

1 BEFORE THE ARIZONA POWER PLANT LS-357

2 AND TRANSMISSION LINE SITING COMMITTEE

3

4 IN THE MATTER OF THE APPLICATION OF) DOCKET NO.
 4 TUCSON ELECTRIC POWER COMPANY, IN) L-00000C-24-0118-00232
 CONFORMANCE WITH THE REQUIREMENTS)
 5 OF A.R.S. § 40-360, ET SEQ., FOR A) LS CASE NO. 232
 CERTIFICATE OF ENVIRONMENTAL)
 6 COMPATIBILITY AUTHORIZING THE)
 MIDTOWN RELIABILITY PROJECT, WHICH)
 7 INCLUDES THE CONSTRUCTION OF A NEW)
 138 KV TRANSMISSION LINE)
 8 ORIGINATING AT THE EXISTING)
 DEMOSS-PETRIE SUBSTATION (SECTION)
 9 35, TOWNSHIP 13 SOUTH, RANGE 13)
 EAST), WITH AN INTERCONNECTION AT)
 10 THE PLANNED VINE SUBSTATION)
 (SECTION 06, TOWNSHIP 14 SOUTH,)
 11 RANGE 14 EAST), AND TERMINATING AT)
 THE EXISTING KINO SUBSTATION)
 12 (SECTION 30, TOWNSHIP 14 SOUTH,)
 RANGE 14 EAST), EACH LOCATED WITHIN)
 13 THE CITY OF TUCSON, PIMA COUNTY,) EVIDENTIARY HEARING
 ARIZONA.)
 14 _____)

15 At: Tucson, Arizona

16 Date: July 11, 2024

17 Filed: July 23, 2024

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19 REPORTER'S TRANSCRIPT OF PROCEEDINGS

20 VOLUME IV
 (Pages 790 through 857)

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	VOLUME II	July 9, 2024	Pages 246 to 525
2	VOLUME III	July 10, 2024	Pages 526 to 789
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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 Tucson Reid Park Doubletree, 445 South
5 Alvernon Way, Tucson, Arizona, commencing at 9:04 a.m. on
6 July 11, 2024.

7

8 BEFORE: ADAM STAFFORD, Chairman

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

17

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1 (TIME NOTED: 9:04 a.m.)

2 (Beginning of route tour.)

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

5 Today we'll be taking the tour. Everyone
6 has their itinerary?

7 MEMBER GOLD: No.

8 MR. ANCHARSKI: Good morning, Chairman.
9 Committee Members. I have them on the chair behind you.
10 I can certainly pass them out as you get on the buses.

11 CHMN STAFFORD: Okay. Great. All right.
12 We have the script that they'll follow, they'll point out
13 as we drive, but otherwise we won't be able to ask many
14 questions. Save your questions for the stops. We'll get
15 the court reporter out. Likewise, Members, don't discuss
16 the merits of it on the bus. You can chitchat about
17 anything else, but don't -- we can't be talking about it
18 till we get back on the record at the stops.

19 Do any of the parties have any comments
20 they need to make before we get the tour started?

21 MS. GRABEL: Thank you, Mr. Chairman. We
22 do want to do a safety briefing before we get on the bus.
23 That's something that is pretty common in the utility
24 world.

25 Also, Mr. Bryner will be making comments on

1 the bus, but those are only what's in the script that's
2 already in the record. I just wanted to clarify.

3 CHMN STAFFORD: Exactly. Do you want to
4 give a safety briefing now or do you want to do it when
5 we get on the bus?

6 MS. GRABEL: Mr. Bryner, do you want to do
7 it now?

8 MR. BRYNER: So Mr. Robinson is actually
9 going to do that, and yes, we'd like to do it right now.
10 Because we want to make sure everybody's ready, and we
11 have a few things that go along with it.

12 MR. ROBINSON: Yeah, your safety is very
13 important to us. And the temperature today is forecast
14 to be 107 degrees. So heat safety and heat-related
15 illnesses is what the safety share will be all about.

16 First off, I want to give you a few tips
17 about how to prevent heat illnesses and safety. One is
18 to start drinking water often and early. We'll have some
19 bathroom stops along the way when necessary, and we would
20 far rather make a stop, let a person use the restroom
21 than to address a safety concern, a health concern.

22 So drink water about every 10 or
23 15 minutes. You certainly should be drinking 16 ounces
24 of water every hour if not more, up to double that
25 consumption.

1 Also supplement your water with
2 electrolytes. We have these packages of electrolyte that
3 can be opened and poured into a bottle of water provided.
4 There's some on the table outside and there's also some
5 that will be in each bus.

6 So about every second or third water --
7 bottled water please supplement with some electrolyte in
8 that.

9 Also, rest in the shade and in the AC of
10 the vehicles as we're going along. And report if you
11 have or you're having any symptoms of heat stress or heat
12 exhaustion, please report them early. Share with someone
13 how you're feeling and I'll go through some of those
14 symptoms here later on.

15 We've supplied opportunities for everyone
16 to have a cooling towel. There's plenty of water in the
17 vans and if you take some of that water, wet this towel,
18 it's got a great evaporative cooling effect, you can put
19 it over your head or on your shoulders or neck, and it
20 will help you stay cool.

21 In addition, by the way, this is one dollar
22 so feel free to keep it or feel free to return it, that's
23 up to you, at your discretion.

24 We also have a water spray fan out on the
25 table if you need or want, you know, I know many of us

1 are not used to working in the extreme heat conditions
2 out there, and it's easy to fall subject. These are \$10
3 apiece. Again, at your discretion, you can either return
4 it to us or take it home. You're free to decide what to
5 do with that.

6 We have sunscreen either in the bottle form
7 or this pump application as you can see, if you look
8 closely at my shirt, the pump takes a few times to prime
9 and when it primes, it'll come out all at once. So go
10 easy on the pump until it's ready to prime and please
11 cover yourself with sunscreen. It will reduce the heat
12 load on your body.

13 Let's talk a little bit about what some of
14 the symptoms you can watch out for for heat stroke.

15 Heat exhaustion, the symptoms for heat
16 exhaustion are faint or dizziness, right, excessive
17 sweating, cool, pale, clammy skin, rapid or weak pulse,
18 and irritability and confusion, excessive thirst, muscle
19 cramping. The treatment for that is to get some cooling,
20 get out of the sun, get some electrolytes.

21 Heat stroke is a throbbing headache, no
22 sweating, red, hot, dry skin, rapid or strong pulse, loss
23 of consciousness, nausea or vomiting and convulsions. If
24 you have heat stroke symptoms, we need to call 911 and
25 get you emergency medical treatment.

1 Also, if you feel like you're getting
2 motion sick in the van, we have some saltine crackers
3 which will generally help with that in each of the buses
4 if you need.

5 So the treatment for both heat exhaustion
6 and heat stroke is to get -- get out of the sun, get some
7 cooling and evaporative effects on yourself, and if you
8 don't feel any better get medical attention.

9 So if you'll share with us how you're
10 doing, we'll gladly help you in any way if you're not
11 feeling well.

12 MEMBER HILL: Thank you.

13 CHMN STAFFORD: Thank you. Anything
14 further? Do any of the intervenors have any questions?

15 (No audible response.)

16 CHMN STAFFORD: All right. Well, with that
17 let's pack it up and get on the bus.

18 Let's go off the record.

19 (TIME NOTED: 9:10 a.m.)

20

21 (TIME NOTED: 9:40 a.m.)

22 (Arrival at Stop No. 1)

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

24 Mr. Bryner. You going to describe some
25 stuff for us or go straight to Committee member

1 questions.

2 MR. BRYNER: I'll mention a couple things.

3 Okay. So we are at the DeMoss-Petrie Substation, or
4 site. There's several things going on that we talked
5 about, so I just want to orient you just real quick.

6 Right here in front of us, this is an
7 85-megawatt gas generating turbine peaker unit if you
8 will.

9 Just to the south of that you'll see a
10 BESS, OAK Electric's storage system, battery system, a
11 10-megawatt system. Just to the north of us you see the
12 canopy. That is our new GIS substation for this, for the
13 DeMoss-Petrie 138kV substation.

14 The canopy height on that is 38 feet. It's
15 taller than the proposed canopy at Vine. That would be
16 25 feet. Also a couple other things. On the other side
17 of the road here you'll see a vacant lot. That will be a
18 230kV GIS substation in the coming couple of years.

19 Where you see the large galvanized poles
20 just to the north of us, those are 230kV lines. That's
21 part of our Tortolita 230kV line that we've talked about.

