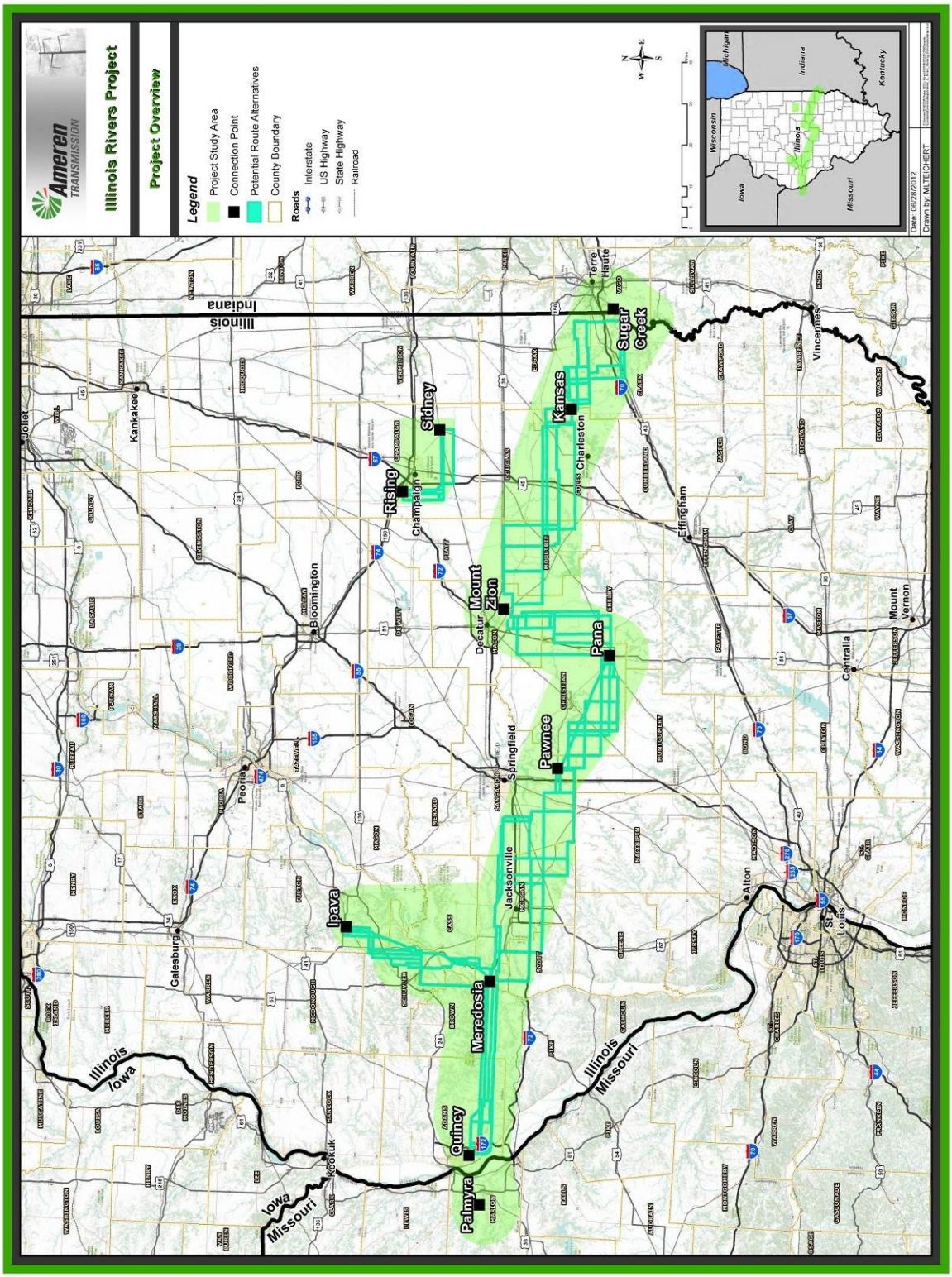
**Figure 6. Potential Route Alternatives**



**Selection of the Proposed Routes**

Following the Phase II public meetings, the general substation siting areas were further reduced in size, the potential route alternatives were further studied and modified to accommodate the modified substation siting areas, and Phase II public input was incorporated. The environmental criteria evaluated were also further refined. For example, rather than evaluating the occurrence of land zoned or classified as residential, the number of homes (based on aerial interpretation and helicopter reconnaissance) within proximity to the potential route alternatives was evaluated.

