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CITY PLANNER
Tina Crawford

WASILLA PLANNING COMMISSION

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Jessica Dean, Seat C
Loren Means, Seat D
Glenda Ledford, Seat E

**CITY OF WASILLA
PLANNING COMMISSION MEETING AGENDA
WASILLA CITY COUNCIL CHAMBERS**

Wasilla City Hall, 290 E. Herning Avenue, Wasilla, AK 99654 / 907-373-9020 phone

SPECIAL MEETING

6 P.M.

JULY 28, 2015

- I. CALL TO ORDER
- II. ROLL CALL
- III. PLEDGE OF ALLEGIANCE
- IV. APPROVAL OF AGENDA
- V. PUBLIC PARTICIPATION (*five minutes per person, for items not scheduled for public hearing*)
- VI. NEW BUSINESS (*five minutes per person*)
 - A. Committee of the Whole
 1. MEA transmission line update.
- VII. AUDIENCE COMMENTS
- VIII. STAFF COMMENTS
- IX. COMMISSION COMMENTS
- X. ADJOURNMENT

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July 20, 2015

Tina Crawford
City Planner
City of Wasilla Planning Office
290 East Herning Avenue
Wasilla, AK 99654-7091

Subject: MEA Wasilla Transmission Line
Public Process Information

Dear Tina:

Enclosed you will find a compilation of the preliminary raw data collected by Matanuska Electric Association, Inc. during a public information process to assess potential transmission line route through the City of Wasilla.

As discussed with City staff and the Planning Commission, to ensure transparency and support constructive, good faith conversations, MEA is providing the Commissioners and City staff all data collected during our public process prior to proceeding with the preferred transmission line route selection.

This package includes:

- A current map of the possible route segments.
- A compilation of the comments received by MEA during the public information process.
- Preliminary criteria for analyzing the comments received and other known impacts.
- A summary of the preliminary data collected for each route segment based on the preliminary criteria.

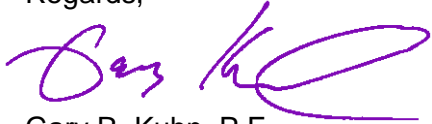
As you will see, turning public comments and impacts into data that can be objectively and comparatively analyzed is no small task. We urge the Commission to read the supporting documents first to put context behind the subsequent pages of raw data.

From this mass of data we will prepare a first level summary analysis and short narrative about the several individual alignments within each of the potential 24 Theater and 40 Gully alternatives. From that summary we will make a second level determination of which of the 24 Theater and 40 Gully alternatives should be considered for further analysis. Our third level analysis will be identification of one to three of the best

alignments from each route. Our intent is to highlight two or three of these preferred alternatives at the Planning Commission meeting on July 28.

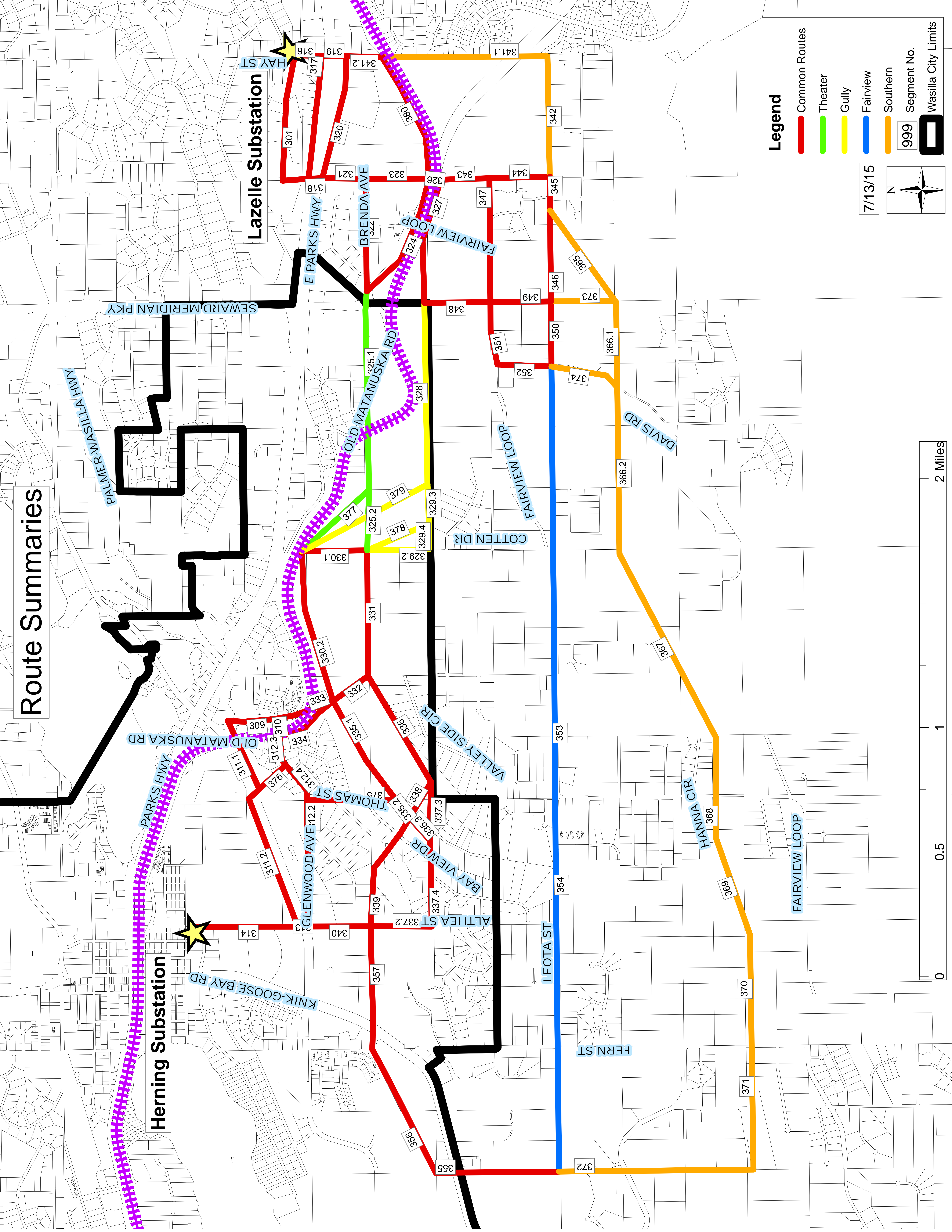
We look forward making a presentation to the Planning Commission to provide an update on our progress since the last workshop and determine next steps in the process to find a permissible transmission route through the City of Wasilla. Please contact Dan Beardsley at (907) 646-5139 if you have questions or need additional information.

Regards,



Gary R. Kuhn, P.E.
Director of Engineering

Route Summaries



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MEA WASILLA TRANSMISSION LINE - PUBLIC COMMENTS			
	Line Segment	Name	Comments
1	353	Aaron Malone	If you cannot get the line to go down the Parks Highway then don't build it at all. That is the shortest and least expensive. Paint the poles green and say it looks like the trees. The least alternative would have my vote. The Fairview Loop would be the least desirable due to the high cost (I have to pay for it in rate hikes). The Theater or Gully routs would appear to have the least impact on residents. Therefore the Gully is first and The Theater is the second best option. Thank you for considering my comments. ps hope to see you on June 11, 2015 at 6pm.
		Aaron Malone	If you cannot get the line to go down the Parks Highway then don't build it at all. That is the shortest and least expensive. Paint the poles green and say it looks like the trees. The least alternative would have my vote. The Fairview Loop would be the least desirable due to the high cost (I have to pay for it in rate hikes). The Theater or Gully routs would appear to have the least impact on residents. Therefore the Gully is first and The Theater is the second best option. Thank you for considering my comments.
2	339	Amber Rausa	Hey my name is Amber Rausa, and our family just complete our new home on 700 e Creekside Dr. in Wasilla. We bought a foreclosed house and completely re – built it just because it was on a good 1.55 acre lot in city limits and we did all the work out of pocket and by ourselves. We have had all 3 children in this 5 year project and have planned on living on this land for the rest of our lives. We have had to have surgery with two of our children in the past 5 years, so times have not been the easiest. We love our house and the property and would love to keep it and raise all or kids here. I do not want the large transmission line going right through our property. It seems that the plan is for it to go directly through our back yard. I would have to consider moving if the line goes in, and we would be losing a lot of hard work and love that has gone into this property. We are both 29 years old and have been married for 10 years. My husband and children are born and raised here in the valley and we would love for someone to keep us in mind and all the hard work that we have done by ourselves.
		Amber Rausa	Hey my name is Amber Rausa, and our family just complete our new home on 700 e Creekside Dr. in Wasilla. We bought a foreclosed house and completely re – built it just because it was on a good 1.55 acre lot in city limits and we did all the work out of pocket and by ourselves. We have had all 3 children in this 5 year project and have planned on living on this land for the rest of our lives. We have had to have surgery with two of our children in the past 5 years, so times have not been the easiest. We love our house and the property and would love to keep it and raise all or kids here. I do not want the large transmission line going right through our property. It seems that the plan is for it to go directly through our back yard. I would have to consider moving if the line goes in, and we would be losing a lot of hard work and love that has gone into this property. We are both 29 years old and have been married for 10 years. My husband and children are born and raised here in the valley and we would love for someone to keep us in mind and all the hard work that we have done by ourselves.

3	North of the Highway	Amy Henry	Run power lines through Fairview loop	Fairview Testimonies, refer to comment sheet for full comment
4		Archie Giddings	Would not like it to be overhead, protect the view shed	Fairview Testimonies, refer to comment sheet for full comment
5	339	Autumn Bentz	Orange route [southern] is overall preferred route. Preferred red route 314 to 311.2 to 311.1 to 309 to 333 to 330. I strongly oppose route 339 as it would put a pole right in my front yard as I also own the small triangle shaped property across the street- this would completely destroy my property value (and make me very, very sad). I veto the red route!	Neighborhood Meeting Comment Sheet
6		Barbara J. Tammy Miller	Parks Highway? ???	Fairview Testimonies, refer to comment sheet for full comment
7		Barry Munsell	(1) Impact on esthetics of building (2) Impact on landscaping	
8	335.1, 375, 334, 312.1	Bernd Richter	With respect to long-term planning and bringing power to newly developed areas south of Wasilla, only one of the southern routes (Fairview or Southern) would appear to make sense. The higher construction cost now will be offset later.	T-Line Open House Comment Sheets
9	372	Betty A Carrington	Prefer Fairview Loop maps with a possible change to go from 354 north on Althea to 337.2. Have some concerns about HF feed back from large lines.	T-Line Open House Comment Sheets
10	-	Bobby W. King	Theater Route.	T-Line Open House Comment Sheets
11	353	Brenda Muller	Opposed to cottle/Fairview loop and in favor of Parks highway	Fairview Testimonies, refer to comment sheet for full comment
	353	Brenda Muller	Although I do not favor any route other than the Parks Highway, I particularly do not favor the Fairview Loop Route! I don't want my 6 yr old grandson to grow up being exposed to them daily if they were in his front yard on Fairview Loop or within a block of them when he is at my house near Fairview Loop and Alder. Not cool! Do the right thing...Bury those lines along the Parks near the 3-phase demand those lines will support!	Email comments
	353	Brenda Muller	The only acceptable route is the Parks Highway as determined in previous public process. The 4 suggested routes at this open house are not acceptable and would be too close to where my grandchild lives and plays. MEA needs to move to the 21 st century-put them underground along the Parks Highway.	T-Line Open House Comment Sheets