22 And just so give you some idea of heights
23 of some of these structures, those are 148 feet tall.

24 The substation you see beyond the vacant
25 lot, that's a WAPA yard. So theirs is 115kV today. And

1 there's I think one line coming in from the west and one
2 line leaving to the north out of that substation.

3 A couple of other pole heights that I want
4 to point out for reference. Let me check my cheat sheet.
5 Okay. So the pole that you see closest to us, this is a
6 weathering steel pole. It is 85 feet tall. You'll see
7 some poles further towards the freeway. Those are closer
8 to 100 feet tall.

9 You'll also see -- if you see the wooden
10 pole just to the north of us, that's a distribution pole,
11 and that one is 40 feet tall.

12 The distribution poles you see to the other
13 side of the road over here that are just on the north
14 side of the vacant lot, you can see one close to the road
15 and then across the south side of these buildings those
16 are steel poles -- sorry, no, those are wood poles --
17 they're 45 feet tall.

18 And the last thing I want to point out for
19 an orientation is the poles that you see north of us, the
20 tall poles with the arms on either side, those are
21 painted steel poles and those are 115 feet tall. And
22 those are in their state of good painting.

23 MR. ROBINSON: Clark, can I add a minor
24 correction here. So those poles, the distribution poles
25 that he's talking about are 45 feet in length and they're

1 embedded in the ground, right? So they're not quite as
2 tall. That 45 in length includes the embedment depth
3 that they're buried.

4 MEMBER RICHINS: Chairman.

5 CHMN STAFFORD: Member Richins.

6 MEMBER RICHINS: So we have the weathered
7 steel finish here, the galvanized finish, and over there
8 is the painted. There's the three proposals that we
9 have. That's not the Desert Sage, though, it's probably
10 painted something else. And how much maintenance do you
11 have to do in keeping those painted?

12 MR. BRYNER: So, yes, that's correct,
13 Member Richins. Those are the three different pole color
14 finishes that we talked about. Weathering, painted,
15 galvanized. And the painted steel, I'm not positive on
16 the paint color on that. I would say it probably was a
17 Mohave Sage. It fades into different colors as it
18 progresses. Its sort of end color is very yellow and
19 I'll point that out right outside of the Vine Substation.
20 As far as maintenance goes, about every 20 to 30 years it
21 requires painting.

22 MEMBER GOLD: Mr. Chairman.

23 CHMN STAFFORD: Member Gold.

24 MEMBER GOLD: Member Gold. The dark color
25 that you painted, why didn't you paint it like a light

1 teal blue to match the sky? It would be less obtrusive.

2 MEMBER KRYDER: I didn't hear you.

3 MEMBER GOLD: Why didn't you paint the pole
4 sky blue, a light blue or white to match the sky.

5 MR. BRYNER: Terrible question. I'm just
6 kidding.

7 So the dark pole you're pointing out I
8 believe that's a weathering steel pole. We didn't paint
9 it that brown color. So that's similar to the pole we
10 see closest to us right here.

11 The poles that are painted are the ones
12 beyond that that are more of a grayish color, and the
13 Mohave Sage, the intention of the Mohave Sage is for it
14 to blend in better with the sky or a desert background,
15 different things like that.

16 MEMBER GOLD: That makes much more sense.
17 Thank you.

18 CHMN STAFFORD: Member Little.

19 MEMBER LITTLE: What is the diameter of
20 this pole right here?

21 MR. ROBINSON: So that pole, it's about
22 48 inches in diameter at the base and it's sitting on a
23 60-inch anchor bolt plate.

24 CHMN STAFFORD: Now, is that -- what are
25 the heights of the towers of the proposed line?

1 MR. ROBINSON: So within our application
2 the standard height will be 75 to 85 feet above the
3 ground, which is reflected in this pole height. It's an
4 85-foot-tall structure.

5 CHMN STAFFORD: So that -- I'm just going
6 to yell because this mic -- so that's the typical type of
7 structure we'll see for the project; correct? That size?

8 MR. ROBINSON: Except for this is a dead
9 end, which means it's a little bigger in diameter than
10 our typical pole. But the height is reflective of the
11 typical height. Between 10 feet lower and this height is
12 going to be our average structure height along the path.

13 Obviously as I have talked before, the
14 crossings over the railroad tracks and -- will be up to
15 130 feet tall depending on the detail design.

16 CHMN STAFFORD: Okay. And then we were
17 coming down, what's the road, is that Grant?

18 MR. BRYNER: Grant.

19 CHMN STAFFORD: Grant. Now, I noticed a
20 bunch of structures that looked similar to this on the
21 south side of the street. That's the 46kV that you put
22 on the 138kV poles, correct?

23 MR. ROBINSON: They are engineered to 138
24 standards, yes.

25 CHMN STAFFORD: Okay. So you could put --

1 the project line could use those poles that are already
2 on that -- on Grant Road after the expansion part that's
3 there, because I noticed at first they're the smaller
4 wooden poles, and you got, after a point they look like
5 that. So those are the ones that you're talking about.

6 MR. ROBINSON: That we would reuse where
7 possible on the south side of that road, yes.

8 CHMN STAFFORD: Okay.

9 MR. ROBINSON: That is that segment area.

10 MEMBER LITTLE: Chairman.

11 MR. ROBINSON: So Park to 11th.

12 MR. BRYNER: And I know there was a
13 question about the height of those poles, and those are
14 between 80 and 100 feet in height but, again, that's the
15 total pole length. Once you add some embedment in there
16 they're between 65 and 85 foot in height aboveground.

17 CHMN STAFFORD: So they're about 10 feet in
18 the ground.

19 MR. ROBINSON: 15 feet.

20 CHMN STAFFORD: 15. Okay. Member Little,
21 you had a question?

22 MEMBER LITTLE: Yes. This question doesn't
23 have to do with the project. I notice that this pole
24 right here has one circuit that goes through and into the
25 WAPA substation. The other circuit dead ends. Why?

1 MR. BRYNER: So that's because this 230 is
2 a double circuit with WAPA on one circuit, TEP on the
3 other circuit. Our 230kV line is in the other circuit.
4 So it's dead ended right now because we haven't finished
5 the GIS substation in the vacant lot yet.

6 MEMBER LITTLE: Thank you.

7 MR. ROBINSON: And I could probably add a
8 little bit more detail. Actually if you go across the
9 freeway from here, the line terminates to begin with. We
10 built this early to accommodate reconfiguration of the
11 138 line into the GIS substation so that we could
12 restring our lines without conflict in WAPA.

13 CHMN STAFFORD: All right. Do any of the
14 intervenors have any questions?

15 MR. BRYNER: I think Member Kryder had one.

16 CHMN STAFFORD: Member Kryder.

17 MEMBER KRYDER: Give me some comparative
18 look at this side of the station and the vacant lot.
19 What's going on over there? Is this site going to look
20 like this side, or are they significantly different,
21 et cetera.

22 MR. BRYNER: To give you an idea of what
23 the east side of Flowing Wells would look like, it would
24 be best to compare you to the GIS substation that's just
25 north of us. So that's a 138kV GIS substation. We'll be

1 building a 230kV GIS substation similar to that in this
2 lot. What you're seeing most close to us, that's a
3 generating station.

4 MEMBER LITTLE: Mr. Chairman.

5 CHMN STAFFORD: Member Little.

6 MEMBER LITTLE: Are we going to drive up so
7 we can see that substation a little more closely?

8 MR. BRYNER: Yes, we will be. We'll be
9 jumping on the buses and driving right past it. We can
10 drive very slowly if you'd like, or we could even walk up
11 there if you wanted.

12 MEMBER LITTLE: Thank you.

13 MEMBER KRYDER: Following up on Member
14 Little's question, this substation straight ahead of us
15 is enclosed. Is it enclosed in order to be refrigerated
16 like this seems to be, or is it just to keep it out of
17 the sun?

18 MR. ROBINSON: Yes. What you'll see is
19 when we walk up, it's just an overhead canopy, it's not
20 enclosed. The lower portion of the building is open air.

21 MEMBER KRYDER: Okay.

22 MEMBER GOLD: Mr. Chairman.

23 CHMN STAFFORD: Yes, Member Gold.

24 MEMBER GOLD: In the worst-case scenario
25 lightning strikes this place, is everything grounded?

1 MR. ROBINSON: Yes, sir, the entire area
2 has a ground grid and all of the structures and the
3 facilities are tied into that ground grid.