The Proposed Routes emerged as the optimum locations for the proposed transmission line where the potential for environmental impacts could be reduced or minimized; or, if there was no measurable advantage for incurring additional line length in an effort to offset potential environmental impacts, then line length and other considerations that require additional cost were reduced. In some cases, the cumulative potential for impact clearly drove distinction between route alternatives. In others, the route alternatives were generally comparable and emphasis was placed on the potential for impact associated with the "high" sensitivities (cemeteries, churches, existing drainage features, prime farmland, residential use areas, schools and wooded areas). There were also instances where even though the cumulative total would marginally favor one alternative over another, emphasis was still placed on the potential for impact associated with the "high" sensitivities because the delta between values of occurrence associated with one or more of these features was more significant than the overall cumulative difference between the route alternatives.

The Proposed Routes collectively include a Primary and Alternate Route for each portion of the Project, in addition to various segment options. Between Pawnee and Pana, there are two alternate routes (Alternate Route 1 [north route] and Alternate Route 2 [south route]). The segment options provide for localized segment alternatives or maneuverability between sections of the primary and alternate routes.

Between the Mississippi River and the Meredosia Substation, the Proposed Routes best represent one or more of the following: 1) less potential for cumulative environmental impact, 2) less potential for impact to existing residences and/or 3) less extent of tree removal required.

Between the Meredosia and Ipava substations, the Proposed Routes best represent one or more of the following: 1) less potential for cumulative environmental impact, 2) less potential for impact to existing residences, 3) less extent of tree removal required and/or 4) less potential for impact to existing center pivot irrigation.

Between the Meredosia and Pawnee substations, the Proposed Routes best represent one or more of the following: 1) less potential for cumulative environmental impact and/or 2) less potential for impact to existing residences.

Between the Pawnee and Pana substations, the Proposed Routes best represent one or more of the following: 1) less potential for cumulative environmental impact and/or 2) less potential for impact to existing residences.

Between the Pana and Mt. Zion substations, the Proposed Routes best represent one or more of the following: 1) less potential for cumulative environmental impact and/or 2) less potential for impact to existing residences.

Between the Mt. Zion and Kansas substations, the Proposed Routes best represent one or more of the following: 1) less potential for cumulative environmental impact and/or 2) less potential for impact to existing residences.