12 & 13	337.4	Brian and Felicidad Gelting	There should not be an overhead line on Glenwood, Thomas View, Bayview Drive and Linda Circle. It will de-value the property in this neighborhood tremendously. Please hear us! All the lines should have been put in years ago outside city limits and now the lines should be underground. Thank you and keep us posted. The orange route [southern] is definitely the best of all.	Neighborhood Meeting Comment Sheet
14	353	Bruce Muller	This power line is a direct result of the commercial growth of Downtown Wasilla. It is not a residential problem. The power lines are unsightly and the City of Wasilla doesn't want them in their front yard. Me either. The cost to bury lines should be borne by those requiring the power. Just as city water and sewer are pro-rated, so should the electrical utility. Charge those unwilling to have them on poles. Downtown to bury them whatever route is chosen. Not in my yard.	T-Line Open House Comment Sheets
	353	Bruce Muller	Keep the commercial power in commercial areas	Fairview Testimonies, refer to comment sheet for full comment
15	371	Chad McCotter	The Parks Highway route is the only route that I support. This line should be installed so that it affects the least amount of residential property. Route #315 is the route that I am in favor of.	Public Hearing
	371	Chad McCotter	My name is Chad McCotter and I live at 461 w Gerondale cir. I support the construction of this transmission line along the parks highway instead of the four proposed routes. My wife and I own commercial property in Wasilla and would not mind this line being across our property there. However I am opposed to this line being built through residential property. Mine or anyone else's. Thank you.	Email comments
16	near 371	Charles Kahahawai	I am in favor of the Parks Highway Route (315) I don't prefer any of the other routes mainly due to quality of life for affected families and residents involved.	Public Hearing
17	344, 347	Chris Petro	None of the above, parks highway	Public Hearing
	344, 347	Chris Petro	Prefer Parks Highway, commercial power should be a commercial burden. Veiwshed of his property.	Public Hearing, refer to transcript for full comment
18	329.3 or 239.2	Cynthia Lilly	Prefer to keep it in commercial route, against yellow gully route. Worried about health of children.	Public Hearing, refer to transcript for full comment

		Dale Fosselman	349, 350	I have 2 questions about the following data. 1) The mileage estimate for high end of the Southern Route seems wrong. All others went from low on the left, to high on the right. Is 5.3 miles correct? If not, what is the correct value? 2) I believe this also is affecting the high end of the cost range estimate. Comparing the Southern Route to the Fairview Route, and adding 1.5 miles as a rough estimate for the additional length of the Southern Route, I estimate the Southern Route's high end mileage to be 10.9 + 1.5 = 12.4 miles. If that is the case the cost estimate should also be increased above 11.2 million. On the surface, it doesn't make sense to me that a 9.0 route costing 10.2 million, would cost just one additional million for an additional 7.1 miles (12.4 in my estimate minus the 5.3 that is showing.) 3) Lastly, it seems like a coincidence that the Gully and Southern Routes have exactly the same wetland impact. Possible, but . . . what are the odds? Can you confirm those numbers one way or the other.	Email comments
19	329, 331	Dan Amyot	Do not prefer route: 331, 329.2, 378, and 330.1 Prefer routes: 1) 366.1 -> 371/372 -> 2) 353 -> 3) 330.2-377 extended directly to 329.3/328	T-Line Open House Comment Sheets	
20	354	Dan Diebels	The Theater or Gully routes are the most direct and make the most sense, using segments 334, 333, 309 and 311. I believe these routes will have the least residential and visual impact and the routes utilize vacant or commercial routing for much of their length, and the cost is lower than the other alternatives. There would be less overall length to maintain. The Fairview route may cost more than anticipated unless the soil conditions and water table in the area between Leota Street and Fairview Loop have been thoroughly considered. For instance, there is a spring adjacent to Leotta Street [Rte 354] which makes even the trail there impassable most of the year, and the swamp between Fairview Loop and Althea Street is extensive.		
21	329	Dan Diebels	The Theater or Gully routes are the most direct and make the most sense, using segments 334, 333, 309 and 311. I believe these routes will have the least residential and visual impact and the routes utilize vacant or commercial routing for much of their length, and the cost is lower than the other alternatives. There would be less overall length to maintain. The Fairview route may cost more than anticipated unless the soil conditions and water table in the area between Leota Street and Fairview Loop have been thoroughly considered. For instance, there is a spring adjacent to Leotta Street which makes even the trail there impassable most of the year, and the swamp between Fairview Loop and Althea Street is extensive.	Email comments	
22 & 23	329, 330, 330.2, 331,	Dan Phillips Daniel and Shirley Shaw	Prefer it to go down Parks Hwy, does not want it in any residential properties. We like the Theater-Gully Route 325/330 except cut towards the North at the end of Jude Rd towards the railroad tracks (325) and tie into Cotton Dr. close to RR tracks and then to 330 across our property. Thank you.	Public Hearing, refer to transcript for full comment Open House Comment Sheets	

	330, 330.2, 331,	Daniel and Shirley Shaw	325.1 to 377 to 330.2	T-Line Open House Comment Sheets
24	-	Darlene Jewell	I would prefer that the route leading to the Lazelle Substation follow 316, 319, 314.2 to 380 and on to the Fairview route. Thank you.	Public Hearing
25		Darrel Carr	Prefer Parks Highway, remember there is a high-pressure natural gas line parallel to highway in ROW	Fairview Testimonies, refer to comment sheet for full comment
26		Dave Williams	(1) Lack of notice (2) Lack of project information (3) Removal of or an addition to distribution line at Church near Hartley Motors (4) Affect on comprehensive plan goals (5) Further divides commercial district (6) Impact on landscaping (7) Review process	
27	near 369	David Newcomb	I am concerned by the concept of shifting the eyesore to us in the scenic south side of Wasilla, when most of the power is wanted in the ugly city? Build it down the Parks Highway and tell them you will shut the power off if they object! I consider it criminal to light all those car lots like daylight all winter.	T-Line Open House Comment Sheets
	Southern Route	David Newcomb	concerned about compensation for property value loss, and access to electrical lines.	Public Hearing, refer to transcript for full comment
28	400	David Strawser	Prefer route 320 over 301 to Lazelle. I have a powered parachute and use Black Lake in winter for a runway + my yard in the summer. 301 would be a big hazard for me.	T-Line Open House Comment Sheets
29	354	DeAnne Sabol	The Gully line is least impactful to homeowners, but it is not my preference for any route other than through Wasilla. 80 ft. tall power lines shouldn't be run through neighborhoods.	T-Line Open House Comment Sheets
30	370	Dennis Purviance	Absolutely effected by and opposed to Southern Route. Why is it being considered since it is most costly and impacts more people than 2 other routes. I am in favor of Parks Highway Route, least expensive and least impact.	Public Hearing

	Dennis Purviance	<p>Sections 341.2 and 342 of the southern route option border our business and gravel pit. To the east of this route is Garden Terrace and The Ranch subdivisions with residential lots immediately adjacent to our property line. There are also residential properties immediately south of 342. I would assume therefore your intent would be to put the line on our property although there are no easements on our property. This would be virtually impossible at this time because we have an active gravel mining operation there at this time and land elevations will change dramatically. Anticipating future development of this property when the pit is depleted we have a borough approved residential master plan called Sweeping Vista. Obviously a transmission line would completely obliterate the views and vista which would substantially reduce the value of the 160 acres involved. I can't begin to imagine the magnitude of the economic impact that these options would have on our business and our future development of our subdivision.</p> <p>I also have concerns about section 380 of the common routes, although that could change if I had more details. The entrance to our business from Fairview Loop includes a private railroad crossing. The Mat-Su borough is seriously considering this crossing as an extension of Nelson Road to provide access to The Ranch subdivision as well as our property. To make this a public railroad crossing Fairview Loop would have to be moved to the north. A transmission line could make this more difficult.</p> <p>In my opinion all of these concerns and expense could be eliminated if the MEA would use the cheapest and most direct route up the Parks Highway.</p>	Email comments
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Dennis Purviance	Email comments
	<p>I am a 40 year resident of Alaska and started Valley Block and Concrete 25 years ago. Approximately 10 years ago we purchased our current home on a 5 acre tract on a bluff overlooking a green belt with an awesome view of the mountains to the south. A major factor in determining the value of our home is the setting and the view. Matanuska borough takes the view into consideration in determining the tax valuation of our home. This is our retirement home.</p> <p>I am very concerned about the “Southern Route” option because it would be directly south of my home. Although I don’t know the exact location of the line and the height of this line at this time, I’m sure it would have a negative impact on our view. Thus the valuation of my home would be diminished. How could I be compensated for this loss in value and my use and enjoyment of my home?</p> <p>Another concern is for our health and the health of our neighbors resulting from the resultant electrical and magnetic fields created by a high voltage transmission line. I’m sure you will say there is not sufficient studies to support health concerns but I do believe there have been some studies that show negative health impacts. What studies have been done to determine the health risks of the proposed line? My question is would you be willing to buy a home next to a high voltage transmission line? Even if there is no concrete evidence of harmful health impact, that doesn’t change peoples’ perception which ultimately is reflected in the valuation of my property.</p> <p>We know when spring is here because we can hear the cranes returning to nest in the wetlands below our house. It seems almost criminal to drive them away. I know we would be disappointed. Also, there is a large moose population in the area.</p> <p>All of the electric line ROWs that I can recall have become super highways for all types of off road vehicles creating annoying and harmful noise and air pollution and trespass to adjoining property. Does MEA have an effective plan to eliminate these impacts in its proposed transmission line ROW?</p> <p>I’m sure most of us would agree that we live in this area for the beauty, clean air and peace and quiet that it offers. Transmission lines just don’t seem to be compatible with these expectations. I for one would be willing to pay higher electrical rates to cover the cost of burying the transmission line as proposed by the City of Wasilla. I suspect that you would find that many would agree with me. We should all remember that we have a beauty here that many people travel thousands of miles just to see for a few hours or days. We must do all we can to support the tourism that is critical to our economy.</p> <p>I most certainly am strongly opposed to the “Southern Route” option. I can’t understand why it is being considered when it is by far the most costly and it effects more people than two of the other options.</p>

		Dennis Purviance	Worried about compensation for loss of property value, viewshed, health, crane migration. Opposed southern route, most costly and affects most amount of people.	Public Hearing, refer to transcript for full comment
31	301	Dennis Tresner	Route #301 comes over my property, as well as 6 others of that street. I have spent last 5 years preparing to build house where this line in a possibility, as well as \$70K on fill to prepare for business that you are discussing. I cannot imagine enough money to satisfy me in this matter.	T-Line Open House Comment Sheets
32		Dianne Woodruff	Prefer the Parks Highway	Fairview Testimonies, refer to comment sheet for full comment
33		Don Zimmerman	Prefer the Parks Highway	Fairview Testimonies, refer to comment sheet for full comment
34	353	Doug Gross	Southern Route looks the best with fewer property owners impacted. Gully route would be my second choice. I live on Fairview, so that would not be my choice. Fairview looks to be too expensive now, even more expensive in 2017.	T-Line Open House Comment Sheets
35	-	Duane Congdon	Fairview Route, minimum impact to residential & along an existing utility corridor.	Open House Comment Sheets
36		Eugene Carl Haberman	Speaking about board of directors and MEA staff.	Public Hearing, refer to transcript for full comment
37	335.3, 337.3, 337.4, 339	Evelyn Harden	Stay off Bay View and Thomas and Glenwood Area. No overhead poles in City limits. We are view properties. This will devalue all properties.	Neighborhood Meeting Comment Sheet
38 & 39	-	Fred and Marlan Maestas	Theater Route Favored	T-Line Open House Comment Sheets
40	342	Gary Shacklett	Does not want power lines through his yard.	Public Hearing, refer to transcript for full comment
41		Gene Kluxton	Do not want it going down Leota. It will result with her house needing to be bought	Fairview Testimonies, refer to comment sheet for full comment

42 & 43	312, 312.2	Greg & Lenora Niesen	<p>Having invested a significant amount of money in property that could be impacted by the transmission line, and which would have been affected extremely negatively in the original plan, we are pleased that you have found multiple feasible routes for the transmission line. We will unfortunately be unable to attend the open house. We still believe there may be portions of the line that should be buried if they impact specific neighborhoods negatively, but having studied your four routes it appears that the southern route is within reasonable limits for cost vs. property/home/wetland impact and that this route is preferable to the others. This route appears to impact Wasilla's business district less, which we believe is fair since this area has high property costs and the greatest likelihood of providing for future economic growth of the city. Of the four proposed routes, the southern route appears to be the most suitable in the public interest.</p>	
		Greg & Lenora Niesen	<p>Having invested a significant amount of money in property that could be impacted by the transmission line, and which would have been affected extremely negatively in the original plan, we are pleased that you have found multiple feasible routes for the transmission line. We will unfortunately be unable to attend the open house. We still believe there may be portions of the line that should be buried if they impact specific neighborhoods negatively, but having studied your four routes it appears that the southern route is within reasonable limits for cost vs. property/home/wetland impact and that this route is preferable to the others. This route appears to impact Wasilla's business district less, which we believe is fair since this area has high property costs and the greatest likelihood of providing for future economic growth of the city.</p> <p>Of the four proposed routes, the southern route appears to be the most suitable in the public interest.</p>	Email comments
		Greg & Lenora Niesen	<p>(1) Impact of right of way on property (2) Impact on property value (3) Impact on commercial corridor</p>	

Greg and Dorothy
Van Thiel

Email comments

I attended the meeting last evening at the MSC and gave testimony regarding routing. I still had a little time left but ended without saying something I felt was important. You may choose to add this to my recorded testimony, add it as a second testimony, or discard it as needed, but I still need to say it: The only sensible route is down the Parks Highway where the usage is high and costs and impact low.