4 MEMBER GOLD: Are there any circuit
5 breakers or anything else that would keep equipment from
6 burning out?

7 MR. ROBINSON: Yes, our standard designs
8 for our substation for protection of the lines and the
9 equipment within the substations has breaker protection
10 at the departure point of the substation.

11 MEMBER GOLD: What about the entry to the
12 substation?

13 MR. ROBINSON: Same. There's entry and
14 exit for the substation, has breaker protection on it.

15 MEMBER GOLD: Okay. This is getting a
16 little technical. The breakers, they are geared to
17 protect against a lightning strike. Are they geared to
18 protect against solar flare?

19 MR. ROBINSON: They are not. We have
20 lightning arresters at the transformers and major
21 equipment, primarily the transformer that would protect
22 against a lightning strike on the line.

23 And solar flare in this area, we have yet
24 to have maintenance or problems from solar flare, EMF,
25 electromagnetic frequency flares from solar. That would

1 cause operational issues at the transformer level for us.

2 MEMBER GOLD: So I'm guessing transformers
3 are pretty protected against electronic interference even
4 lightning strikes or solar flares. What about your
5 switches?

6 MR. ROBINSON: So the switches are voltage
7 rated, but they would be protected by the breakers for
8 over voltage, over current, and by the lightning
9 arresters that are on the lines and on the transformers.
10 They are not in and of themselves technically anything
11 but a voltage break for the system.

12 MEMBER GOLD: Regarding terrorism, is there
13 anything that a terrorist could do to put this station
14 out of operation electronically?

15 MR. ROBINSON: We have regulated CIP
16 standards, yeah, that require us to protect the
17 vulnerabilities of our facilities and also protect the
18 way that we protect those vulnerabilities through our CIP
19 standards. So I'm not able to share all of the
20 protections that we have, but we have electronic
21 protections associated with that. CIP, they're called
22 cyber infrastructure protection standards.

23 MS. GRABEL: I heard several of the
24 members, or a couple of members ask what WAPA is. You
25 might want to clarify.

1 MR. ROBINSON: WAPA is an acronym that
2 stands for Western Area Power Administration. They are a
3 government entity that is a power company.

4 CHMN STAFFORD: Any other questions from
5 members? No questions from intervenors?

6 MR. BRYNER: Before we go off the record
7 can we give you a quick preview of what we'll see?

8 CHMN STAFFORD: Yes, please.

9 MR. BRYNER: So as we leave the
10 DeMoss-Petrie Substation, we'll travel north on Flowing
11 Wells. We talked a little bit about some of the poles up
12 there. I'd just say take a quick look at the painted
13 poles, the larger poles as we make a turn to the right.

14 And also we're going to be traveling back
15 towards the Vine Substation along our preferred route, so
16 Route B is what we're going to be looking at. And so,
17 again, take a look at the poles.

18 We did see them on our way in, they'll be
19 on the south side, the right side of the bus as we're
20 going along. And then once we make a turn on to Park
21 Avenue we'll be in Jefferson Park, and we'll have a
22 little bit of narrative on the bus in there.

23 MR. ROBINSON: Clark, can I add one more
24 thing? Just a reminder, I didn't mention this in safety
25 preview, but as we enter and exit the buses I noticed a

1 few people were walking on the road surface, and that is
2 a very extreme hazard. I would ask that you stay off the
3 paved road surface while you're walking. And help avoid
4 a potential strike.

5 CHMN STAFFORD: All right. That concludes
6 this stop.

7 Let's go off the record and get back on the
8 bus.

9 (TIME NOTED: 9:57 a.m.)
10 (Conclusion of Stop No. 1.)

11
12 (TIME NOTED: 10:21 p.m.)
13 (Arrival at Stop No. 2.)

14 CHMN STAFFORD: Let's go back on the
15 record. We're at stop number 2 on the tour.

16 Mr. Bryner.

17 MR. BRYNER: Okay. So we're at the
18 location of the Vine -- well, this is where the Vine
19 Substation will be located. Right now it's the
20 now-abandoned U of A maintenance and facilities
21 buildings.

22 You can see out the garage bay here, this
23 is the hospital parking garage for the Banner hospital.
24 Just north of this building is a recycling center. It's
25 still associated with the U of A.

1 And just south of the parking area where we
2 parked, as you -- when we go back out to the buses, if
3 you look over there you'll see over the wall to the U of
4 A medical substation, that's the 46kV substation operated
5 by TEP that will be retired as part of this project.

6 Also, we came in on Vine Avenue, so if you
7 looked to the west or out of the left side of the van you
8 would have seen some of those residents, I believe there
9 was the rusty wall that was pointed out in one of the
10 photos.

11 One other thing, we're going to be coming
12 into and out of this substation several times over the --
13 well, this substation, future substation location several
14 times over the course of the day. So I'll try to point
15 out a couple things for you to take note of as we come
16 and go.

17 But certainly I know we can't talk outside
18 of this, so if you see things out there, please take note
19 of them and we'll have an opportunity to talk about that
20 when we come back again. If needed we can walk out to
21 some places.

22 One thing I do want you to take note of as
23 we leave the building and go back down on Vine, just
24 before we turn on Adams, which was the street that we
25 came in on that's shared by nearly every route

1 alternative, out of the left-hand window of the van
2 you're going to see a pole that's a turning structure, so
3 you have 46kV lines coming in from the west and hitting
4 that pole, and then it drops into the substation, it's a
5 painted pole, and that's what happens when they fade and
6 peel. It's just a good example pole of what a
7 maintenance headache the painted poles are, and why TEP
8 really wants to discourage the use of those.

9 CHMN STAFFORD: Yes, Ms. Hill.

10 MS. HILL: Mr. Bryner, is the parking
11 structure that's behind us the parking structure that the
12 KOP -- that the photo was taken from for the KOP that
13 Ms. De Blasi talked about yesterday?

14 MR. BRYNER: No, that was a parking
15 structure that's located on the east side of the
16 hospital. We'll drive past that later in the day.

17 MEMBER LITTLE: Mr. Chairman.

18 CHMN STAFFORD: Yes, Member Little.

19 MEMBER LITTLE: Can you talk to us about,
20 as we were driving down Park Avenue, I was looking at the
21 46kV poles at their base. Can you give us an idea of how
22 much bigger the base or the footprint is going to be for
23 the new poles versus those poles.

24 MR. BRYNER: So I'll ask Mr. Robinson to
25 help me out with this, but to give you an idea of the

1 height of those poles, so there was a mix of some steel
2 poles and primarily wooden poles, though, along there.
3 And those wooden poles are 60 feet tall. So, again,
4 there's the embedment that we talked about at the last
5 stop, so they're probably about 50 foot or so
6 aboveground.

7 The steel poles that were closer to Grant,
8 those were around the 78 to 80-foot range, their height
9 is a little bit taller.

10 MEMBER LITTLE: It seems to me that for
11 most residences they're going to be more concerned about
12 what they see right in front of them as opposed to that.

13 MR. BRYNER: So the diameter of the wood
14 poles --

15 MR. ROBINSON: The diameter of wood poles
16 range from 18 inches to 20 inches. These poles will be
17 about 24 to 30 inches in diameter.

18 MR. BRYNER: So that's our typical tangent
19 straight line pole as opposed to the dead end structure
20 that we were standing next to at DeMoss-Petrie.

21 MS. HILL: Mr. Chair.

22 CHMN STAFFORD: Yes.

23 MS. HILL: Heard a question somewhere out
24 here about whether this was TEP property that we're in.

25 MR. BRYNER: This is -- so TEP, yeah, we

1 bought this property two years ago, three, four years.

2 Yes, it's TEP property.

3 MR. ROBINSON: When we applied for the
4 special use exception from the City, we owned the
5 property at that time.

6 MEMBER KRYDER: Question. You spoke about
7 the diameter of the poles, 18 -- 14 to 18 inches as I
8 remember, the wooden poles out here on the distribution
9 line.

10 MR. ROBINSON: 18 to 20.

11 MEMBER KRYDER: Okay. And much of this is
12 going, these distribution things, if this is the route
13 that's taken will be undergrounded; is that correct?

14 MR. ROBINSON: Along the path that we took.
15 I think coming down Park was a good example of what we've
16 talked about where most of the distribution goes along
17 the alleyways behind on the back property lines.

18 And as I had said before, if there's a pole
19 in the alignment of the proposed route, that pole would
20 go away, and in the first pole to the alleyway, the
21 distribution would dip belowground, go across the road,
22 and riser up on the next pole on the opposite side of the
23 street down the alleyway.