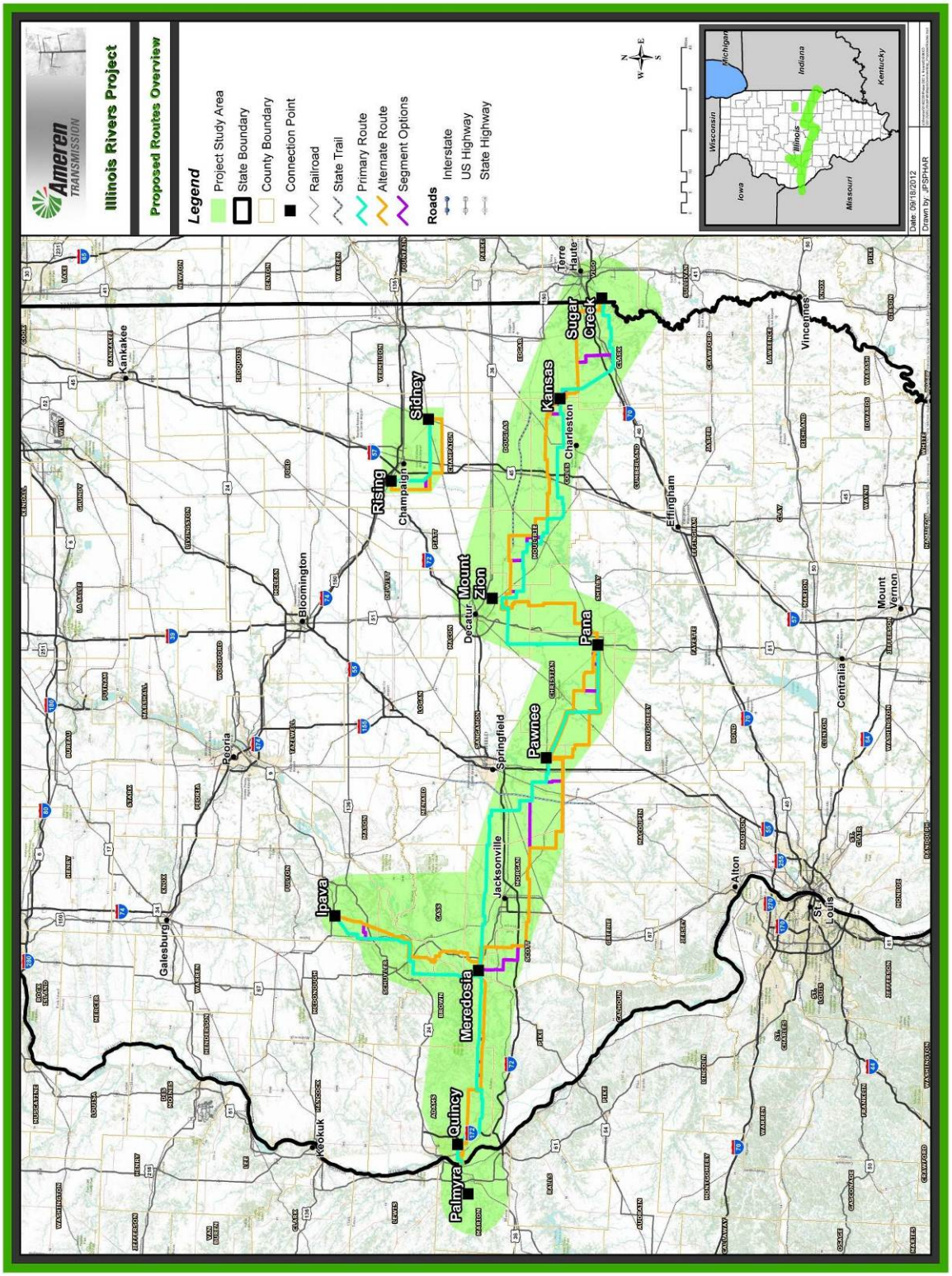
Between the Kansas Substation and the Indiana state line, the Proposed Routes best represent one or more of the following: 1) less potential for cumulative environmental impact, 2) less potential for impact to existing residences and/or 3) less extent of tree removal required.

**Selection of the Primary Route**

After the Proposed Routes were identified, they were further studied to allow for a comparative assessment of cost, conceptual design and constructability considerations in addition to the potential for environmental impact. Conceptual design considerations included, as two examples, the estimated number of poles and the estimated number of angles. Constructability considerations included, as two examples, anticipated availability of existing access and anticipated extent of preparation required for the right-of-way or access to the right-of-way (based on review of aerial photography and helicopter reconnaissance).

The Primary Route was selected as such for each portion of the Project and is preferred because it has the lowest potential for impact. The Primary Route generally has the lowest cumulative occurrence of associated sensitivities, though in some cases a reduction in the number of homes impacted or acres of tree removal required superseded the lowest cumulative occurrence (where there was not a significant variation in quantities of occurrence of other sensitivities). Though some portions of the Primary Route are longer than the same portions of the Alternate Route, the increase in length allowed for the tradeoff of other potential impacts that could require additional cost (whether it be costs associated with construction or easement acquisition). While additional length typically translates to greater cost, the Primary Route is still cost effective. Figure 7 depicts the proposed Primary and Alternate routes, in addition to the proposed segment options.