I'm not sure how the Wasilla Planning Commission believes they have the right to set a rule discounting that route. Perhaps my homeowner's association could just as well say it can't come near our subdivision. Wasilla needs the power but wants it in "someone else's" backyard and we homeowners all are instantly forced to pit ourselves against each other. It just isn't right.

Now I'd like to add something that I thought of this morning. I understand there have been meetings with various entities and groups similar to last night's meeting. One such meeting was with Wasilla area commercial enterprises, businesses. I feel their testimonies should carry no more weight than that of an individual. I mean, I can testify and I count as one. They can testify as an individual and count as one and at the business meeting testify and count again a one, but just because they are representing a business, their testimony should not carry any more weight.

Wasilla lost their boutique with stunning "viewscapes" years ago, beginning in the late 70's when they traded that opportunity for unbridled commercial development. They have changed their tune regarding the Parks Highway bypass that they fought against years ago and won. They changed their mind (under Palin) about the railroad overpass on the Palmer-Wasilla Highway, asking the railroad if they might move it somewhere else, (while the overpass was being built!!) Now they hope to pawn off this liability on us homeowner's instead of adding it to the mess they have already created where it will hardly be noticed.

I say put it down the Parks where it belongs!

	Greg and Dorothy Van Thiel	After attending the recent informational meeting, I and my wife would like to submit our idea of the best route for the line: Lazelle Substation 317 318 321 323 326 327 328 329.3 378 331 332 333 309 311 311.2 314 Herning Substation	Email comments
		<p>It appears this route will be relatively inexpensive and impact the fewest businesses and homes.</p> <p>We would like to add we feel the southern route to be the worst choice as it is much more expensive, serves virtually no purpose regarding the distribution of 3-phase power and our friend, Rich Moon has a home 19.2 feet from the property line where the easement would be located.</p> <p>Oppose southern route, in favor of gully route, concerned about health issues.</p>	Public Hearing, refer to transcript for full comment
342	Greg and Dorothy Van Thiel	<p>After attending the recent informational meeting, I and my wife would like to submit our idea of the best route for the line: Lazelle Substation, 317, 318, 321, 323, 326, 327, 328, 329.3, 378, 331, 332, 333, 309, 311, 311.2, 314, Herning Substation. It appears this route will be relatively inexpensive and impact the fewest businesses and homes. We would like to add we feel the southern route to be the worst choice as it is much more expensive, serves virtually no purpose regarding the distribution of 3-phase power and our friend, Rich Moon has a home 19.2 feet from the property line where the easement would be located [Rte 329.4].</p>	
342	Greg and Dorothy Van Thiel	Prefer Parks Highway	Fairview Testimonies, refer to comment sheet for full comment

46 & 47	312, 312.3	Howard and Dawn Hancock	<p>Not everybody will agree on any given alternate, but, the fact is, the City and communities need this line. That said, our favored route is the southern orange route. Since you asked for a second choice, we would suggest for least impact the green southern route highlighted on the attached map [theater & gulley]. Our third choice would be the northern green highlighted route on the attached map.</p> <p>** the green southern route is: 325, 330, 335.1, 335.2, 335.3, 337.4, 337.2, 340, 313, 314</p> <p>** the green northern route is: 325, 330, 333, 309, 311.1, 311.2, 314</p>	Neighborhood Meeting Comment Sheet
48	353	Jacob Muller	<p>I have a 5 yr. old son and all these routes are entirely too close to where he lives and plays. One of them puts it literally in my front yard. I feel an acceptable route would be along the parks highway. I think underground would be the way to go, and put us in line with the 21st century.</p>	T-Line Open House Comment Sheets
	353	Jacob Muller	<p>represented by Brenda (mother)</p>	Fairview Testimonies, refer to comment sheet for full comment
49	336	James Inman	<p>First, your planned project impacts my neighborhood directly; thus, negatively impacts my investment and quality of life. Second, why does the proposal only consider my area and not the northern part of the city? It appears the planners think property values are lower in this area and can absorb the negative impact of this project, because they are already viewed as undervalued/lower-class family housing...like the south side of the tracks scenario. If that is not the case, please show us the northern side of city proposal running down the Palmer Wasilla Highway. I'm sure the residents there would have the same concerns as ours. Power lines are industrial and end goal is the serve the city. There is already a central business corridor and it should be run thru the city where you would expect to see such structures. Why mess up the views and quality of life in areas we live; furthermore, the place we retreat to get away from these unsightly high power lines/commercial development? I understand this is a financial decision and folks want Wasilla to grow, but let it grow on the outskirts where power can be properly planned/installed vice trying to bolster an area already overpopulated and congested. In my opinion, the city needs to rethink its zoning and hasten its desire to grow. Let the big box stores build on the outskirts. We don't need more development in downtown Wasilla at the expense of running high power lines through our residents backyards and negatively impacting their quality of life and living standards.</p>	

	south of gully	James Inman	<p>First, your planned project impacts my neighborhood directly; thus, negatively impacts my investment and quality of life. Second, why does the proposal only consider my area and not the northern part of the city? It appears the planners think property values are lower in this area and can absorb the negative impact of this project, because they are already viewed as undervalued/lower-class family housing...like the south side of the tracks scenario. If that is not the case, please show us the northern side of city proposal running down the Palmer Wasilla Highway. I'm sure the residents there would have the same concerns as ours.</p> <p>Power lines are industrial and end goal is the serve the city. There is already a central business corridor and it should be run thru the city where you would expect to see such structures. Why mess up the views and quality of life in areas we live; furthermore, the place we retreat to get away from these unsightly high power lines/commercial development?</p> <p>I understand this is a financial decision and folks want Wasilla to grow, but let it grow on the outskirts where power can be properly planned/installed vice trying to bolster an area already overpopulated and congested. In my opinion, the city needs to rethink its zoning and hasten its desire to grow. Let the big box stores build on the outskirts. We don't need more development in downtown Wasilla at the expense of running high power lines through our residents backyards and negatively impacting their quality of life and living standards.</p>	Email comments
50 & 51	354	James Steele and Linda Myers-Steele	<p>Leota St. route crosses our property. This is an industrial line and does not belong in a residential area. We are opposed to the line going through any neighborhood of homes. It is being constructed because of the heavy business use. It should go through Wasilla- the "view scape" of Wasilla was lost long ago due to poor planning. Underground expenses should be borne by the business. Residents outside Wasilla are shopping and paying taxes the same as Wasilla residents.</p>	T-Line Open House Comment Sheets
52	Fairview Loop	Jeff Arentz	<p>Prefer the Parks Highway, cheapest. Concerned about rates.</p>	Public Hearing, refer to transcript for full comment
53	-	Jerry Nelsen	<p>I strongly want to see their upgrading be overhead on pole. Please do not bury this. So many reasons to keep it overhead on poles. Rusty or weathered preferred but underground no way should this happen.</p>	T-Line Open House Comment Sheets

54	Jerry Swanson	<p>I see some of the comments from people that don't want the line through their area and have to sympathize to some extent but I've been up here for over 50 years and can't tell you how many people have had to be bothered and made sacrifices due to advancing civilization whether it be roads, railroads, power lines, gas lines etc. This will never end as long as people keep having more family than to replace themselves and it appears that that won't ever stop. The Alaska attitude of "Now I've got mine, Keep Out" will always be here. Actually we're going through a period like it must have been when the first people came over the Rockies and discovered the 11 western states, it all looked so good and free. That said, now comes the power line that will provide a much higher reliability to the people that rely on the power lines but don't want them, sad isn't it? I don't like power lines or big highways or big government or big corporations that say they're non profit but keep increasing the cost of their services to increase their services so they can grow and increase their costs with higher wages and awards etc but that's life. Now I heard at one of the meetings that for the power company it's all about keeping the customers somewhat happy, keeping the costs down, planning for the future and increasing the reliability. Since the cheapest route would have been through Wasilla and the business owners and the Wasilla city government didn't like what they were hearing and wanted an underground line without considering the cost and problems associated they of course turned it back and decided to throw the general population to the wolves which is what government does, You know the "I've got mine and money talks, keep out". Now lets talk about the future and reliability and somewhat about money.</p> <p>In the future more and more people will be coming to the area and eventually the bridge will be built as most big cities with an ounce of sense have bridges to enable them to expand and provide more area for families to grow and businesses to make profit. What is going to the best avenue for the power and data companies to grow and provide their services to the people from Wasilla to the Hay Flats and down the Goose Bay road without going through this mess again in the future? The power companies like loops and the larger the loops it seems provide ease to supplying services to those within them. Now cost! The larger loops cost more but in the long run save money and the sooner they are installed the less complaining will be heard from the people filling in behind the existing population. It seems to me that the loop for south of Wasilla and down the Goose Bay road should be the 341,342, 345,365,366.1 366.2 367 368 369, 370,371,372,355,356, and the 357. In other words a large southern loop from Hay Street to the Ball Diamonds on Goose Bay. The shorter loop from Hay Street through Wasilla to Herning will not increase the reliability for those on Fairview Loop, Hanna Circle etc. There will be a lot of people crying about property values and views but they will still won't want to generate their own power and eventually they too will move out of state to warmer winters and throw the people that replace them to the wolves, they're only human too. So good luck.</p> <p>(emailed public comment form from workshop) I strongly object to proposed MEA trans. Line proposals 335.1, 335.2, 336, 332, and 375. Placing the trans. Line in this location will adversely effect the value of my two properties located adjacent to said proposal. Myself and my neighbors have worked many years to afford and enjoy the view, peace, and tranquility of our prized possession, our home.</p>	Email comments
55	Jill Carricaburu		

	Jill Carricaburu			Email comments
56	Jim Merchant		I strongly object to proposed MEA trans. Line proposals 335.1, 335.2, 336, 332, and 375. Placing the Trans. Line in this location will adversely effect the value of my two properties located adjacent to said proposal. Myself and my neighbors have worked many years to afford and enjoy the view, peace and tranquility of our prized possession, our home. Prefer Parks Highway	Fairview Testimonies, refer to comment sheet for full comment
57	Joel Steganski		In favor of the transmission lines but does not specify which routes	Fairview Testimonies, refer to comment sheet for full comment
58	John Cler	-	It should go the most economical route if those who oppose this they either do without or pay more because they want a different route.	Open House Comment Sheets
59	John Hensel		Opposes Transmission lines due to health risks	Fairview Testimonies, refer to comment sheet for full comment
60	John Horjes		Salesman trying to offer mats for the project	
61	John Stuart	-	MEA should use the most economical route for power lines. If Wasilla wants special treatment they should bear the extra cost, not the rest of the ratepayers.	Open House Comment Sheets
62	Kathy Purviance	370	After learning comments tonight (June 11) it seems like those present are united to protect neighborhoods and family life. Businesses use 8x the power, everyone present who spoke, agrees. Go down parks highway. People will still use those business. City of Wasilla didn't want to hurt their "vision" we don't want our "vision" hurt either. Readdress the parks, through Wasilla. Thanks. There were lots of residents at tonight's meeting. Most of us were united to go the Parks Highways, resubmit it. Most of all, I was concerned I board member only and no management cared enough to come see what we residents thought. Board members are elected by us.	Public Hearing
	Kathy Purviance	370		Public Hearing