24 MEMBER KRYDER: Okay. It was the riser up
25 piece that I was headed toward. What's the size of those

1 poles? I'd seen some somewhere along our route that
2 looked like they were maybe in the 10-foot range or
3 something where a homeowner or property owner chose not
4 to underground from your drop or from the riser.

5 MR. ROBINSON: From the service wire.

6 MEMBER KRYDER: Yeah. How big -- describe
7 the pole that will go up so that it goes into the mast
8 into the property owner.

9 MR. ROBINSON: The attachment point on the
10 house; right? So we're talking about service wire,
11 overhead service wire.

12 MEMBER KRYDER: Yes.

13 MR. ROBINSON: So if we have to set -- and
14 you've seen several of them along the way, a service wire
15 pole is about the height of that blue steel column pole,
16 about 18 to 20 feet tall.

17 MEMBER KRYDER: Okay.

18 MR. ROBINSON: And you've seen them,
19 they're weathering poles. They're maybe 10 inches in
20 diameter.

21 MEMBER KRYDER: And they're wooden.

22 MR. ROBINSON: No, most of ours are -- our
23 new standard now today is that would be a steel pole.

24 MEMBER KRYDER: Okay. And would be one of
25 the three colors that you talked about, stainless,

1 painted or the COR-TEN.

2 MR. ROBINSON: On our distribution system,
3 those would be weathering steel.

4 MEMBER KRYDER: Okay. COR-TEN.

5 MR. ROBINSON: Yeah.

6 CHMN STAFFORD: Yes.

7 MS. GRABEL: I have a question. This goes
8 back to Member Little's question about the view of the
9 residences. Is it possible to design the line to avoid
10 placing a pole right in front of a window of a residence,
11 for example, and spacing them in between homes?

12 MR. ROBINSON: Yeah, that's part of the
13 detailed design and oftentimes part of the feedback that
14 we will get and respond to from the customer. When we're
15 asking for easements and right-of-way permits.

16 MS. GRABEL: Thank you.

17 MEMBER LITTLE: Thank you.

18 CHMN STAFFORD: Any other questions from
19 members? Mr. Lusk, you have a question?

20 MR. LUSK: Thank you, Mr. Chair. Related
21 to Mr. Robinson's just previous statement about within
22 the alignment, is that -- can you clarify, is that within
23 the right-of-way that you're asking for or is it within
24 the corridor that you're asking for, or is there --
25 what's the width that you're talking about when you talk

1 about the alignment?

2 MR. ROBINSON: The alignment? Can you
3 clarify the context of --

4 MR. LUSK: Sure. So you said that any
5 distribution pole within the alignment would be
6 undergrounded.

7 MR. ROBINSON: Yes.

8 MR. LUSK: Does that mean it has to be
9 directly in line with the other poles or is there sort of
10 a width of that?

11 MR. ROBINSON: So depending on, and we made
12 a commitment to underground the distribution on both
13 sides of the street, so that would include poles that are
14 within that road right-of-way on both sides of the street
15 on the path that we've chosen.

16 MR. LUSK: Gotcha. Thank you.

17 CHMN STAFFORD: Okay. So to follow up on
18 that, when you came down Park, we had -- you're coming
19 this way, on the left-hand side those are the 46kV
20 distribution poles there.

21 MR. ROBINSON: 46kV with distribution
22 underbuild, yes.

23 CHMN STAFFORD: Okay. So there's lower,
24 it's like the 4kV --

25 MR. ROBINSON: Yes.

1 CHMN STAFFORD: Is that what it was?

2 MR. ROBINSON: 4kV in this area.

3 CHMN STAFFORD: That was like the lower.

4 MR. ROBINSON: Yeah, horizontally arms that
5 are on the poles.

6 CHMN STAFFORD: Okay. So the 46kV will be
7 replaced by the 138kV; correct?

8 MR. ROBINSON: That's correct.

9 CHMN STAFFORD: And the 4kV may or may not
10 be replaced by 14kV and that will be underground running
11 parallel with the 138kV line?

12 MR. ROBINSON: That's correct. In the road
13 alignment along Park we would have underground 14kV. We
14 would build it to 14kV even if we energized it at 4kV.

15 CHMN STAFFORD: Okay.

16 MR. ROBINSON: We'd build it to 14kV
17 standard and have our junction boxes and things like that
18 in an acquired easement along parallel to -- to that
19 path, the road.

20 CHMN STAFFORD: Okay. So it looked like
21 the line with -- the existing line looked it was on the
22 east side of the road coming down Park.

23 MR. ROBINSON: Yes.

24 CHMN STAFFORD: Okay. So that's -- the new
25 line would be in that same -- on the same east side;

1 correct? Or would you anticipate having to go to the
2 west side of the road as part of that segment from along
3 Park?

4 MR. ROBINSON: So our current anticipated
5 design is on the east side; right? Like I said before,
6 we have detailed engineering that would incur -- that
7 would have to occur. We do plan according to testimony
8 to stay on either the east side or the west side. But
9 along Park will be on one side of the road consistently.

10 CHMN STAFFORD: Okay. All right. Member
11 Hill?

12 MEMBER HILL: I have a question about the
13 undergrounding of the communications and other utility
14 infrastructure that you don't maintain.

15 MR. ROBINSON: The joint-use attachments.

16 MEMBER HILL: Yeah, the joint-use
17 attachments, thank you. Who's covering the cost of
18 undergrounding that? Is that a shared cost with the
19 companies that maintain that equipment? How is that
20 parsed?

21 MR. ROBINSON: I don't know the answer to
22 that.

23 MR. BRYNER: It depends on the agreement
24 with the utility. For the most part, it would be at
25 their expense. There is -- with at least one of the

1 utilities there's an agreement where that would be at our
2 expense.

3 MEMBER HILL: Okay. All right.

4 MR. ROBINSON: I can add, though, we do
5 have a joint utility agreement where they can if they
6 want, be part of our install for the underground at a
7 shared cost.

8 MEMBER HILL: At a shared cost. All right.
9 That's helpful.

10 CHMN STAFFORD: Right, because you're going
11 to underground the distribution line anyway. If they get
12 on the bandwagon fast enough, they can get their stuff in
13 the ground the same time you do yours, then that would be
14 the benefit of doing it at that time.

15 MR. ROBINSON: That's correct.

16 MR. BRYNER: And our plan, as soon as we
17 have an approved route so we're going to notify them so
18 that they have the exact amount of time to design what
19 they need to do as we do, so that there should not be any
20 lag.

21 CHMN STAFFORD: Okay. Any other questions
22 from intervenors?

23 MR. DEMPSEY: So this pole right here, this
24 duction pole, it looks like --

25 CHMN STAFFORD: Can you step a little

1 closer? Can you hear him all right?

2 MR. DEMPSEY: Those four wires on the
3 bottom, are those all communications, I presume?

4 MR. ROBINSON: Yeah, those are joint use
5 attachment, some are communications.

6 MR. DEMPSEY: What's kind of the normal?
7 Is it normal to have four? Is it normal to have three?
8 Is it normal to have one? Because I mean, I assume that,
9 I mean, I guess those could be --

10 MR. ROBINSON: We have many, many different
11 communications and different service providers that have
12 access to joint use to any of our distribution system.
13 So Quest may own two or three of those cables, but they
14 may only own one and one of them might be Cox. One of
15 them might be Century Link, one might be Comcast. It
16 just depends on who's permitted and asked for application
17 to attach to the pole.

18 MR. DEMPSEY: Do you have an average or do
19 you know like roughly usually what it is, is it like two
20 per pole, one per pole?

21 MR. ROBINSON: Our design standard is to
22 design the distribution to accommodate for five
23 attachment points.

24 CHMN STAFFORD: Any other questions?
25 Intervenors? Members? Going once.

1 MEMBER RICHINS: Just confirming everything
2 on the site is getting flattened and you're building all
3 your own structure here; right?

4 MR. ROBINSON: That is the anticipation
5 that all of these existing buildings will be demolished.

6 MEMBER RICHINS: Okay.

7 MR. ROBINSON: Prior to building the 138
8 substation.

9 MEMBER KRYDER: And when that is built out
10 it will not impact University of Arizona's site which is
11 immediately next door; is that correct?

12 MR. BRYNER: That's actually our site
13 immediately next door, their site is --

14 MEMBER KRYDER: Oh, the next one down.

15 MR. ROBINSON: The next one down. That's
16 correct.

17 MEMBER KRYDER: Okay.

18 MR. ROBINSON: So our site, U of A med,
19 will eventually be decommissioned.

20 MEMBER KRYDER: Okay. That was my
21 question.

22 CHMN STAFFORD: So their substation will --
23 you say it's going to be subsumed or supplanted by this
24 substation; right?