**Figure 7. Proposed Routes**



Between the Mississippi River and the SE Quincy Substation, there are no homes within 150-feet of the Primary Route. While marginally more tree removal is anticipated along the Primary Route, the Primary Route is approximately one mile shorter in length and has a lower associated cost.

While the Primary Route between the SE Quincy and Meredosia Substations has a marginally higher cost and marginally more tree removal is anticipated than the Alternate Route, there are significantly fewer homes located within 150-feet of the Primary Route. The two routes are generally comparable in length.

Between the Meredosia and Ipava substations, there is one less home within 150-feet along the Primary Route. While more tree removal is anticipated along the Primary Route and it is approximately one mile longer than the Alternate Route, it still has a lower associated cost.

Between the Meredosia and Pawnee substations, there is more than twice the number of homes within 150-feet along the Alternate Route. Marginally less tree removal is anticipated along the Primary Route. The Primary Route is approximately seven miles shorter in length and has a lower associated cost.

Between the Pawnee and Pana substations, significantly more tree removal is anticipated along Alternate Route 2. Marginally more tree removal is anticipated along the Primary Route than Alternate Route 1. Alternate Route 1 is the longest of the three routes and has significantly more homes within 150-feet than either the Primary Route or Alternate Route 2. While the Primary Route has a marginally higher associated cost than Alternate Route 2, one less home is located within 150-feet of the Primary Route when compared to Alternate Route 2.

Between the Pana and Mt. Zion substations, less tree removal is anticipated along the Primary Route. The Primary Route is almost four miles shorter than the Alternate Route and lower cost.

While the Primary Route between the Mt. Zion and Kansas substations is almost two miles longer, marginally less tree removal is anticipated along the Primary Route. Two fewer homes are located within 150-feet of the Primary Route. The Primary Route is lower cost.

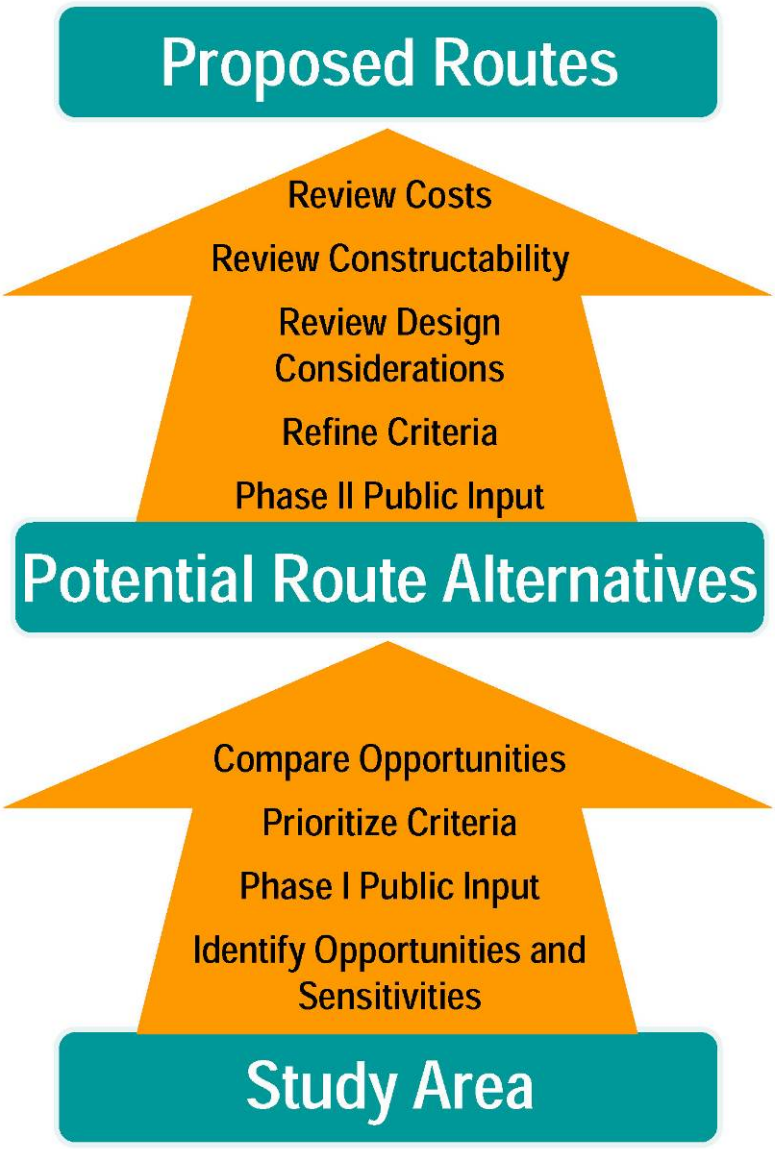
While the Primary Route between the Kansas Substation and the Indiana state line is almost four miles longer and has a higher associated cost, there are four fewer homes within 150-feet of the Primary Route. Marginally less tree removal is anticipated along the Alternate Route.