370	Kathy Purviance	<p>I would like to address this to the MEA board of directors and management of MEA Where were you board members and senior management?????</p> <p>I do understand one board member came in after the meeting started and was at the back. We certainly do think it would have been some show of good will if those two groups had been represented and to show you care about our opinions.</p> <p>I do hope you are getting and reading our emails and the transcripts of last night recordings I understand that members of the board were present when you met with the businesses earlier? I would like a response to be sure you get this email. I had also called public affairs number and left a message before the meeting and got not response.</p> <p>The residents who would be affected by your route choices attended a meeting last night I estimate that there were 30 plus people there, concerned about their homes. The main feeling of the body as they testified and talked during breaks was pretty UNITED---</p> <p>Go through Wasilla /down the Parks. Revisit this route. Do not destroy neighborhoods. Do not Devalue properties. Do not take away dreams Businesses use 8x the power that residences. People will still shop at those stores. They don't care if they have power lines. We live in our homes 24/7.</p> <p>Thanks for reading this email. Keep us involved in process. Listen to our concerns Please feel free to call me at the number above.</p>	Email comments
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370	Kathy Purviance	<p>We moved to Alaska 40 yrs ago and we moved to Wasilla 25 yrs ago. I am still awed by the beauty of Alaska, but especially in the Valley where we live We have owned a business in the Valley for 25 yrs (Valley Block and Concrete) and have been involved in our Community</p> <p>We bought our dream retirement home 10 years ago at 294 East Bluff Vista, Wasilla Right below our home in a beautiful meadow is the proposed "southern route"</p> <p>We bought this home because: It has an awesome view of the mountains and, in the winter, a view of some of the Inlet It has buried power lines so we had unobstructed views It has 5 acres (that cannot be subdivided) for moose, grouse, and an occasional fox It has beautiful cranes that return each April to nest below in the meadow where you are proposing to out that transmission line. We love to listen to their calls</p> <p>This is not just a house. This is a home. It is also an investment. The "southern route" would have negative impact on the value of this home. We would suggest that you indeed bury these lines, wherever you put them. If we have to raise our electric bills to keep the beauty of this area where we are blessed to live, then do it. That seems much more fair that we all share in the costs and not punish one area by devaluing our properties.</p> <p>I am emailing you a picture from our deck. Now please imagine it with those huge lines to block our views. What would you want to do if this was your house, your view, and your investment in your retirement? You would vote no to the "southern route"</p> <p>I ask you to please vote NO to the "southern route" Please call me if you have any questions. Thanks for reading my comments.</p>	Email comments
370		<p>Does not want the T-lines to go through an residential areas. Does not want her view obstructed, it is her retirement home.</p>	Public Hearing, refer to transcript for full comment
63	Keith Bayha	<p>I want to register my opposition to the continued publication of glossy four-color newsletters, election brochures, annual reports, etc. These are expensive! I would like to see the Board consider following MTA's example in publishing such documents on newsprint in black and white only. They are just as effective in communicating and cost much less. Every Board candidate in the past election said we have to work at becoming more financially efficient. Here is a good place to start.</p> <p>Please forward this message to all Board members.</p>	Email comments

64	Ken Ray	(1) Influence of DOTPF on considerations (2) Impact on his property (3) Impact on esthetics (4) Insufficient budget for cost of preferred alternative (5) Completeness of review alternatives, particularly Alaska Railroad and a possible direct southerly route across the Knik and Matanuska Rivers (6) Failure to follow Power Plant Ordinance (7) Sufficiency of public information process In favor of the rail corridor.	Fairview Testimonies, refer to comment sheet for full comment
65	Kerry Potter	do what is economical but parks highway would be better than residential. There is no view shed currently in Wasilla.	Fairview Testimonies, refer to comment sheet for full comment
66 & 67	Kevin & Janice Luppen	We want to comment on the proposed option routes. We would recommend either the theater or gully route. Both the Fairview or southern route is cost prohibitive. Neither of these choices make sense from a business cost/benefit case. Not only is there more expense in construction but maintenance costs will also be higher due to length. In our current fiscal environment it seems clear the theater route should be the choice.	
68	Kevin Luppen	We want to comment on the proposed option routes. We would recommend either the theater or gully route. Both the Fairview or southern route is cost prohibitive. Neither of these choices make sense from a business cost/benefit case. Not only is there more expense in construction but maintenance costs will also be higher due to length. In our current fiscal environment it seems clear the theater route should be the choice.	Email comments
69	Kim Minder	Behind our house we own approximately 2 acres of wetlands. We have moose, ermines, horned owls, eagles and sand hill cranes that freely roam & nest. The power lines raise concern in as much, do they possess a health concern for humans as well as animals? What about the noise these high power lines will generate? Has there been a study on the health hazards as well of the noise and transmission output? If so where may I retain a copy of this? Jackfish Meadows is considered an airport and was sold as such. Has the FAA done a study on the impact this might have on general aviation in the area? I believe the 90 foot poles will be a problem since they will only be approx. 900 yards from the runway. If the poles directly impact the flying in the area it will most certainly impact the value of everyone's property in the subdivision. I attended the first meeting that was held on May 21st at the Menard Sports Center. It seems that the area of concern is the Cottonwood slough area. It was apparent that it is the most costly of all routes. I was told the reason for this route was thrown out there because at one point the railroad was originally slated for that route. Has the department of interior done a study on the wetlands and habitat that are back behind the homes that own these wetlands? I certainly didn't buy the land to look at 90 foot silver/rust colored poled behind our home.	Public Hearing

70	Kimberly McCotter		My name is Kimberly McCotter and I live at 461 W. Gerondale cir and the proposed Southern Route would go through the wetlands behind the house that my husband just finished building for me and our family. This power line would be directly within view behind or house. I am opposed to the southern route and all others that would be constructed on or near residential property. My husband and I own commercial property in Wasilla and we would have no objection to a power line crossing our commercial lot. That is where these types of lines belong. Nobody drives down the parks highway in Wasilla and thinks it is a scenic highway. The parks highway is mostly all industrial and that is where I as a MEA Coop member would like to see it constructed.	Email comments
71	Kimberly Pierce		We have property on 17664 Bluebill Way – off of Point McKenzie – Located in the Goose bay Heights Addition #1 – there is Electrical power within ½ mile approx.. When will the remaining residents in this area – Bluebill-Lesser Canada Rd-Trumpeter – have electrical coverage through MEA. We are very interested in have power in our area – where now everyone has to have generators and solar panels – which seems odd – when electrical lines are within reach. Please let us know what you can find out.	Email comments
72	Lee Peterson	-	make a decision based on a fiscal, not emotional, response. I don't notice the ones there so I won't notice the new ones.	Fairview Testimonies, refer to comment sheet for full comment
73	Len Niesen		(1) Impact on property value (2) Impact on view shed (3) Consideration of alternatives	
74	Leonard Grau		(1) Above ground construction visual impacts (2) Impact on property value	
75	Linda Benson	371	Retirement house, worried about traffic along power lines, the runway, and viewshed of the wetlands. Prefer it to go down Parks Highway.	Public Hearing, refer to transcript for full comment
76	Linda Publicover	354	Prefer Parks Highway or Bogard because it is commercialized. Worried about people's health.	Fairview Testimonies, refer to comment sheet for full comment
77	Lisa Ameen		Prefer Bogard Road because poles are already there. Affect commercial, not residential. If not Bogard, go down the railroad corridor.	Fairview Testimonies, refer to comment sheet for full comment
78	Marisa Nelsen		I think this overhead line is the way to go rather than underground, using Fairview Route is the best.	T-Line Open House Comment Sheets

79	342	Mark Cochran	<p>Hello, My name is Mark Cochran & I live on Crane road off of East Fairview loop. I'm writing to express my Objection to the new proposed Fairview Route option for the new power transmission lines. I think it should be along the parks highway since the city of Wasilla commercial use is the main user of the required power. Alternately I believe the Gully Route would be a second option as it impacts fewer homeowners & is significantly less expensive.</p> <p>Hello, My name is Mark Cochran & I live on Crane road off of East Fairview loop. I'm writing to express my Objection to the new proposed Fairview Route option for the new power transmission lines. I think it should be along the parks highway since the city of Wasilla commercial use is the main user of the required power. Alternately I believe the Gully Route would be a second option as it impacts fewer homeowners & is significantly less expensive.</p> <p>Thank You, Mark Cochran 907-357-6553</p>	Email comments
80	353, 355?	Marlene Smith	<p>Route 355-353 crosses at the end of an existing recorded runway—St. John Homestead Airport—It would eliminate the ability to land safely on this runway. [Strip located near the transition from 353 to 354]</p>	T-Line Open House Comment Sheets
		Marlene Smith	<p>Concerned about airstrip they own, St. John's. Prefer Parks Highway and then prefer Gully route.</p>	Public Hearing, refer to transcript for full comment
81	339	Mary Ann Nunley	<p>We are not supporting your route through Richmond Est., Mtn View Est., Creekside Est. Etc. [375, 339] I would support the orange [southern] route or if absolutely necessary Red route 314, 311.2, 311.1, 309, 333 & 330.</p>	Neighborhood Meeting Comment Sheet
82	372	Mary Harris	<p>I like the brown poles. Don't want trails for ATV's. Wetlands have artesian properties. Prefer theater route. Avoid southern route please. Wind damage from tree clearing on our property. Prefer theater route.</p>	T-Line Open House Comment Sheets
83		Mayor Rupright	<p>(1) Minimal time to review proposal (2) Approval by City Planning authority (3) Affect on comprehensive plan goals (4) Visual impacts on gateway to the community (5) Clearing of trees (6) Other alternatives available</p> <p>many other alternatives along the Parks/Palmer-Wasilla Highway, which include following the Alaska Railroad right-of-way, then to Herning; follow the Parks Highway to Seward Meridian, then head south a quarter-mile less to the existing Herning; connect to Cottle Substation instead of Herning, following the southern route; bury a line within the City limits, not the entire length of the Parks Highway.</p>	Fairview Testimonies, refer to comment sheet for full comment
84	331	Michael Phillips	<p>Opposed to theater and gully route. Prefer Parks Highway, believe it can get passed if it went to the city now.</p>	Public Hearing, refer to transcript for full comment

	331	Michael Phillips	My vote is for Fairview route. If 328 is considered I recommend extending vector 377 to the southeast to intersect vector 328 and connect thru 328->377->330.2. Avoid 331, 329.2, 378, 330.1, and 329.3. This follows the Gully more consistently.	T-Line Open House Comment Sheets
85	south of southern route	Michelle Davis	prefer Parks Highway, then the railroad.	Fairview Testimonies, refer to comment sheet for full comment
86	354	Mike Sabol	Preferred route is 301, 318, 321, 322, 325.1, 377, 330.2, 333, 309, 311, 311.2, 314 Gully+ Theater. Keep power users (load density) (Wasilla City) in view of their own power lines, keep out of Matanuska-Susitna Borough view scape.	T-Line Open House Comment Sheets
		Mike Sabol	prefer Parks Highway	Fairview Testimonies, refer to comment sheet for full comment
87		Molly Benson	The following is our comment on the transmission line project. Please put the transmission lines down the Parks Highway. None of the proposed routes are acceptable if they run through residential neighborhoods. Return to the Wasilla planning commission to reopen discussions and permitting for putting the lines down the Parks. Thank you, Molly Benson and Richard Love	Email comments
88	311	Nola Lowe	Look at the beauty of our neighborhood, it's pristine. Please choose another route. No overhead poles in city limits. We will raise hell!!! Use the Orange Route [southern], veto Red Route [thater/gulley].	Neighborhood Meeting Comment Sheet
89	341	Norma Walsh	would like the choice to be the best financially.	Public Hearing, refer to transcript for full comment
90	south of 365	Patrick Marley	No southern route. Come from straight across the flats from the new power plant.	Fairview Testimonies, refer to comment sheet for full comment
91	-	Paul Gardner	(1) Above ground construction visual impacts (2) Consideration of alternatives	

92	451	Phil Wilson	I am flabbergasted that this issue was not addressed and resolved ahead of time, before the project was started. Seriously? Why didn't the utility and the city iron this out beforehand? As for the overhead line, do it man! My electric bill has already gone up high enough and I am not really at all concerned with the aesthetics of beautiful downtown Wasilla. Burying this line is simply impractical and ungodly expensive. The city should give ratepayers a break with all this environmental whining and let MEA build me an overhead line and be done with it. We don't get to have our cake and eat it to! As for you board members at MEA, Im not voting for any of you next time. I may be missing something here but I don't agree with the gas contract you got us roped into and your planning and foresight on this project could have been better executed by the Williwaw 3rd graders.	Email comments
93 & 94	342	Rich and Lynda Moon	We are adamantly against route 342 because your line would run literally along the back of our house! (Our house is 19.2' from our back property line). Not only would it be an eye-sore, but would attract 4 wheelers and snow machines year around right by our bedroom that is in the back of the house. My vote is following: "Theater Route" 317-321-322-325-331-336-337-340-313-314. This makes the most sense as it impacts the least people and costs the least.	T-Line Open House Comment Sheets
	342	Rich and Lynda Moon	oppose the southern route. Concerned about property value decreasing . Prefer Parks Highway. Concerned about health risks	Public Hearing, refer to transcript for full comment
95	366.1, 366.2	Richard Smith	Concerned about FAA airstrip, in favor of Parks Highway.	Public Hearing, refer to transcript for full comment
	366.1, 366.2	Richard Smith	Route 355-353 crosses at the end of an existing recorded runway- St. John Homestead Airport- it would eliminate the ability to land safely on this runway. [Strip located near the transition from 353 to 354]	T-Line Open House Comment Sheets
	366.1, 366.2	Richard Smith	Route 355-353 crosses at the end of an existing recorded runway- St. John Homestead Airport- it would eliminate the ability to land safely on this runway. – We would prefer running along the Parks Highway! [Strip located near the transition from 353 to 354]	T-Line Open House Comment Sheets

