank you
19 very much.

20 I think so with the ADOT e-mails you can
21 introduce those tomorrow as SRP-25.

22 MR. DERSTINE: Okay. And then we have a
23 couple of exhibits to introduce through Mr. Hernandez and
24 a little bit of cleanup on routes, and I think then we'll
25 rest our case.

1 CHMN STAFFORD: All right. I think I had
2 a -- I think tomorrow is the structure types.

3 MR. DERSTINE: Yeah, he has to give -- he
4 has to complete his testimony.

5 CHMN STAFFORD: All right. Good. Okay. I
6 was looking through things, and I'm like wait a second
7 because I remember on the tour I was like I wanted to see
8 a picture of structure that's going to be the new
9 interconnection point with the existing 230kV line with
10 the new ones.

11 So all right. Excellent.

12 MR. DERSTINE: They have structures, costs,
13 schedule, and I think that wraps up his testimony.

14 CHMN STAFFORD: Okay. Good. All right.
15 Excellent.

16 All right. With that, we stand in recess
17 until tomorrow morning at 9:00 a.m.

18 (Proceedings recessed at 4:45 p.m.)

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