Between the Sidney and Rising Substations, the Primary Route is approximately nine miles shorter and more homes are located within 150-feet of the Alternate Route. The Primary Route has a lower associated cost.

**Summary of the Route Development and Selection Process**

Figure 8 graphically depicts a summary of the route development and selection process. As previously described, decision-making was methodical and consistent throughout the overall process.

**Figure 8. Route Development and Selection Process**

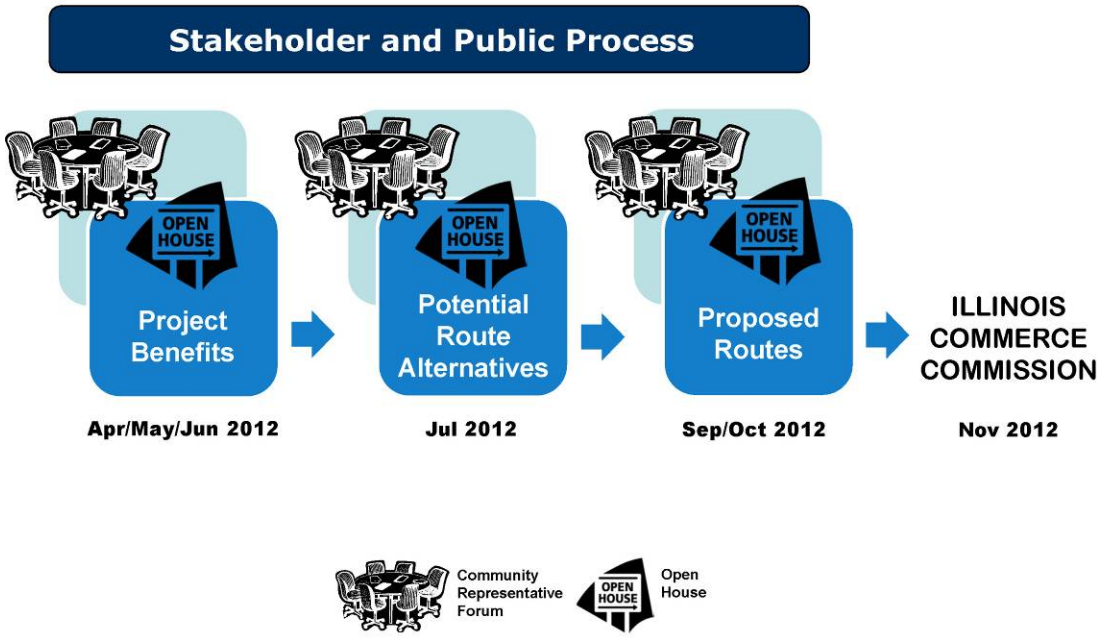


**STAKEHOLDER ENGAGEMENT AND PUBLIC INVOLVEMENT PROCESS**

ERM assisted ATXI in facilitating a process which integrated stakeholder engagement and public involvement into three phases of route development and selection: Phase I, Need and Benefits; Phase II, Potential Route Alternatives; and Phase III, Proposed Routes. The general process entailed formal stakeholder engagement; initial emphasis on the need and benefits of the Project and encouraging understanding as to how routes would be developed and selected; and the early engagement and ongoing involvement of stakeholders and members of the general public.

A series of nine community representative forum meetings was conducted for each phase of route development and selection. A series of open houses also was conducted subsequent to (Phase I) or concurrent with (Phases II and III) the community representative forum meetings. The community representative forum meetings differed from the open houses only in the presentational format. While the community representative forum meetings allowed for a formal presentation of information to a smaller group audience and their involvement in interactive exercises (venues were arranged classroom style and information shared via a Microsoft PowerPoint presentation projected to a large screen), the open house venues allowed for one-on-one exchanges of information in a more casual format (informational stations specific to some subject matter located around each venue). The same information was presented at each series of community representative forum meetings and open houses respective to each phase.

**Figure 9. Integrated Siting Study and Stakeholder Engagement/Public Involvement Process**



Once the Project area was established, potential stakeholders that may be affected by the Project were identified. Many of these stakeholders were contacted as part of the preliminary data collection effort. Potentially affected stakeholders then made up the list of invitees to participate in the community representative forum meetings. Invitees to participate in the community representative forum meetings included local elected officials, agency representatives, and other representatives of local public constituencies. Participation in the community representative forum meetings allowed attendees to share with ATXI any local concerns or perceptions while also being informed of the Project so they could be responsive to their constituents. Appendix B includes a list of the representative stakeholders invited to participate in the community representative forum meetings.