96	330.2, 332, 333, 334	Rick Sumner	<p>Congratulations to "The Co-op" for finally becoming an actual power producer instead of just a middle man power supplier. I get your need to quickly complete the transmission line to get the co-op members off the overpriced power produced by Chugach and/or ML&P , but I hope your estimated construction costs aren't including unrealistically low property acquisition costs. Take my A-2 Richmond parcel (parcel I.D. 1591.) for example. You may be looking at as undeveloped land, but I look at it as a near term subdivision which I already have over \$300,000.00 directly invested into engineering, tentative parcel maps, and over 4000' of road built to borough specifications. This figure does not include my own home in the NW corner, current replacement cost of \$650,000.00, or my own labor in the pre plat process, or potential loss of future income if your transmission line traverses my property and renders the subdivision uneconomic. Your segments 330, 332, 333, 334, and most especially 335.1 negatively impact my property. If any of these segments are actually constructed I will sustain economic loss and expect to be fairly compensated. Please contact me at the above email address of by phone at your earliest possible convenience.</p>		Public Hearing
	330.2, 332, 333, 334	Rick Sumner	<p>Segments 330.2, 331, 332, 333, 334, 375 and most ruinously 335.1 negatively impact my property. If route 330.1 to 335.1 is chosen I would lose several hundred thousand dollars already invested in engineering, surveying, mapping, road building 4500', and acquisition costs I would require at least 500K in compensation to settle without lengthy court proceedings.</p>		Public Hearing
	330.2, 332, 333, 334	Rick Sumner	<p>Dear Julie Estey,</p> <p>Congratulations to "The Co-op" for finally becoming an actual power producer instead of just a middle man power supplier. I get your need to quickly complete the transmission line to get the co-op members off the overpriced power produced by Chugach and/or ML&P , but I hope your estimated construction costs aren't including unrealistically low property acquisition costs. Take my A-2 Richmond parcel (parcel I.D. 1591.) for example. You may be looking at as undeveloped land, but I look at it as a near term subdivision which I already have over \$300,000.00 directly invested into engineering, tentative parcel maps, and over 4000' of road built to borough specifications. This figure does not include my own home in the NW corner, current replacement cost of \$650,000.00, or my own labor in the pre plat process, or potential loss of future income if your transmission line traverses my property and renders the subdivision uneconomic.</p> <p>Your segments 330, 332, 333,334, and most especially 335.1 negatively impact my property. If any of these segments are actually constructed I will sustain economic loss and expect to be fairly compensated.</p> <p>Please contact me at the above e-mail address, or by phone 232-174 (cell) 357-8398 (landline) at your earliest possible convenience.</p> <p>Sincerely, Rick Sumner</p>		Email comments

	335.1	Rick Sumner	Worried about compensation for property/easements. If it goes along the Parks Hwy he does not see a negative affect, prefers Parks Hwy.	Public Hearing, refer to transcript for full comment
97 & 98	322, 324	Robert and Sheri Patraw	We moved to this home and put in over 30K to make it our "forever"/ retirement home. Please don't destroy our quality of life. We don't have the \$ to move again!	T-Line Open House Comment Sheets
	322	Robert and Sheri Patraw	In favor of Parks Highway, retirement home with investments in it.	Public Hearing, refer to transcript for full comment
	322, 324	Robert and Sheri Patraw	Line 322 goes by my residence and a lot of other homes. Please avoid this area. Thanks!	T-Line Open House Comment Sheets
99	329, 331	Robert S. Devereaux	Section 329.2 runs parallel adjacent to Cotton Dr. Not good! Suggestions have been presented to cut through the land occupied by the Waste Treatment Plant where there are no residences. Please consider, we realize that the lines are butt ugly but vital, so minimum impact to residences is crucial.	T-Line Open House Comment Sheets
100		Ron Eggleston	Do not put it be the Willow Heights Condo Association, high-powered natural gas lines. City should consider underground with tax increase to pay it off. Also, the north side of the highway along frontage roads. Do the commercial route.	Fairview Testimonies, refer to comment sheet for full comment
101		Ron Palmer	Thinks it should follow the railroad.	Public Hearing, refer to transcript for full comment
102	311.2, 311	Ronald Baird	The T-lines do affect commercial property, it has a visual impact. In favor of the gully route to put the lines down in the gully (335-1,332,336,331) so that it does not have a visual impact.	Public Hearing, refer to transcript for full comment
103		Ryan McClure	Parks Highway makes the most sense when thinking about cost. & if Wasilla wants it underground they can pick up the extra cost.	Fairview Testimonies, refer to comment sheet for full comment
104	342	Sandy Shacklett	Mentions viewshed, traffic along transmission lines, property value. Prefers Parks Highway	Public Hearing, refer to transcript for full comment
105	353, 366.2	Sheila Kelly	In agreement with testimony given this evening that residents/coop members who are the lowest consumers should not have the burden of the power transmission line in their backyards. It is the commercial property owners who have created the greatest demand and should logically carry the weight.	Public Hearing
106	322	Sheri Petra	In favor of the Parks Highway, let the commercial growth bear the power lines.	Public Hearing, refer to transcript for full comment

107	325	Sherry Shiesl	<p>This evening I spoke with a nice lady from MEA at your open house regarding the various route alternatives. Sorry I did not get her name. I mentioned that MEA indeed seems to have a preference for the Gully Route and she expressed surprise at this and wondered why I thought so. Following is a snip from a Frontiersman article where I read it:</p> <p>Officials have roughly grouped the alternatives into four potential corridors, including:</p> <ul style="list-style-type: none"> • A route along portions of Fairview Loop and Leota Street, estimated to cost between \$13.1 million and \$18.2 million, and potentially affecting as many as 111 parcels and 51 homes. • A route that runs near Old Matanuska Road and the rail bed (known as the “Theater” route, because it runs near Valley Cinema and the Wasilla Walmart), estimated to cost between \$10.1 million and \$11.9 million, and potentially affecting as many as 74 parcels and 27 homes. • A “Gully” route that runs along Cotton Drive and cuts through a low point near Old Matanuska Road perpendicularly, estimated to cost between \$10.2 million and \$11.2 million, and potentially affecting as many as 67 parcels and 34 homes. (This is MEA’s preferred route because of low impact to private property owners and cost.) • An arcing Southern route that runs far to the south of Fairview, then crosses Knik-Goose Bay Road twice before dog-legging back to the Herning substation, estimated to cost between \$10.2 million and \$11.2 million, potentially affecting as many as 77 parcels and 25 homes. <p>http://www.frontiersman.com/news/power-line-route-process-resumes/article_f84bcb62-ebca-11e4-bcb2-731ddbba13fa7.html</p> <p>This article may not accurately reflect MEA's position, but it's where I got the information.</p> <p>Sherry Shiesl</p>	Email comments
108		Sig Colberg	<p>(1) Impact on airstrip (2) Impact on Hospital Helipad</p>	
109	371	Stephen Bartelli	<p>I am writing to oppose the four power line routes that have been proposed and support the highway corridor that was previously rejected. It is unconscionable to destroy residential home communities with this utility. Keep it where there is already structures like this.</p> <p>Respectfully, Stephen Bartelli Valley citizen</p>	Email comments
110	North or Lazelle	Stu Graham	<p>Does not support it along the Parks highway unless it is underground for the 3 miles that goes through Wasilla like the Mayor proposed.</p>	Fairview Testimonies, refer to comment sheet for full comment
111		Tina Crawford	<p>none of the options are the best option. Does not want it to go along the highway corridor because it will ruin the attractive shopping experience.</p>	Fairview Testimonies, refer to comment sheet for full comment

112		Tom Check	Dear Sir or Madam: We are writing an official public comment on the proposed 115kV Wasilla transmission line from Lazelle substation to Herning substation. As Wasilla homeowners and MEA members we implore you to choose the least expensive route to keep our rates as low as possible.	
		Tom Check	Dear Sir or Madam: We are writing an official public comment on the proposed 115kV Wasilla transmission line from Lazelle substation to Herning substation. As Wasilla homeowners and MEA members we implore you to choose the least expensive route to keep our rates as low as possible. Sincerely yours, Thomas and Donna Check 4380 East Crane Road Wasilla, AK 99654	Email comments
113	353	Tony Nabb	Parks Highway preferred, maintenance would be easier. Keep it out of residential areas. Against Fairview Loop.	Fairview Testimonies, refer to comment sheet for full comment

114	371	Travis Kuehl	Greetings, I would like to express my strong objection to the proposed Wasilla T line. I live on the Southern route, section 371 specifically, and I do not want this line running through my backyard. This line would cut through my backyard and destroy the wetlands there(cottonwood slough), and completely destroy the peaceful setting and view that I enjoy in my backyard. This view and the wetlands there are the reason I purchased my house in January, and this is my dream house I intended to retire in. My enjoyment of my home and property would be completely ruined by this line, and my property value would be destroyed. My property is also located on a private runway, Jackfish Landing, and this T-line would jeopardize the safe operation of aircraft flying into and out of this airfield. Since the Commercial property in Wasilla (specifically the businesses along the Parks Highway) use the majority of the electricity, they shouldn't be able to object to this T-line and pass the burden off onto the residents of Wasilla. The Parks Highway is the easiest, most cost-efficient, most logical route, and this option needs to be reopened and exercised. It is completely unacceptable to think its ok for MEA to simply ruin the property of many, many homeowners in the valley to simply appease the local businesses. There are already T-lines running through businesses along the highway (Cars, etc), and it doesn't seem to be affecting their businesses at all. Do the right thing and reopen the proposal for the T-line to run the highway. Do NOT pass this burden off onto innocent homeowners in Wasilla. Thank you, Travis Kuehl 151 W Gerondale Cir Wasilla	Email comments
	near 316	Travis Kuehl	The Southern route would run directly through my backyard. I purchased this property specifically for the wooded and peaceful backyard. Running this power line through my yard would completely destroy my resale value as well as destroy the thing I enjoy the most about my home- my peaceful backyard view. I strongly object to the southern route.	T-Line Open House Comment Sheets
	near 316	Travis Kuehl	I purchased my home in January with the intent of retiring there. Its my dream home and my view in my backyard is a beautiful wetland that would be completely destroyed with this T-line. The value of my property would be destroyed by this eye sore and the ATV/snow machine traffic that would follow. We also have an airstrip in our neighborhood, and this T-line would parallel the runway close enough that it will create a safety hazard for the aircraft. I strongly appose the southern route, section 371 specifically, and recommend the line run along the Parks hwy. Thank you.	Public Hearing
115	366.1, 366.2	Wanda Smith	Route 355-353 crosses at the end of an existing recorded runway- St. John Homestead Airport- it would eliminate the ability to land safely on this runway. – We would prefer running along the Parks Highway. [Strip located near the transition from 353 to 354]	T-Line Open House Comment Sheets

366.1, 366.2	Wanda Smith	Route 355-353 crosses at the end of an existing recorded runway- St. John Homestead Airport- it would eliminate the ability to land safely on this runway. – We would prefer running along the Parks Highway. [Strip located near the transition from 353 to 354]	T-Line Open House Comment Sheets
366.1, 366.2	Wanda Smith	Concerned about the airstrip by their house. Prefer to put it on Parks Highway.	Public Hearing, refer to transcript for full comment
116	Wayne Benson	Prefer it to go down Parks Hwy, it is cheapest and wont affect as many residents.	Public Hearing, refer to transcript for full comment
117	William Green	I would prefer the southern route. My second choice would be follow the railroad to Old Matanuska-route 333 route 309 route 311.1 and 311.2 to route 314.	Neighborhood Meeting Comment Sheet
118	Yvonne Newcomb	It seems unfair to burden the residential areas when it is the city that requires the increased electricity usage. This makes me feel abused.	T-Line Open House Comment Sheets
119	Yvonne Sumner	I am concerned that MEA has not thoroughly exhausted all the options to take the transmission line through the City of Wasilla. The administration in Wasilla has changed. If MEA puts line on 330.2, 335.1, 332, or 336 they will negatively impact our property and have already invested a great deal of time and money into this land.	Public Hearing
120	Yvonne Sumner	Worried about the viewshed, prefers Parks Highway and does not see it affecting the downtown viewshed.	Public Hearing, refer to transcript for full comment
121	x	Prefer Gully and/or Theater Route	T-Line Open House Comment Sheets
122	x	1. We are here at this point due to poor planning. 2. Buy out effected home owners. 3. Pay an impact fee to affected home owners. 4. MEA can buy power from another provider. 5. City of Wasilla <u>did</u> approve the parks Highway route with one condition that MEA bury the line. 6. Option: go through/below the ranch 7. Do not pit one neighbor against another neighbor.	Public Hearing

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WASILLA TRANSMISSION LINE PRELIMINARY ANALYSIS CRITERIA

Preferred Route Selection – Open House Map

Attendees at the open house were requested to place green dots for their preferred route, orange dots for an acceptable alternative route and a red dot to veto a route selection. A similar map was presented at the Public Hearing; however, an individual placed a *number* of vetoes on one of the routes, invalidating the data for use in the analysis.