25 MR. ROBINSON: U of A's facilities will be

1 fed out of this facility and they'll stay in service.

2 CHMN STAFFORD: Okay. So they will keep
3 their substation, then.

4 MR. ROBINSON: That's correct.

5 CHMN STAFFORD: Okay. Any other questions?
6 Intervenors, members?

7 MR. BRYNER: Can I do a super quick preview
8 before we go?

9 CHMN STAFFORD: Certainly, take it away,
10 Mr. Bryner.

11 MR. BRYNER: So one other thing to take
12 note of as we go out of here, we're going to go follow
13 our preferred Route 4 all the way down to Kino, so you
14 get the contiguous preferred route, you see the whole
15 thing.

16 So we're going to go down Adams, down Park,
17 Speedway-Euclid is going to be one just after we turn,
18 Speedway is going to be a big main road. And then you'll
19 see the large building as part of university there.
20 We'll go down Euclid, so that's something I think you
21 should pay particular attention to.

22 But also just as we're leaving here, take a
23 look at substation walls for the existing stations we're
24 leaving. So the U of A med station, you're going to see
25 infrastructure coming up and wires dropping in.

1 And that's kind of a red brick wall with
2 some white outlines. You'll see a darker red brick wall
3 just to the south of that. That's going to be the wall
4 that encompasses the university's GIS substation.

5 You're not going to see any infrastructure
6 poking up over the wall there, but that wall we're going
7 to mimic or that's our plan is to mimic that wall around
8 this site, the entirety of this site.

9 CHMN STAFFORD: Member Richins.

10 THE REPORTER: Come closer.

11 MEMBER RICHINS: I was coming. I gotcha.

12 THE REPORTER: I appreciate you.

13 MEMBER RICHINS: Now I forgot my question.

14 Shoot.

15 MEMBER HILL: Make sure you enter that into

16 the record.

17 THE REPORTER: That's not my fault.

18 (Laughter.)

19 MR. BRYNER: We'll be back here several

20 times, so it'll come to you.

21 CHMN STAFFORD: All right. Anything else?

22 (No audible response.)

23 CHMN STAFFORD: All right. Let's go off

24 the record and get back on the bus.

25 (TIME NOTED: 10:37 a.m.)

1 (Conclusion of Stop No. 2.)

2

3 (TIME NOTED: 11:10 a.m.)

4 (Arrival at Stop No. 3.)

5 CHMN STAFFORD: Let's go back on the
6 record. We are at stop number 3.

7 Mr. Bryner.

8 MR. BRYNER: All right. Okay. So we
9 are -- well, we're close to the Kino Substation. We
10 drove past the Kino Substation on our way in. You can
11 see it off to the northwest, the structures coming in.

12 The park that we're in right here, this was
13 part of the agreement we had with Pima County to purchase
14 the site for the Kino was to help build this park. And
15 so it's just a natural park right here.

16 We're within the Pueblo Gardens
17 neighborhood. I think there were a couple folks from
18 Pueblo Gardens who have commented on the project.

19 And then you also saw the Bridges
20 development being nicely blocked by the mesquites here,
21 but is out there west. That's all I wanted to say.

22 CHMN STAFFORD: Any questions from members?
23 Intervenors? Question.

24 MR. LUSK: Roi Lusk for the City of Tucson.

25 Mr. Bryner, I know the script mentioned the

1 Gateway Corridor and there's a portion of transmission
2 line. How long is that portion?

3 MR. BRYNER: So it's about a half a mile
4 along the Benson Highway. So it's sort of a continuation
5 of the Kino Campbell corridor going all the way down to
6 the airport.

7 MR. LUSK: Thank you.

8 MS. GRABEL: Mr. Bryner, I have a question.
9 Several of the members have asked questions about the
10 height and dimensions the poles. Will they be similar to
11 the MRP project to the Irvington to Kino poles that we
12 passed on this leg?

13 MR. BRYNER: Yeah, and I'll let
14 Mr. Robinson answer.

15 MR. ROBINSON: Yes, they will be except for
16 in the areas where we don't have double circuit
17 configuration. We're going to design it only single
18 circuit capable so the poles will be a little bit smaller
19 in diameter but the same width.

20 MS. GRABEL: And same width.

21 MR. ROBINSON: A little bit smaller. Yeah.

22 MR. BRYNER: That was one of the things
23 that we did to try to bring the overall size of the
24 structures down was do that single circuit design.

25 MEMBER LITTLE: Mr. Chairman.

1 CHMN STAFFORD: Yes, Member Little.

2 MEMBER LITTLE: We made a couple of jogs as
3 we were coming down Euclid. One, I guess the street
4 jogged over and then we had a little jog off of Euclid
5 and back on to Euclid. What was the reason for those?

6 MR. BRYNER: So that first jog was because
7 the street jogged. The other one was so that we didn't
8 try to cross 22nd Street, which is a very busy road. So
9 that we could take a right-hand turn, it was just
10 logistical for our tour.

11 MEMBER LITTLE: Oh --

12 MR. BRYNER: The transmission line goes
13 straight.

14 MEMBER LITTLE: Oh, thank you.

15 MR. BRYNER: Yes. Sorry.

16 CHMN STAFFORD: Any other questions?

17 MS. DE BLASI: Chairman.

18 CHMN STAFFORD: Ms. De Blasi.

19 MS. DE BLASI: Michelle De Blasi for
20 Banner. I just want to know since we're not going to
21 have a chance by the time we get up to turn on to the
22 Banner campus on the next stop, you look at G where we
23 turn on to the Banner campus, if the members could just
24 note some of the features that are next to the campus.

25 Our witness is going to be referring to

1 some of those in his testimony. So be helpful for you to
2 kind of note what's around the facility on that route,
3 when we make the left turn.

4 CHMN STAFFORD: At stop 4, are you talking
5 about the G --

6 MS. DE BLASI: Exactly.

7 CHMN STAFFORD: Got that, Members?

8 (Reporter clarification.)

9 CHMN STAFFORD: The stop 4, the G comment,
10 she said pay attention to that area.

11 MS. HILL: I have a quick question.
12 Mr. Bryner, as I'm standing here and I'm looking straight
13 ahead I see what appears to be a transmission pole. Is
14 that the Irvington to Kino line?

15 MR. BRYNER: No, those are actually 46kV
16 lines that go towards our Pueblo Gardens substation.
17 Those go along 36th Street, those are built to a 138kV
18 standard so they look identical. Those would be retired
19 as part of this project.

20 MS. HILL: Okay. But that pole is the
21 appropriate height, it reflects the same height as the
22 poles would be for this line or no?

23 MR. BRYNER: I would say roughly.

24 MS. HILL: Okay. Thank you.

25 CHMN STAFFORD: Anything further? All

1 right.

2 MR. BRYNER: Can I give a quick preview?

3 MS. DE BLASI: Mr. Bryner.

4 MR. BRYNER: So we're going to follow
5 Route 2 -- sorry -- Route 1 up to the Vine Substation.
6 It is common with some of the other routes, Routes 2 and
7 Routes 3 for a little bit. We are going to be making
8 several jogs where the transmission line doesn't go,
9 again, those are logistical so that we can get around and
10 primarily so we can get over the railroad tracks and
11 Aviation Highway.

12 We are also going to take a detour off of
13 the portion of Campbell Avenue that's not within the
14 gateway so that we can go and drive by our warehouse
15 substation. That's one of the older 46kV substations.
16 That's at point D on route tour map 4.

17 So we'll go see that so you can get an idea
18 of why that infrastructure needs to be replaced, why we
19 feel it needs to be done urgently. Just to give you an
20 idea.

21 CHMN STAFFORD: All right. Anything else?

22 (No response.)

23 CHMN STAFFORD: All right. Let's go off
24 the record and get back on the bus.

25 (TIME NOTED: 11:15 a.m.)

1 (Conclusion of Stop No. 3.)

2

3 (TIME NOTED: 11:46 p.m.)

4 (Arrival at Stop No. 4.)

5 CHMN STAFFORD: Let's go back on the
6 record. We are at stop number 4.

7 Ms. De Blasi, you wanted to point something
8 out in this area.

9 MS. DE BLASI: Yes. The features on the
10 corner passing on to the Banner campus, there's a
11 retention area to the left that you might have noticed,
12 the park feature to the right on the road, which is the
13 buffer between Banner and the Jefferson Park
14 neighborhood, that's part of an agreement that Banner
15 maintains for the neighborhood. And just generally the
16 sort of width and constraints.