**Community Representative Forum Meetings and Open Houses**

The first series of community representative forum meetings (April/May/June 2012) was largely focused on discussing the need and benefits of the Project and the environmental criteria that would serve as the basis for route development and selection. Nine community representative forum meetings were conducted throughout the Project study area. Information pertaining to Project need and benefits, engineering considerations, route development and selection, as well as regulatory review and easement acquisition were also discussed. Individual invitation letters (more than 2,130) were mailed to stakeholders requesting their participation. Attendance at the first series of community representative forum meetings included 97. Direct input from stakeholders was encouraged through an interactive criteria prioritization exercise. A second group exercise was aimed at reinforcing the balance of trade-offs associated with route selection. Additionally, focused comment forms were distributed. Appendix C includes copies of the community representative forum presentations.

The first series of open houses, which included 24 meetings, was conducted in May and June 2012. The open houses were advertised in local newspapers and through poster-size flyers posted throughout the communities where meetings were to be held. The meetings were also listed on the Project website and press releases were issued. More than 250 members of the public attended the Phase I open houses. Information shared during the first series of open houses was similar to that described above for the first series of community representative forum meetings. Open house attendees were asked to place three colored sticker dots by the three environmental criteria most sensitive to them, as listed on a large display board. Additionally, focused comment forms were distributed. Open house attendees were also given the opportunity to view specific areas within the Project study area and provide comments at interactive geographic information system (GIS) stations.

The second series of community representative forum meetings (July 2012) was largely focused on discussing the need and benefits of the Project and the potential route alternatives that had been identified. Nine community representative forum meetings

were again conducted throughout the Project study area. Information pertaining to Project need and benefits, engineering considerations, route development and selection, as well as regulatory review and easement acquisition were also discussed. Individual invitation letters (more than 1,980 with prior 'Return to Sender' addresses having been removed) were mailed to stakeholders requesting their participation. Attendance at the second series of community representative forum meetings included 109. Direct input from stakeholders was encouraged through two interactive exercises, one aimed at reconfirming key routing considerations and the other, a group exercise, aimed at reinforcing the balance of trade-offs associated with route selection. Additionally, focused comment forms were distributed.