- Green preferred dots were given a weight of two.
- Orange alternative route dots were given a weight of one.
- Red veto dots were given a weight of negative two.

#1 Gully Route:	33 votes -- 19 green (38), 6 orange (6), 8 red (-16)	Rating +28
#2 Fairview Route:	35 votes -- 9 green (18), 11 orange (11), 15 red (-30)	Rating -1
#3 Theater Route:	22 votes -- 2 green (4), 10 orange (10), 10 red (-20)	Rating -2
#4 Southern Route:	30 votes -- 11 green (22), 2 orange (2), 17 red (-34)	Rating -10

Criteria Selection – Comment Analysis

Preliminary analysis of the comments received through e-mails and comments sheets received at the Richmond Hills area neighborhood meeting, the Open House and Public Hearing expressed five primary areas of concern: impacts to private property, viewshed, project and property costs, and environmental issues. After consolidating duplicate comments from the same individuals, the number of comments and percentage of those comments for the top five concerns were:

- Impacts to private property and viewshed (25 and 25 comments respectively – 45%)
- Project costs and property costs (22 and 19 comments each – 36%)
- Environmental Concerns (19 comments – 18%)

Construction and easement acquisition costs for the various routes were published as an aid to route selection. Maintenance and operation costs are a significant economic factor in selection of a transmission line route; however, with the multitude of alignment options, a refined cost estimate was beyond the scope of this effort. To further refine the cost aspect of the potential routes, an operational criterion was added to provide a comparison of the key factors affecting maintenance and operating costs.

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To further develop objective standards for evaluation, attributes of each criteria were identified for evaluation in the analysis of the specific criteria. Each attribute was either analyzed quantitatively by counting the number of occurrences, or qualitatively by estimating the extent of the impact. Numeric scores were used to evaluate impacts. In all qualitative analyses, all parcels were assigned a value of “1” unless there was a perceived impact. A value of “10” equates to a high impact, with a value of “5” equating to a significant impact. Use of impact ratings of 1, 5 and 10, places major emphasis on the significant and highly impacted properties along the transmission line routing.

Impacts to private property and viewshed

Several attributes were identified to evaluate the impacts to private property. The attributes selected were:

- Viewshed impacts (10 Points - qualitative) – Properties with views. All parcels were assigned a minimum value of “1”. View properties with panoramic views without obstructions, where the proposed transmission line structures or conductors would be visible above the horizon were assigned a value of “10”. Properties that would lose tree screen buffers located on the private property outside of highway and electric line rights of way would also receive a “10”. Properties overlooking the proposed transmission line conductors and/or poles structures that are below the horizon, or at a distance of more than 300 feet received a “5”. View lots in a second row behind properties with panoramic views were also assigned a value of “5”.
- Major impact (10 Points - qualitative) – All parcels were assigned a minimum value of “1”. Properties with improvements requiring removal from the proposed easement area, or which the easement would severely limit future development, or required 20% or more of the total area of the parcel would receive a value of “10”. Properties with easements within the approach zone of an airstrip would also receive a “10”. Parcels bisected by the proposed transmission line or with the line paralleling an airstrip would receive a “5”.
- Number of parcels requiring easements (10 Points - quantitative) – Actual number of properties requiring easements along a proposed centerline were compiled.
- Proximity to the proposed transmission centerline (10 Points - qualitative) – Distance from the transmission line centerline to improvements. All parcels, both vacant and improved were assigned a minimum value of “1”. If there were residences within 100 feet of a proposed centerline the parcel was assigned a value of “10”. Properties with residences between 100 feet and 200 feet from

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centerline received a “5”. The main effect to residences beyond 200 feet is impact on views, which is reflected in the separate viewshed category.

Project Costs

Individuals commenting on cost were concerned about keeping costs low to avoid rate increases. MEA had the same rate concerns, as well as conserving capital for other system needs identified by the long range plan. Two cost components were considered in the analysis, construction costs and right of way land and acquisition costs.

Construction costs were based on cost data from the recently constructed Eklutna Generation Station to Hospital Substation Transmission Line. Right of way costs (ROW) were estimated using a factor of 1.6 times the assessed land costs of each parcel plus estimated right of way and permitting services costs.

- Construction costs (20 Points - quantitative) – Estimated costs to construct a double circuit 115 kV electric transmission line with a three phase distribution line underbuild. Costs estimated include clearing costs, labor and materials as well as the cost of wintertime construction, pilings and ice roads in wetland areas. These costs do not include construction of permanent access roads or costs to remove portions of the existing Teeland to Herning single circuit 115 kV transmission line. The removal of existing structures will require specific engineering for a good estimate, and the access road costs require additional reconnaissance.
 - Total cost of entire routing alternative
 - Average cost per mile for entire routing alternative
- ROW Costs (15 Points - quantitative) – The estimated of land value of the easement areas based on Matanuska-Susitna Borough assessed values times a factor of 1.6, plus the labor and expenses to negotiate the acquisitions and obtain permits for the proposed route. The costs include reduction of easement square footages required for alignment along road rights of way and existing utility easements.

Environmental

Residents commented about impacts to wetlands, adverse soil conditions, the effect of springs on access and constructability, and land clearing. Generally the wetlands, springs and adverse soil conditions fall within the same areas, so the acres of the project across wetlands constitutes one-half of this criteria. The other half is the acreage of land clearing along the route.

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- Environmental (15 Points - quantitative) – The acres of wetlands and the acres of clearing along the transmission were calculated to compare environmental impacts of the various transmission line proposals.

Maintenance and operational issues

While the added cost of maintenance and operation is a significant concern an assessment of those costs was outside of the scope of this corridor selection. A qualitative analysis for comparison of those factors that increase the cost of maintenance and operations was established.

- Maintenance and operation costs factors (5 Points - quantitative) - The factors considered to increase Maintenance and operation costs were:
 - Length of transmission line lacking year round access
 - Length of wetland crossings requiring specialized equipment or mats
 - Number of structures in wetlands
 - Number of large angle structures

The following is an explanation of the how the preliminary data is summarized.

Routing:

The summary includes routing information for the two corridor options within the City of Wasilla boundaries, the "Theater" Route and the "Gully" Route. East of the City boundary there are four potential routes connecting Lazelle Substation to the Theater and Gully Routes.

The Theater Routes begin with the letter T and the Gully Routes are labeled with a G. The Theater Route has 24 potential main alignments and the Gully Route has 40.

The most northerly possible route is designated with a 1. Routes are further identified by: "L" or "R" for routing that follows one side of one or more segments along that route. "LR" designates routes that either straddle the line between two properties or fall within the boundaries of a property no matter what side of the line is chosen.

As an example the first route listed on the Gully Route Preliminary Data is:

G1-L Line Segments - 328-L, 379-LR, 330.2-LR, 330.1A-LR, 309-LR, 311.1-LR, 311.2-LR & 314-LR

This means that starting at the east boundary of the City of Wasilla, this Gully route will go on the left side of line segment number 328 until it reaches line segment 379. Property information for those properties on the left side of the line was compiled. For segments 379, 330.2, 309, 311.1, 311.2 and 314 only one alignment has been designated across the properties within that segment.

Following G1-L there is an alternative G1-R segment that follows along properties on the right side of segment number 328, resulting in different property information for that alignment.

The letters A or T are sometimes included for estimating construction cost differences for those segments that begin with either an angle or a straight line depending upon the previous connecting segment. If the segment is at an angle, it is designated with an "A" and indicates a higher cost estimate than a segment that connects in a straight line designated with a "T".

Route Data:

Below the listing of the line segments are the combined segment totals for each possible alignment. These columns in the data sheet are labeled:

- Line segment – refers to the different potential routes for each corridor
- Cost – the total construction and right of way acquisition and permitting estimate
- Parcels – the number of private and municipal properties crossed that may require easements
- Houses – number of residences on the identified parcels

- View – weighting for properties identified with panoramic views or loss of screening buffers
- Proximity – weighting for houses within 100 and 200 feet of the project centerline
- Impacts – weighting for greater than 20% of the property required for easement, bisecting the property or impacting development potential
- Lineal feet wetlands – estimated length of line crossing wetlands along the route
- Clearing acres – estimated number of acres cleared along the route

Gully Route Preliminary Data

Line Segment	Cost	Parcels	Houses	View	Proximity	Impacts	Lineal Ft Wetlands	Clearing Acres	Combined Segment
G1-L Line Segments - 328-L, 379-LR, 330.2-LR, 330.1A-LR, 309-LR, 311.1-LR, 311.2-LR & 314-LR									
G1-L Totals	7,158,872	22	7	39	95	41	10,075	31.14	G1-L
G1-R Line Segments - 328-R, 379-LR, 330.2-LR, 330.1A-LR, 309-LR, 311.1-LR, 311.2-LR & 314-LR									
G1-R Totals	7,184,906	18	3	35	91	37	10,075	31.14	G1-R
G2-L Line Segments - 328-L, 379-LR, 330.2-LR, 333A-LR, 310-LR, 312.3T-L, 376-LR, 311.2-LR, 314-LR									
G2-L Totals	6,937,803	23	9	49	31	60	10,075	32.25	G2-L
G2-R Line Segments - 328-R, 379-LR, 330.2-LR, 333A-LR, 310-LR, 312.3T-R, 376-LR, 311.2-LR, 314-LR									
G2-R Totals	6,989,233	20	6	55	37	66	10,075	32.25	G2-R
G3-L Line Segments - 328-L, 379-LR, 330.2-LR, 333A-LR, 310-LR, 312.3T-L, 312.4-L, 312.2T-L, 313A-LR & 314-LR									
G3-L Totals	6,721,175	37	19	86	95	110	10,075	32.8	G3-L
G3-R Line Segments - 328-R, 379-LR, 330.2-LR, 333A-LR, 310-LR, 312.3T-R, 312.4-R, 312.2T-R, 313A-LR, 314-LR									
G3-R Totals	6,862,149	28	8	86	49	74	10,075	32.8	G3-R
G4-L Line Segments - 328-L, 379-LR, 330.2-LR, 334A-LR, 312.3A-L, 376-LR, 311.2-LR, & 314-LR									
G4-L Totals	6,636,991	27	13	83	48	73	10,075	31.63	G4-L
G4-R Line Segments - 328-R, 379-LR, 330.2-LR, 334A-LR, 312.3A-R, 376-LR, 311.2-LR, 314-LR									
G4-R Totals	6,688,420	24	10	89	54	79	10,075	31.63	G4-R
G5-L Line Segments - 328-L, 379-LR, 330.2-LR, 334A-LR, 312.3A-L, 312.4-L, 312.2T-L, 313A-LR, 314-LR									
G5-L Totals	6,420,362	41	23	120	112	123	10,075	32.18	G5-L
G5-R Line Segments - 328-R, 379-LR, 330.2-LR, 334A-LR, 312.3A-R, 312.4-R, 312.2T-R, 313A-LR, 314-LR									