17 CHMN STAFFORD: We're back at the future
18 substation.

19 MR. BRYNER: Future Vine Substation, yes.

20 CHMN STAFFORD: So we've seen this already.
21 So do you have -- do you want to tell us what we're going
22 to see next?

23 MEMBER LITTLE: Could I ask a question?

24 CHMN STAFFORD: Sure. Member Little.

25 MEMBER LITTLE: I noticed when we were

1 driving up Campbell that after we were in the Gateway
2 Corridor area section, that, for example, crossing
3 Speedway the 46kV goes underground through the
4 intersection and then there's a riser pole on the other
5 side.

6 If this route were to be approved and if
7 you were to be able to put it overhead, would you
8 underground through the big intersections or just tall
9 poles?

10 MR. BRYNER: Our plan would be no
11 underground on any intersections with the exception of
12 the lower voltage distribution. We would put that
13 underground throughout. So all of the -- all of the
14 distribution you saw along the majority of the left-hand
15 side -- right-hand side -- told you I was dyslexic -- the
16 right-hand side as we were coming up, or the east side of
17 the road that would all go underground if Route 1 were
18 selected.

19 MEMBER RICHINS: Chairman, quick follow-up
20 on that specific -- the lines that go across the street,
21 so they span Campbell from side to side --

22 CHMN STAFFORD: Okay.

23 MEMBER RICHINS: -- that's part of your
24 distribution network, and would those go underground or
25 would they continue to cross the street overhead instead

1 of running parallel they go perpendicular to the other
2 side of the street?

3 MR. BRYNER: Larry, are you visualizing
4 this?

5 MR. ROBINSON: Yeah, it's the same response
6 that we talked about on the alleyways. Right? One
7 structure each side of the street. We would go to a
8 riser pole, go down underneath the street and then riser
9 back up.

10 MEMBER RICHINS: That's what I was
11 wondering, if those would go under.

12 MR. ROBINSON: That's the plan.

13 MEMBER RICHINS: I mean, that's a huge
14 visual impact, the cross wires, too, having those go out
15 there. Thank you.

16 CHMN STAFFORD: Member Hill.

17 MEMBER HILL: So Mr. Bryner, at one point
18 we were talking about the right-of-way -- the corridor
19 width in this section. And I pointed out that like the
20 corridor width in this section included Vine and Ring
21 Road, so we wanted clarity around this.

22 As we were coming up Ring Road, I did take
23 a look at the Banner property. I was curious to hear
24 what the agreement is with the neighborhood, so we
25 understand the context for that. But I feel like at some

1 point you said over the last couple of days that you want
2 too keep the corridor wider in this area to give you
3 flexibility.

4 The Ring Road is a private road; correct?
5 How is Ring Road and Vine -- how are you evaluating the
6 corridor through here?

7 MR. BRYNER: And so there's, as you might
8 have noticed we came in on Ring Road from the east so
9 Ring Road wraps around a ring from --

10 MEMBER HILL: The Banner ring.

11 MR. BRYNER: It's east-west on the stretch
12 we're talking about, north-south along where we're at
13 right now at the future Vine Substation site.

14 So where we're talking about that
15 flexibility was on the east-west portion of Ring, and the
16 reason for that was, again, I think I talked about it a
17 little bit yesterday, but we don't have a right to go on
18 Ring Road because it's not a public road, it's private,
19 whereas Lester we do. And so if Banner didn't want us to
20 go there, but for condemning them we wouldn't be able to
21 go there.

22 MEMBER HILL: Okay. All right. That's
23 helpful.

24 CHMN STAFFORD: Member Little.

25 MEMBER LITTLE: Follow-up question to that.

1 Yesterday, you showed pictures of what the proposed
2 transmission line would look like from one of the patient
3 rooms I assume up high in your building.

4 Can you compare that to what this currently
5 looks like?

6 MS. DE BLASI: Chairman, if I could just
7 answer, it's probably more appropriate for Mr. Bryner.
8 But I believe the rendition, that was the Applicant's
9 rendition. I believe it was KOP 29.

10 That was from the parking garage, that's
11 the three-story garage as you enter that's next to the
12 Banner hospital building, which you'll note there's quite
13 a few windows there which are patient rooms and such, and
14 then you've got the children's tower next to it. And our
15 witness will be showing some rendering from the actual
16 patient rooms, but that rendering was from the parking
17 garage.

18 CHMN STAFFORD: I thought it was the roof
19 of the parking garage.

20 MR. BRYNER: The upper level.

21 MS. DE BLASI: Right, looking out toward
22 the Catalinas, and I believe the testimony was that the
23 current lines are 45 feet of 46kV and the planned lines
24 would be 90 to 95; is that correct, Mr. Bryner?

25 MR. BRYNER: I think Larry testified to

1 that.

2 MR. ROBINSON: Yeah, that's correct, 85
3 to 95.

4 MEMBER LITTLE: Okay. Thank you.

5 MR. BRYNER: I can give you, Member Little,
6 just a little context, the steel -- the weathering steel
7 pole we're seeing to the northeast of us -- northwest of
8 us, that one's 78 foot tall. So that's approximately the
9 height of the new structures we'd be putting in. I
10 didn't look up every pole so I can't tell you how tall
11 this wooden one is.

12 MEMBER GOLD: Mr. Chairman.

13 CHMN STAFFORD: Yes, Member Gold.

14 MEMBER GOLD: Campbell Avenue when we --

15 CHMN STAFFORD: Please speak up.

16 MEMBER GOLD: Campbell Avenue, the road we
17 just drove down, has distribution lines on it; correct?

18 MR. BRYNER: Correct.

19 MEMBER GOLD: If we do not choose Route 1
20 and we choose your preferred route or any other route
21 that doesn't include Campbell Avenue, what happens to
22 those distribution lines? They stay?

23 MR. BRYNER: Correct.

24 MEMBER GOLD: Okay. How did they get
25 permission to be on a corridor or whatever that corridor

1 is called.

2 CHMN STAFFORD: Zone.

3 MEMBER GOLD: Zone.

4 MR. BRYNER: That might be a question for
5 the City.

6 MR. LUSK: If I may, Roy Lusk, City of
7 Tucson, I can't give you that information because I don't
8 know when those poles were installed.

9 MEMBER KRYDER: We can't hear you.

10 CHMN STAFFORD: Yeah, we can't -- speak up,
11 please.

12 MR. LUSK: Sorry, I don't -- I don't know
13 the answer to that question, because I don't know when
14 they were installed, and whether they were installed
15 under prior rights that TEP may have had. The Gateway
16 Corridor Zone does allow for replacement of existing
17 poles.

18 MEMBER GOLD: So may I ask another question
19 of you?

20 MR. LUSK: Sure.

21 MEMBER GOLD: Do you intend to leave those
22 poles up or do you intend to underground them to make
23 your Gateway Corridor look good.

24 CHMN STAFFORD: Member Gold, I believe
25 Mr. Lusk is going to have a witness to testify in the

1 hearing.

2 MEMBER GOLD: We can't ask you questions?

3 CHMN STAFFORD: He's the lawyer. He's not
4 the witness. He hasn't been sworn. We need to ask the
5 witness that gets sworn the question.

6 MEMBER GOLD: Oh, so who should I address
7 that question to?

8 CHMN STAFFORD: Who will be your witness,
9 Mr. Lusk?

10 MR. LUSK: That'll be Mark Castro from the
11 planning and development services department.

12 MEMBER GOLD: So I would request that that
13 question be asked to him at some time. Can you arrange
14 for that?

15 MR. LUSK: Sure.

16 MEMBER GOLD: Thank you.

17 CHMN STAFFORD: Do you have the question,
18 Mr. Lusk?

19 MR. LUSK: I do.

20 CHMN STAFFORD: Okay. Great. So he can
21 prepare his witness to answer that question when he
22 testifies under oath at the hearing.

23 Yes, Mr. Dempsey.

24 MR. DEMPSEY: So I had a question for
25 Larry, and that is when you underground distribution is

1 it one conduit, is it multiple conduits, what size is the
2 conduit?

3 MR. ROBINSON: Yes, we have several
4 different conduit standards in our distribution system.
5 So for feeder distribution which is 600-amp rated, it
6 goes in a six-inch conduit as a standard and we generally
7 like to put a spare conduit in when we're putting in new
8 underground conduit just in case we have a failure or a
9 dig in or something like that. It just helps for
10 restoration of power.