The second series of open houses, which included 22 meetings, was also conducted in July 2012. The open houses were advertised in local newspapers and through poster-size flyers posted throughout the communities where meetings were to be held. The meetings were also listed on the Project website and press releases were issued. Direct mail invitations (more than 47,000) were also sent to residents or landowners generally within a half-mile of the potential route alternatives. The mailing list was derived from county property record information, where such information was electronically available, and a third-party zip code mailing list. Residents within any zip code area affected by the potential route alternatives received a direct mail invitation. More than 890 members of the public attended the Phase II open houses. Information shared during the second series of open houses was similar to that described above for the second series of community representative forum meetings. Open house attendees were asked to place colored sticker dots by a single environmental feature or group of features most sensitive to them, as listed on a large display board. They were also asked to place a colored sticker dot by the type of opportunity of which they prefer that the proposed transmission line parallel. Additionally, focused comment forms were distributed. Open house attendees were also given the opportunity to view specific areas within the Project study area and provide comments at interactive GIS stations.

The third series of community representative forum meetings (September/October 2012) was largely focused on discussing the need and benefits of the Project and the proposed routes that had been identified. Nine community representative forum meetings were again conducted throughout the Project study area. Information pertaining to Project need and benefits, engineering considerations, route development and selection, as well as regulatory review and easement acquisition were also discussed. Individual invitation letters (more than 2,030) were mailed to stakeholders requesting their participation. Attendance at the third series of community representative forum meetings included 120. Focused comment forms were distributed.

The third series of open houses, which included 24 meetings, was also conducted in September/October 2012. The open houses were advertised in local newspapers and through poster-size flyers posted throughout the communities were meetings were to

be held. The meetings were also listed on the Project website and press releases were issued. Direct mail invitations (more than 47,000) were also sent to residents or landowners within a half mile of the potential route alternatives. The mailing list was derived from county property record information. For counties where landowner information was not readily available electronically, an effort was made to capture this information from hard copy information available onsite at county offices. The Phase II third-party zip code mailing list was also retained. Property owners within 200-feet of the Proposed Routes, or within 450-feet of any major angle along the Proposed Routes, received an invitation that also specifically identified that their property may be affected. A copy of this invitation is included in Appendix D. All others on the mailing list received a general invitation to participate. More than 1,950 members of the public attended the Phase III open houses. Information shared during the third series of open houses was similar to that described above for the third series of community representative forum meetings. Focused comment forms were distributed. Open house attendees were also given the opportunity to view specific areas within the Project study area and provide comments at interactive GIS stations.

**Other Information Sharing Techniques**

A media briefing was facilitated in advance of multiple open houses during Phase I. Various media outlets were invited to attend the Phase II and III open houses. A Project website (http://www.ilriverstransmission.com) was established and regularly updated. Additionally, a toll free Project hotline (1-800-229-9280) was established.

**Summary of the Integrated Stakeholder Engagement/Public involvement Process**

Openness with participating stakeholders and members of the public was maintained throughout the process and their input was incorporated into the route development and selection process. The process was aimed at encouraging an understanding as to Project needs and benefits and how the Proposed Routes were selected. Letters received from stakeholders are provided in Appendix E.

A total of 97 (27 community representative forum meetings and 70 public open houses) public meetings were conducted. More than 325 collectively participated in the three series of community representative forum meetings. More than 2,800 collectively participated in the three series of open houses. This is a combined total of 3,130 participants in the public process. More than 450 comment forms have been received. More than 220 calls have been logged to the Project hotline. Figure 10 depicts those properties occurring along the Proposed Routes of which an owner or associated party participated in the stakeholder engagement/public involvement process.