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G5-R Totals	6,561,336	32	12	120	66	87	10,075	32.18	G5-R
G6-L Line Segments - 328-L, 379-LR, 330.2-LR, 335.1T-LR, 375-L, 312.2A-L, 313A-LR, & 314-LR									
G6-L Totals	6,430,325	35	20	83	63	63	12,561	36.43	G6-L
G6-R Line Segments - 328-R, 379-LR, 330.2-LR, 335.1T-LR, 375-R, 312.2A-R, 313A-LR, & 314-LR									
G6-R Totals	6,569,751	25	8	81	28	44	12,561	36.43	G6-R
G7-L Line Segments - 328-L, 379-LR, 330.2-LR, 335.1T-LR, 335.2-LR, 339A-LR, 340A-LR, 313T-LR, & 314-LR									
G7-L Totals	6,497,175	30	14	82	61	58	12,561	37.47	G7-L
G7-R Line Segments - 328-R, 379-LR, 330.2-LR, 335.1T-LR, 335.2-LR, 339A-LR, 340A-LR, 313T-LR, & 314-LR									
G7-R Totals	6,523,209	26	10	78	57	54	12,561	37.47	G7-R
G8-L Line Segments - 328-L, 379-LR, 330.2-LR, 335.1T-LR, 335.2-LR, 335.3T-LR, 337.4A-LR, 337.2-L, 340T-LR, 313T-LR, & 314-LR									
G8-L Totals	6,562,682	32	14	74	40	51	12,561	40.98	G8-L
G8-R Line Segments - 328-R, 379-LR, 330.2-LR, 335.1T-LR, 335.2-LR, 335.3T-LR, 337.4A-LR, 337.2-R, 340T-LR, 313T-LR & 314-LR									
G8-R Totals	6,655,616	29	10	71	46	66	12,561	40.98	G8-R
G9-L Line Segments - 328-L, 329.3LR, 378-LR, 330.1A-LR, 330.2-LR, 333A-LR, 309-LR, 311.1-LR, 311.2-LR, 314-LR									
G9-L Totals	7,584,804	24	9	41	97	43	10,774	32.52	G9-L
G9-R Line Segments - 328-R, 329.3LR, 378-LR, 330.1A-LR, 330.2-LR, 333A-LR, 309-LR, 311.1-LR, 311.2-LR, 314-LR									
G9-R Totals	7,610,838	20	5	37	93	39	10,774	32.52	G9-R
G10-L Line Segments - 328-L, 329.3LR, 378-LR, 330.1A-LR, 330.2-LR, 333A-LR, 310-LR, 312.3T-L, 376-LR, 311.2-LR, 314-LR									
G10-L Totals	7,363,735	25	11	51	33	62	10,774	33.63	G10-L
G10-R Line Segments - 328-R, 329.3LR, 378-LR, 330.1A-LR, 330.2-LR, 333A-LR, 310-LR, 312.3T-R, 376-LR, 311.2-LR, 314-LR									
G10-R Totals	7,415,164	22	8	57	39	68	10,774	33.63	G10-R

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G11-L Line Segments - 328-L, 329.3LR, 378-LR, 330.1A-LR, 330.2-LR, 334A-LR, 312.3A-L, 376-LR, 311.2-LR, 314-LR	29	15	85	50	75	10,774	33.01	G11-L
G11-L Totals	7,062,922							
G11-R Line Segments - 328-R, 329.3LR, 378-LR, 330.1A-LR, 330.2-LR, 334A-LR, 312.3A-R, 376-LR, 311.2-LR, 314-LR	26	12	91	56	81	10,774	33.01	G11-R
G11-R Totals	7,114,351							
G12-L Line Segments - 328-L, 329.3LR, 378-LR, 330.1A-LR, 330.2-LR, 334A-LR, 312.3A-L, 312.4-L, 312.2T-L, 313A-LR & 314-LR	43	25	122	114	125	10,774	33.56	G12-L
G12-L Totals	6,846,293							
G12-R Line Segments - 328-R, 329.3LR, 378-LR, 330.1A-LR, 330.2-LR, 334A-LR, 312.3A-R, 312.4-R, 312.2T-R, 313A-LR & 314-LR	34	14	122	68	89	10,774	33.56	G12-R
G12-R Totals	6,987,267							
G13-L Line Segments - 328-L, 329.3LR, 378-LR, 330.1A-LR, 330.2-LR, 335.1T-LR, 375-L, 312.2A-L, 313A-LR, 314-LR	37	22	85	65	65	13,260	37.81	G13-L
G13-L Totals	6,856,256							
G13-R Line Segments - 328-R, 329.3LR, 378-LR, 330.1A-LR, 330.2-LR, 335.1T-LR, 375-R, 312.2A-R, 313A-LR, 314-LR	27	10	83	30	46	13,260	37.81	G13-R
G13-R Totals	6,995,683							
G14-L Line Segments - 328-L, 329.3LR, 378-LR, 330.1A-LR, 330.2-LR, 335.1T-LR, 335.2-LR, 339A-LR, 340A-LR, 313T-LR, 314-LR	32	16	84	63	60	13,260	38.85	G14-L
G14-L Totals	6,923,107							
G14-R Line Segments - 328-R, 329.3LR, 378-LR, 330.1A-LR, 330.2-LR, 335.1T-LR, 335.2-LR, 339A-LR, 340A-LR, 313T-LR, 314-LR	28	12	80	59	56	13,260	38.85	G14-R
G14-R Totals	6,949,140							
G15-L Line Segments - 328-L, 329.3LR, 378-LR, 330.1A-LR, 330.2-LR, 335.1T-LR, 335.2-LR, 335.3T-LR, 337.4A-LR, 337.2-L, 340T-LR, 313T-LR, 314-LR	34	16	76	42	53	13,260	42.36	G15-L
G15-L Totals	6,988,614							
G15-R Line Segments - 328-R, 329.3LR, 378-LR, 330.1A-LR, 330.2-LR, 335.1T-LR, 335.2-LR, 335.3T-LR, 337.4A-LR, 337.2-R, 340T-LR, 313T-LR, 314-LR	31	12	73	48	68	13,260	42.36	G15-R
G15-R Totals	7,081,547							
G16-L Line Segments - 328-L, 329.3LR, 378-LR, 331T-L, 332-LR, 333A-LR, 309-LR, 311.1-LR, 311.2-LR, 314-LR	27	12	83	108	45	7,030	29.81	G16-L
G16-L Totals	7,077,147							

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G16-R Line Segments - 328-R, 329.3LR, 378-LR, 331T-R, 332-LR, 333A-LR, 309-LR, 311.1-LR, 311.2-LR, 314-LR											
G16-R Totals	6,939,631	19	5	39	91	37	7,030	29.81	G16-R		
G17-L Line Segments - 328-L, 329.3LR, 378-LR, 331T-L, 332-LR, 333A-LR, 310-LR, 312.3T-L, 376-LR, 311.2-LR, 314-LR											
G17-L Totals	6,856,078	28	14	93	44	64	7,030	30.92	G17-L		
G17-R Line Segments - 328-R, 329.3LR, 378-LR, 331T-L, 332-LR, 333A-LR, 310-LR, 312.3T-R, 376-LR, 311.2-LR, 314-LR											
G17-R Totals	6,743,957	21	8	59	37	66	7,030	30.92	G17-R		
G18-L Line Segments - 328-L, 329.3LR, 378-LR, 331T-L, 332-LR, 334A-LR, 312.3T-L, 376-LR, 311.2-LR, 314-LR											
G18-L Totals	6,428,932	32	18	127	61	77	7,030	30.3	G18-L		
G18-R Line Segments - 328-R, 329.3LR, 378-LR, 331T-L, 332-LR, 334A-LR, 312.3T-R, 376-LR, 311.2-LR, 314-LR											
G18-R Totals	6,316,811	25	12	93	54	79	7,030	30.3	G18-R		
G19-L Line Segments - 328-L, 329.3LR, 378-LR, 331T-L, 332-LR, 334A-LR, 312.3A-L, 312.4-L, 312.2T-L, 313A-LR, 314-LR											
G19-L Totals	6,338,637	46	28	164	125	127	7,030	30.85	G19-L		
G19-R Line Segments - 328-R, 329.3LR, 378-LR, 331T-L, 332-LR, 334A-LR, 312.3A-R, 312.4-R, 312.2T-R, 313A-LR, 314-LR											
G19-R Totals	6,316,060	33	14	124	66	87	7,030	30.85	G19-R		
G20-L Line Segments - 328-L, 329.3LR, 378-LR, 331T-L, 332-LR, 335.1A-LR, 375-L, 312.2A-L, 313A-LR, 314-LR											
G20-L Totals	6,535,639	40	25	127	76	67	9,516	35.1	G20-L		
G20-R Line Segments - 328-R, 329.3LR, 378-LR, 331T-R, 332-LR, 335.1A-LR, 375-R, 312.2A-R, 313A-LR, 314-LR											
G20-R Totals	6,511,515	26	10	85	28	44	9,516	35.1	G20-R		
G21-L Line Segments - 328-L, 329.3LR, 378-LR, 331T-L, 332-LR, 335.1A-LR, 335.2-LR, 339A-LR, 340A-LR, 313T-LR, 314-LR											
G21-L Totals	6,602,489	35	19	126	74	62	9,516	36.14	G21-L		
G21-R Line Segments - 328-R, 329.3LR, 378-LR, 331T-R, 332-LR, 335.1A-LR, 335.2-LR, 339A-LR, 340A-LR, 313T-LR, 314-LR											

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G21-R Totals	6,464,973	27	12	82	57	54	9,516	36.14	G21-R
G22-L Line Segments - 328-L, 329.3LR, 378-LR, 331T-L, 332-LR, 335.1A-LR, 335.2-LR, 335.3T-LR, 337.4A-LR, 337.2-L, 340T-LR, 313T-LR, 314-LR									
G22-L Totals	6,667,996	37	19	118	53	55	9,516	39.65	G22-L
G22-R Line Segments - 328-R, 329.3LR, 378-LR, 331T-R, 332-LR, 335.1A-LR, 335.2-LR, 335.3T-LR, 337.4A-LR, 337.2-R, 340T-LR, 313T-LR, 314-LR									
G22-R Totals	6,597,379	30	12	75	46	66	9,516	39.65	G22-R
G23-L Line Segments - 328-L, 329.3LR, 378-LR, 331T-L, 336-LR, 338-LR, 339T-LR, 340A-LR, 313T-LR, 314-LR									
G23-L Totals	6,237,972	35	19	118	74	62	8,734	35.29	G23-L
G23-R Line Segments - 328-R, 329.3LR, 378-LR, 331T-R, 336-LR, 338-LR, 339T-LR, 340A-LR, 313T-LR, 314-LR									
G23-R Totals	6,100,455	27	12	74	57	54	8,734	35.29	G23-R
G24-L Line Segments - 328-L, 329.3LR, 378-LR, 331T-L, 336-LR, 337.3-LR, 337.4T-LR, 337.2-L, 340T-LR, 313T-LR, 314-LR.									
G24-L Totals	6,340,049	36	22	109	52	54	8,734	38.13	G24-L
G24-R Line Segments - 328-R, 329.3LR, 378-LR, 331T-R, 336-LR, 337.3-LR, 337.4T-LR, 337.2-R, 340T-LR, 313T-LR, 314-LR.									
G24-R Totals	6,269,432	29	15	66	45	65	8,734	38.13	G24-R
G25-L Line Segments - 328-L, 329.3LR, 329.4LR, 329.2LR, 330.1A-LR, 330.2-LR, 333A-LR, 309-LR, 311.1-LR, 311.2-LR, 314-LR									
G25-L Totals	7,571,779	25	11	42	98	44	9,346	32	G25-L
G25-R Line Segments - 328-R, 329.3LR, 329.4LR, 329.2LR, 330.1A-LR, 330.2-LR, 333A-LR, 309-LR, 311.1-LR, 311.2-LR, 314-LR									
G25-R Totals	7,597,813	21	7	38	94	40	9,346	32	G25-R
G26-L Line Segments - 328-L, 329.3LR, 329.4LR, 329.2LR, 330.1A-LR, 330.2-LR, 333A-LR, 310-LR, 312.3T-L, 376-LR, 311.2-LR, 314-LR									
G26-L Totals	7,350,710	26	13	52	34	63	9,346	33.11	G26-L
G26-R Line Segments - 328-R, 329.3LR, 329.4LR, 329.2LR, 330.1A-LR, 330.2-LR, 333A-LR, 310-LR, 312.3T-R, 376-LR, 311.2-LR, 314-LR									
G26-R Totals	7,402,140	23	10	58	40	69	9,346	33.11	G26-R