11 Our 200-amp system, which is three phase,
12 but isn't as -- doesn't carry as much power, the standard
13 is a four-inch conduit. All three phases will go into
14 one four-inch conduit, and, again, we like to put at
15 least one spare in that trench with that, so we can
16 restore power easier in the future if needed.

17 And then our single-phase and service
18 conduits are both two and a half inches in diameter.

19 We would probably unlikely put in a spare
20 conduit to a service wire as most of the time if there's
21 failure we can pull out the old service wire and put in a
22 new one.

23 MR. DEMPSEY: Thanks. So on the six-inch
24 one you also put all three --

25 MR. ROBINSON: All three phases are in one

1 conduit.

2 MR. DEMPSEY: And then so as far as the
3 communications go, they each get their own conduit. How
4 does that work? Generally -- I mean, I realize it's
5 different.

6 MR. ROBINSON: Yeah, my understanding is
7 that each service provider, joint-use attacher, would put
8 their own conduit in the ground.

9 MR. DEMPSEY: That's usually two and a
10 half, two inches as well or do you know?

11 MR. ROBINSON: I think that's highly
12 dependent on the utilities that are in service.

13 MR. DEMPSEY: Thank you.

14 CHMN STAFFORD: Member Little.

15 MEMBER LITTLE: Just to follow up, are the
16 conduits for the higher voltage, the distribution that
17 you were talking about, the 600-amp, are they concrete
18 encased? Or just concrete buried -- buried conduit.

19 MR. ROBINSON: On the distribution system,
20 most conduit is direct bury without concrete.

21 MEMBER LITTLE: Thank you.

22 MR. ROBINSON: Yeah, the feeder getaways
23 out of the substations are concrete encased, but that's
24 only right at the substation.

25 MEMBER LITTLE: Thank you.

1 CHMN STAFFORD: Any other questions from
2 members?

3 MS. GRABEL: I have a clarifying question.
4 Mr. Bryner, following up a question that Member Hill
5 asked you, I wasn't here but I understand there was some
6 concern over the width of the corridor along our
7 preferred route when we were going through the virtual
8 tour. Did you remember that?

9 Are we going to actually narrow the
10 corridor requested for the preferred route?

11 MR. BRYNER: We are going to narrow that
12 down everywhere, and we'll have an exhibit for that
13 prepared tomorrow. But we were hoping to keep the
14 400-foot-wide along Route 1 if that were selected.

15 MS. GRABEL: Okay.

16 MR. BRYNER: Sorry. Between the Vine
17 Substation and Campbell Avenue.

18 CHMN STAFFORD: Right. That would allow
19 you to do either Ring Road or the public road which is
20 called --

21 MR. BRYNER: Lester.

22 CHMN STAFFORD: Lester. Okay. That's the
23 point of that; correct?

24 MR. BRYNER: That's correct.

25 CHMN STAFFORD: All right. Do the

1 intervenors have any questions? Any other questions from
2 members? All right. Mr. Bryner, are you going to tell
3 us what's up next on the agenda?

4 MR. BRYNER: Our next stop is to follow
5 Route D, the rest of what we were calling the Campbell
6 Avenue route back to DeMoss-Petrie. I would just ask
7 does the Committee want to do that and then do lunch or
8 do lunch and then do that?

9 CHMN STAFFORD: Members, do you have a
10 preference?

11 MEMBER KRYDER: Let's do that and then
12 lunch.

13 CHMN STAFFORD: That sounds good to me.
14 Anyone else, an opinion?

15 All right. We will continue with the tour
16 and then after we take this next leg we'll do lunch.

17 MEMBER KRYDER: Thank you for asking.

18 CHMN STAFFORD: Anything further?

19 (No audible response.)

20 CHMN STAFFORD: With that, let's go off the
21 record.

22 (TIME NOTED: 11:58 a.m.)

23 (Conclusion of Stop No. 4.)

24 //

25 //

1 (TIME NOTED: 12:16 p.m.)

2 (Arrival at Stop No. 5.)

3 CHMN STAFFORD: Back on the record. We are
4 at stop number 5.

5 Mr. Bryner.

6 MR. BRYNER: So just for the record this is
7 our last time we're going to be at the DeMoss-Petrie
8 location, so if there are any questions with respect to
9 anything around here or what's going on, please ask them
10 now if it requires some visual reference.

11 I think Member Little had -- or no, that
12 wasn't on -- never mind.

13 CHMN STAFFORD: We've been here before, so
14 unless any members have questions or any of the
15 intervenors have questions.

16 MR. LUSK: Just real quick.

17 CHMN STAFFORD: Yes.

18 MR. LUSK: Mr. Chairman, Roi Lusk from the
19 City of Tucson. Mr. Bryner, I'm trying to recall from
20 the visualization from yesterday, but the Grant Road
21 portion is all on the north side? Or does it go back and
22 forth?

23 MR. BRYNER: So we -- in the 3D tour we
24 did --

25 MR. LUSK: Yes.

1 MR. BRYNER: -- we were showing it on the
2 north side. But it could be on the south side, again,
3 with the corridor we're requesting. What we would like
4 to do is possibly reuse the 46kV infrastructure on the
5 south side, because that was recently built or rebuilt as
6 part of the Grant Road expansion, and to a 138kV
7 standard. So that 46kV line will no longer be needed
8 once we finish this project.

9 And so -- and, in fact, we'll be able to
10 retire that line before finishing this because we have
11 multiple sources into the sub. And so use that for our
12 138kV line.

13 MR. LUSK: Okay.

14 CHMN STAFFORD: But in the end there'll be
15 one line on Grant Road.

16 MR. ROBINSON: Clark, can I clarify one
17 point? The way -- the way it is currently preliminarily
18 designed from Flowing Wells to 15th Avenue or 15th Road;
19 right, it'll be on the north side and collocate with the
20 existing 46 and then cross to the south side to utilize
21 the existing 46kV lines that Clark was just describing.

22 MR. LUSK: Thank you.

23 CHMN STAFFORD: Any other questions? All
24 right. Mr. Bryner, I believe the next stop instead of
25 being number 6 will be lunch.

1 MR. BRYNER: Will be lunch. But we will
2 do -- follow the tour map between stops 5 and 6, which is
3 map 6 part of the way back along Grant Road to Stone, but
4 we're going to go down Stone to Brother John's for lunch
5 and then we'll go back up Stone to Grant Road and finish
6 up the rest of map 6 which is Route A.

7 CHMN STAFFORD: Anything further?

8 (No audible response.)

9 CHMN STAFFORD: Let's go off the record.

10 (TIME NOTED: 12:19 p.m.)

11 (Conclusion of Stop No. 5.)

12

13 (TIME NOTED: 2:00 p.m.)

14 (Arrival at Stop No. 6.)

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

16 We're now at stop 6, Vine, the proposed
17 Vine Substation. We have a total number of 11 stops but
18 the most value of the tour is actually traveling the
19 route. So in the interest of saving time and staying out
20 of the heat --

21 MEMBER KRYDER: Map 7.

22 CHMN STAFFORD: You're at stop 6.

23 MEMBER KRYDER: Oh, 6.

24 CHMN STAFFORD: 6 and 7 is the same, it's
25 the proposed Vine Substation which we've been to at least

1 once before, twice before, so I propose we just continue
2 the rest of the route, but kind of roll through the
3 stops, not actually stop and get out, because I think if
4 the members have questions you can note them on the map
5 and then we could ask them back at the hearing.

6 MEMBER KRYDER: That's a good plan.

7 CHMN STAFFORD: It's getting hotter and
8 hotter, and the shade is getting fewer and far between.
9 So I think it would be prudent to just -- the most value
10 is just driving the routes to see what the streets look
11 like and see what we're looking at and see where the
12 lines would be to give us -- we can have a better sense
13 of what is there. So does that --

14 MEMBER KRYDER: Terrific.

15 CHMN STAFFORD: Does that sound good to
16 everyone? Intervenors? Applicant? Members?

17 MR. LUSK: City of Tucson concurs.

18 CHMN STAFFORD: All right. Well, with that
19 we'll resume the tour, but at each stop instead of
20 stopping, getting off the bus, we'll keep going on. I
21 think the narrative should be that's been provided,
22 should be sufficient to point out what we're looking at.

23 If you have questions, you can't ask them
24 on the bus. We need to have them done on the record
25 before the court reporter; she's not set up on there. So

1 if you could just make a note, when we get back to either
2 the hotel -- we're going to go back to the hotel after we
3 complete the tour, go on the record, and it was my intent
4 to just recess for the day and just deal with any issues,
5 get ready for tomorrow morning and come back -- recess
6 for the day and then come back tomorrow at nine and
7 finish up. The applicant's got two panels left.