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G32-R Line Segments - 328-R, 329.3LR, 329.4LR, 329.2LR, 331T-R, 332-LR, 333A-LR, 309-LR, 311.1-LR, 311.2-LR, 314-LR									
G32-R Totals	6,926,607	20	7	40	92	38	5,602	29.29	G32-R
G33-L Line Segments - 328-L, 329.3LR, 329.4LR, 329.2LR, 331T-L, 332-LR, 333A-LR, 310-LR, 312.3T-L, 376-LR, 311.2-LR, 314-LR									
G33-L Totals	6,843,054	29	16	94	45	65	5,602	30.4	G33-L
G33-R Line Segments - 328-R, 329.3LR, 329.4LR, 329.2LR, 331T-L, 332-LR, 333A-LR, 310-LR, 312.3T-L, 376-LR, 311.2-LR, 314-LR									
G33-R Totals	6,730,933	22	10	60	38	67	5,602	30.4	G33-R
G34-L Line Segments - 328-L, 329.3LR, 329.4LR, 329.2LR, 331T-L, 332-LR, 334A-LR, 312.3A-L, 376-LR, 311.2-LR, 314-LR									
G34-L Totals	6,542,241	33	20	128	62	78	5,602	29.78	G34-L
G34-R Line Segments - 328-R, 329.3LR, 329.4LR, 329.2LR, 331T-R, 332-LR, 334A-LR, 312.3A-R, 376-LR, 311.2-LR, 314-LR									
G34-R Totals	6,430,120	26	14	94	55	80	5,602	29.78	G34-R
G35-L Line Segments - 328-L, 329.3LR, 329.4LR, 329.2LR, 331T-L, 332-LR, 334A-LR, 312.3A-L, 312.4-L, 312.2T-L, 313A-LR, 314-LR									
G35-L Totals	6,325,613	47	30	165	126	128	5,602	30.33	G35-L
G35-R Line Segments - 328-R, 329.3LR, 329.4LR, 329.2LR, 331T-R, 332-LR, 334A-LR, 312.3A-R, 312.4-R, 312.2T-R, 313A-LR, 314-LR									
G35-R Totals	6,303,036	34	16	125	67	88	5,602	30.33	G35-R
G36-L Line Segments - 328-L, 329.3LR, 329.4LR, 329.2LR, 331T-L, 332-LR, 335.1A-LR, 375-L, 312.2A-L, 313A-LR, 314-LR									
G36-L Totals	6,522,615	41	27	128	77	68	8,088	34.58	G36-L
G36-R Line Segments - 328-R, 329.3LR, 329.4LR, 329.2LR, 331T-R, 332-LR, 335.1A-LR, 375-L, 312.2A-R, 313A-LR, 314-LR									
G36-R Totals	6,498,491	27	12	86	29	45	8,088	34.58	G36-R
G37-L Line Segments - 328-L, 329.3LR, 329.4LR, 329.2LR, 331T-L, 332-LR, 335.1A-LR, 335.2-LR, 339A-LR, 340A-LR, 313T-LR, 314-LR									
G37-L Totals	6,589,465	36	21	127	75	63	8,088	35.62	G37-L
G37-R Line Segments - 328-R, 329.3LR, 329.4LR, 329.2LR, 331T-R, 332-LR, 335.1A-LR, 335.2-LR, 339A-LR, 340A-LR, 313T-LR, 314-LR									

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G37-R Totals	6,451,948	28	14	83	58	55	8,088	35.62	G37-R
G38-L Line Segments - 328-L, 329.3LR, 329.4LR, 329.2LR, 331T-L, 332-LR, 335.1A-LR, 335.2-LR, 335.3T-LR, 337.4A-LR, 337.2-L, 340T-LR, 313T-LR, 314-LR									
G38-L Totals	6,654,972	38	21	119	54	56	8,088	39.13	G38-L
G38-R Line Segments - 328-R, 329.3LR, 329.4LR, 329.2LR, 331T-L, 332-LR, 335.1A-LR, 335.2-LR, 335.3T-LR, 337.4A-LR, 337.2-R, 340T-LR, 313T-LR, 314-LR									
G38-R Totals	6,584,355	31	14	76	47	67	8,088	39.13	G38-R
G39-L Line Segments - 328-L, 329.3LR, 329.4LR, 329.2LR, 331T-L, 336-LR, 338-LR, 339T-LR, 340A-LR, 313T-LR, 314-LR.									
G39-L Totals	6,224,947	36	21	119	75	63	7,306	34.77	G39-L
G39-R Line Segments - 328-R, 329.3LR, 329.4LR, 329.2LR, 331T-R, 336-LR, 338-LR, 339T-LR, 340A-LR, 313T-LR, 314-LR.									
G39-R Totals	6,087,431	28	14	75	58	55	7,306	34.77	G39-R
G40-L Line Segments - 328-L, 329.3LR, 329.4LR, 329.2LR, 331T-L, 336-LR, 337.3-LR, 337.4T-LR, 337.2-L, 340T-LR, 313T-LR, 314-LR.									
G40-L Totals	6,353,059	33	20	106	49	51	7,306	37.61	G40-L
G40-R Line Segments - 328-R, 329.3LR, 329.4LR, 329.2LR, 331T-R, 336-LR, 337.3-LR, 337.4T-LR, 337.2-R, 340T-LR, 313T-LR, 314-LR.									
G40-R Totals	6,256,408	30	17	67	46	66	7,306	37.61	G40-R

Theater Route Preliminary Data

Line Segment	Cost	Parcels	Houses	View	Proximity	Impacts	Lineal Ft Wetlands	Clearing Acres
T1-LR Line Segments - 325.1T-LR, 377-LR, 330.2-LR, 330.1A-LR, 309-LR, 311.1-LR, 311.2-LR & 314-LR								
T1-LR Totals	7,254,858	24	3	46	96	46	6,588	23.47
T2-L Line Segments - 325.1T-LR, 377-LR, 330.2-LR, 333A-LR, 310-LR, 312.3T-L, 376-LR, 311.2-LR, 314-LR								
T2-L Totals	7,141,125	24	3	46	96	46	6,588	23.47
T2-R Line Segments - 325.1T-LR, 377-LR, 330.2-LR, 333A-LR, 310-LR, 312.3T-R, 376-LR, 311.2-LR, 314-LR								
T2-R Totals	7,166,520	26	5	70	42	75	5,201	24.15
T3-L Line Segments - 325.1T-LR, 377-LR, 330.2-LR, 333A-LR, 310-LR, 312.3T-L, 312.4-L, 312.2T-L, 313A-LR & 314-LR								
T3-L Totals	6,924,496	39	14	97	96	115	5,201	24.7
T3-R Line Segments - 325.1T-LR, 377-LR, 330.2-LR, 333A-LR, 310-LR, 312.3T-R, 312.4-R, 312.2T-R, 313A-LR, 314-LR								
T3-R Totals	7,039,436	34	7	101	54	83	5,201	24.7
T4-L Line Segments - 325.1T-LR, 377-LR, 330.2-LR, 334A-LR, 312.3A-L, 376-LR, 311.2-LR, & 314-LR								
T4-L Totals	6,840,312	29	8	94	49	78	5,201	23.53
T4-R Line Segments - 325.1T-LR, 377-LR, 330.2-LR, 334A-LR, 312.3A-R, 376-LR, 311.2-LR, 314-LR								
T4-R Totals	6,865,707	30	9	104	59	88	5,201	23.53
T5-L Line Segments - 325.1T-LR, 377-LR, 330.2-LR, 334A-LR, 312.3A-L, 312.4-L, 312.2T-L, 313A-LR, 314-LR								
T5-L Totals	6,623,683	43	18	131	113	128	5,201	24.08
T5-R Line Segments - 325.1T-LR, 377-LR, 330.2-LR, 334A-LR, 312.3A-R, 312.4-R, 312.2T-R, 313A-LR, 314-LR								
T5-R Totals	6,738,623	38	11	135	71	96	5,201	24.08

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T18-L Totals	6,645,178	33	12	137	61	81	2,288	22.72
T18-R Line Segments -	325.1T-LR, 325.2-LR, 331T-R, 332-LR, 334A-LR, 312.3A-R, 376-LR, 311.2-LR, 314-LR							
T18-R Totals	6,507,023	30	10	107	58	87	2,288	22.72
T19-L Line Segments -	325.1T-LR, 325.2-LR, 331T-L, 332-LR, 334A-LR, 312.3A-L, 312.4-L, 312.2T-L, 313A-LR, 314-LR							
T19-L Totals	6,428,550	47	22	174	125	131	2,288	23.27
T19-R Line Segments -	325.1T-LR, 325.2-LR, 331T-L, 332-LR, 334A-LR, 312.3A-R, 312.4-R, 312.2T-R, 313A-LR, 314-LR							
T19-R Totals	6,379,939	38	12	138	70	95	2,288	23.27
T20-L Line Segments -	325.1T-LR, 325.2-LR, 331T-L, 332-LR, 335.1A-LR, 375-L, 312.2A-L, 313A-LR, 314-LR							
T20-L Totals	6,625,552	41	19	137	76	71	4,774	27.52
T20-R Line Segments -	325.1T-LR, 325.2-LR, 331T-R, 332-LR, 335.1A-LR, 375-R, 312.2A-R, 313A-LR, 314-LR							
T20-R Totals	6,575,394	31	8	99	32	52	4,774	27.52
T21-L Line Segments -	325.1T-LR, 325.2-LR, 331T-L, 332-LR, 335.1A-LR, 335.2-LR, 339A-LR, 340A-LR, 313T-LR, 314-LR							
T21-L Totals	6,692,402	36	13	136	74	66	4,774	28.56
T21-R Line Segments -	325.1T-LR, 325.2-LR, 331T-R, 332-LR, 335.1A-LR, 335.2-LR, 339A-LR, 340A-LR, 313T-LR, 314-LR							
T21-R Totals	6,528,852	32	10	96	61	62	4,774	28.56
T22-L Line Segments -	325.1T-LR, 325.2-LR, 331T-L, 332-LR, 335.1A-LR, 335.2-LR, 337.4A-LR, 337.2-L, 340T-LR, 313T-LR, 314-LR							
T22-L Totals	6,757,909	38	13	128	53	59	4,774	32.07
T22-R Line Segments -	325.1T-LR, 325.2-LR, 331T-R, 332-LR, 335.1A-LR, 335.2-LR, 337.4A-LR, 337.2-R, 340T-LR, 313T-LR, 314-LR							
T22-R Totals	6,661,258	35	10	89	50	74	4,774	32.07
T23-L Line Segments -	325.1T-LR, 325.2-LR, 331T-L, 336-LR, 338-LR, 339T-LR, 340A-LR, 313T-LR, 314-LR							
T23-L Totals	6,327,884	36	13	128	74	66	3,992	27.71

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Sample of Preliminary Data for T4-L

Line Segment	Cost	Parcels	Houses	View	Proximity	Impacts	Lineal Ft Wetlands	Clearing Acres	Combined Segment
T4-L Line Segments - 325.1T-LR, 377-LR, 330.2-LR, 334A-LR, 312.3A-L, 376-LR, 311.2-LR, & 314-LR									
325.1T-LR	1,649,099	8	1	17	7	11	0	2.75	325.1T-LR
377-LR	575,904	1	0	1	1	1	1,930	4.43	377-LR
330.2-LR	1,209,488	2	1	12	3	3	3,271	7.51	330.2-LR
334A-LR	673,094	6	5	41	23	24	0	2.3	334A-LR
312.3A-L	297,768	2	1	11	11	20	0	0.72	312.3A-L
376-LR	381,052	1	0	1	1	10	0	1.74	376-LR
311.2-LR	1,348,146	3	0	11	3	3	0	1.61	311.2-LR
314-LR	705,761	6	0	0	0	6	0	2.47	314-LR
T4-L Totals	6,840,312	29	8	94	49	78	5,201	23.53	
See additional sample sheet for detail on this line segment									

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Sample of Preliminary Data from Line Segment 334 LR

OWNER	ACCOUNT#	ROUTE#	SIDE	NEEDED WIDTH	NEEDED LENGTH	EASEMENT COST	PARCELS	HOMES PASSED	View	PROXIMITY	MAJOR IMPACTS
SUMNER RICHARD C&C YVONNE	2954000T00A-2X	334	LR	100	494	\$2,832	1	Y	10	1	1
GREEN WILLIAM J & DONNA E	4755B01L013A	334	LR	50	400	\$18,555	2	Y	10	10	10
LOLIE LINDA A	2513B03L006	334	LR	50	50	\$2,853	3	Y	5	5	1
CHAVEZ DENNIS E & MARIA A	2513B03L003	334	LR	50	136	\$8,503	4	Y	5	1	1
SNYDER CHLOE M	2513B03L002	334	LR	50	194	\$12,259	5	Y	10	5	10
HUDSON MICHAEL A&SANDRA J	2513B03L001Z	334	LR	50	142	\$8,164	6	N	1	1	1
ALASKA RAILROAD CORP	U09026000L004_SY	334	LR	50	875	\$54,589	0	N	0	0	0
		334	LR		1416	\$107,755	6	5	41	23	24