8 Mr. Bryner, again, has got the outreach
9 covered, and then there's another panel with I believe
10 Mr. Robinson and the expert -- what's your name again,
11 sir?

12 MR. JOCHAM: Mr. Jocham.

13 CHMN STAFFORD: There you go.

14 MEMBER RICHINS: We've been waiting for
15 him.

16 MS. DE BLASI: Chairman, I'm sorry.

17 CHMN STAFFORD: Yes.

18 MS. DE BLASI: Can I just point out one
19 thing while we're here just because it's just the
20 proximity that we're going to be talking about. So if we
21 go back out the way we just came, you'll note there is a
22 helipad on top of the hospital where there's a helicopter
23 right now.

24 CHMN STAFFORD: Yeah. You saw it on the
25 way in.

1 MS. DE BLASI: Yeah, perfect, so if the
2 Committee members would just note the proximity of the
3 helipad to the road, that would be fine.

4 CHMN STAFFORD: Excellent. All right. Any
5 questions before we get back and complete the tour?

6 (No audible response.)

7 CHMN STAFFORD: All right. Thank you very
8 much.

9 With that, let's go off the record.

10 (TIME NOTED: 2:03 p.m.)

11 (Conclusion of Stop No. 6.)

12

13 (The tour concluded at 3:23 p.m.)

14 (The hearing resumed at 3:38 p.m.)

15 CHMN STAFFORD: Let's go back on the
16 record. We have completed the tour. I think that it was
17 very informative. I'd like to commend the Applicant for
18 putting it together, having the narration that was filed
19 as the buses were moving at the certain observation
20 points to point out what we were looking at. I think
21 that was extremely helpful and I would like to say that
22 you have set the bar very high for future tours.

23 MS. GRABEL: All right.

24 MS. HILL: That includes ourselves,
25 unfortunately.

1 CHMN STAFFORD: I think we've seen enough
2 for today. Tomorrow we'll be back. You still have your
3 second panel on. I believe that you were going to wrap
4 up some comparisons about the different segments of the
5 line, and after that you have Mr. Bryner on, is it panel
6 of one, with the outreach and notice provisions, then
7 follow that would be the fourth panel with your
8 underground expert.

9 MS. GRABEL: That was the plan. However,
10 we were thinking that because there's a lot of interest
11 in the undergrounding panel, perhaps it makes sense to do
12 the undergrounding panel before Mr. Bryner's public
13 outreach section. That's of course assuming there's no
14 objection from the other parties or the Committee
15 Members.

16 MR. LUSK: If I could, please, Mr. Chair.
17 Go ahead.

18 CHMN STAFFORD: I think it's an excellent
19 suggestion. I think everyone, that's kind of the meat of
20 the subject that we really need to get to is the
21 undergrounding issue. I think that you would make more
22 sense to get to that sooner than later.

23 Mr. Lusk, did you have a thought on that?

24 MR. LUSK: Yes, Mr. Chairman.

25 Unfortunately, I will be unavailable from nine to about

1 11 tomorrow. Ms. Stash will be available here, but I was
2 hoping to be able to conduct my cross in person, so we
3 would sort of be more apt to want to have the -- sorry,
4 I'm blanking right now because it's so hot.

5 MS. GRABEL: Public outreach.

6 MR. LUSK: The public outreach -- thank
7 you -- panel first if that's possible.

8 CHMN STAFFORD: I think -- frankly I don't
9 think you'd get to your cross on the undergrounding panel
10 before 11.

11 MR. LUSK: Understood.

12 CHMN STAFFORD: Even in the most optimistic
13 scenario. So certainly we could -- you'll be available
14 for cross after that. There's only -- but there's a
15 presentation for his direct, so I don't know, the only
16 thing you'd really be missing out would be any questions
17 from the members that you missed, I think.

18 MR. LUSK: Right.

19 MEMBER LITTLE: Mr. Chairman.

20 CHMN STAFFORD: Yes, Member Little.

21 MEMBER LITTLE: I'm just wondering if
22 Mr. Lusk may feel he would prefer to hear the
23 presentation.

24 MR. LUSK: That would be my preference.

25 Thank you, Member Little.

1 MEMBER LITTLE: To help with developing
2 questions.

3 MR. LUSK: But obviously we're only one
4 party so we understand.

5 CHMN STAFFORD: Mr. Dempsey.

6 MR. DEMPSEY: So is that -- are we still
7 going to do the route summary parts? Do we have to do
8 that?

9 CHMN STAFFORD: Not today. That's what
10 we'll start tomorrow, with the route summary.

11 MR. DEMPSEY: So that might take an hour.

12 CHMN STAFFORD: Well, I guess it would
13 depend how much, how many questions the members have. I
14 know they had some questions about that, but I don't
15 think -- I'd be surprised if it took an hour.

16 MR. DEMPSEY: All right. I was just
17 throwing that out there.

18 CHMN STAFFORD: Ms. De Blasi, any thoughts?

19 MS. DE BLASI: Banner doesn't have a
20 preference either way. Whatever works best.

21 CHMN STAFFORD: All right. So Mr. Lusk,
22 you'd be -- you said you'd be here by 11?

23 MR. LUSK: That's -- that's my goal. And
24 we're doing some interviewing in our office and we'll
25 conducting those interviews at nine and ten.

1 CHMN STAFFORD: Okay. Well, we'll be
2 starting with the questions, the route comparisons and
3 then we'll see how long it takes us. I think if we
4 start, if we start the undergrounding panel at around 11,
5 11:15, Ms. Grabel, do you think that would be able to get
6 through direct through that day and get to cross?

7 MS. GRABEL: Mr. Chairman, Committee
8 Members, I suppose that depends on how many, how much --
9 how many questions the committee members have, and I
10 assume you have quite a few questions. I would also note
11 that I don't think the public outreach section is going
12 to take very long.

13 CHMN STAFFORD: Right.

14 MS. GRABEL: So I'm not even sure if we do
15 the summaries and the public outreach we're going to get
16 much past ten.

17 CHMN STAFFORD: Okay.

18 MS. GRABEL: And the City does have two
19 attorneys here.

20 CHMN STAFFORD: Right. Okay. I'm just --
21 now, is there any availability -- is there any issues
22 with availability for your undergrounding witnesses?

23 MS. GRABEL: Thank you, Mr. Chairman. No.
24 Our expert is available to testify next week as well. We
25 do have somebody who is providing backup to him and that

1 person is going to change out between Friday and Monday,
2 but we have coverage all week.

3 CHMN STAFFORD: Okay. But your primary
4 expert will be available Friday and Monday?

5 MS. GRABEL: Yes.

6 CHMN STAFFORD: Okay. All right, well, I
7 think -- we'll be back here at nine, we'll start with the
8 segment questions that the members had. We'll probably
9 get through the outreach thing, I mean, all the exhibits
10 have been stipulated for admission, so that shouldn't
11 really shouldn't take very long. And then we'll just
12 start with the final panel. Mr. Lusk, you said you
13 had -- who's your colleague that would be attending
14 instead?

15 MR. LUSK: That would be Ms. Stash.

16 CHMN STAFFORD: Okay. Well, she'll be
17 here, right?

18 MR. LUSK: She will be.

19 CHMN STAFFORD: Okay. And then I'm sure
20 you'll still be -- she'll -- yeah, I don't think she'll
21 even have a chance to cross-examine before 11.

22 MR. LUSK: Understood, Mr. Chair. Thanks.

23 CHMN STAFFORD: Okay. All right. Any
24 questions from members? Any comments to make?

25 Member Hill.

1 MEMBER HILL: I just want to say thanks for
2 the tour today. I know it was a big lift, I mean, but
3 really great tour, impressive. Thanks for finding all
4 the right stops, keeping in the shade, taking good care
5 of us. So, thank you.

6 MS. GRABEL: Mr. Chairman, Member Hill, we
7 have to give a big shout-out to Clark and Adriana and Eli
8 for pulling that together. When we toured the routes
9 initially we didn't have the narrative and Meghan and I
10 were like, we can't do it like this, and kind of tasked
11 them with that and they did it very quickly, and I think
12 they did a very commendable job as well.

13 MEMBER LITTLE: Mr. Chairman.

14 CHMN STAFFORD: Yes, Member Little.

15 MEMBER LITTLE: Ditto.

16 CHMN STAFFORD: All right. Well, thank you
17 all. We will recess for the day and be back here
18 tomorrow morning at nine a.m.

19 We stand in recess.

20 (Proceedings recessed at 3:45 p.m.)

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25

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