Data Analysis Process
In an effort to ensure the voices of our members play an important role in the selection process for a transmission line corridor through Wasilla, Matanuska Electric Association, Inc. has completed its preliminary collection of member and stakeholder feedback and other data and has conducted an assessment of the impacts and cost estimation of potential routes within the Theater, Gully, Fairview and Southern corridors presented to the public. This preliminary data was collected by analyzing each property crossed by the proposed routes using Matanuska-Susitna Borough aerial photography, property data and LIDAR contour mapping as well as Google Earth maps and aerial photography. Our preliminary findings and rankings of the corridors and routes are summarized below. MEA will conduct one final review of the highest ranked routes to assess the impacts of those routes on properties outside of the proposed right-of-way. Once that review is complete, MEA will prepare a draft decisional document for public review and comment. The draft decisional document will contain one or more preferred alternatives. Comments to the draft document will be considered in the preparation of the final decision document for submittal to the Matanuska-Susitna Borough, and to accompany the permit application to the City of Wasilla.

Preliminary Route Evaluation and Findings
A number of individuals raised comments and testified at the Public Hearing about again pursuing an alignment along the Parks Highway. During the City of Wasilla permitting process in 2013, MEA received approval of its preferred Parks Highway alignment for construction of the transmission line within the City of Wasilla; however, that approval was subject to a condition that MEA could only construct the transmission line underground. MEA unsuccessfully appealed the undergrounding condition placed on the approval. As a result of that final determination, MEA may not seek City of Wasilla administrative approval of an above ground transmission line along that route. While the Parks Highway route is still the preference of MEA, significant cost, operation and maintenance obstacles prevent MEA from exercising the undergrounding option. Therefore MEA is considering additional above-ground corridor options within four alternative corridors to the Parks Highway in an effort to find a permitable route through Wasilla. Those four proposed corridors are named the Theater, Gully, Fairview and Southern corridors based on key locations along each. In an effort to maximize transparency and discussion, each corridor included several alternate routes for consideration by the public.
Defining the Scoring Criteria
In our effort to determine which of the four proposed corridors presented to the public had the most public good for the least private injury, MEA examined four hundred forty possible routes within those four corridors. All comments received during the public participation process were collected and categorized. The number of comments for each category were then tallied and compared against the total number of comments. Based on these tallies, criteria were developed to measure the impact of a proposed transmission line alignment affecting each property. The percentage of the comments for each category were then used to establish the weighting for the criteria. One additional criteria regarding maintenance and operation concerns was also added by MEA due to resulting cost implications for our members.

Individual property concerns accounted for 45% of the comments and received 45 of 100 total points. The four following criteria were used for evaluation of individual property concerns. Each parcel meeting the criteria were given the maximum points:

- **Viewshed Considerations (max. 12 Points)**
  - Bluff properties & properties with panoramic views
  - Properties with screening buffers between the property and neighboring properties or public rights-of-way that may be reduced or otherwise impacted.

- **Major Impacts (max 11 Points)**
  - Potential transmission line easement area would affect 20% or more of the property
  - Homes, outbuildings or other improvements were located within the potential easement area
  - Airstrips perpendicular or parallel to the proposed route for each associated property
  - Properties bisected by the line (Proposed line doesn’t follow property boundaries)

- **Proximity of improvements (homes, outbuildings, other) to the transmission line (max 11 Points)**
  - 100 feet or less from possible centerline
  - Between 100 and 200 feet from possible centerline

- **Number of properties requiring purchase of easements (max 11 Points)**

Project Costs, rate concerns and environmental effects constituted the balance of the comments with the following criteria and weights being assigned:

- **Cost of construction (max 20 Points)**
- **Cost of right-of-way acquisition and permitting (max 15 Points)**
• Wetlands crossed by the proposed transmission line (max 5 Points)

• Acres of clearing along a potential route (max 5 Points)

• Maintenance Issues (max 5 Points)
  o Including access for maintenance, length of wetland crossings requiring special equipment, number of angle structures and number of poles located in wetlands.

Using the MSB and Google Earth information, each and every property along a specific line segment of a potential route were analyzed using the above scoring criteria. Those scores were then compiled for each potential route. Ranges for each criteria were identified with an inverse relationship so that the lowest number in the range (least impact, lowest cost) received the highest ranking, with the highest number in the range (greatest impact, highest cost) receiving the lowest ranking. These rankings for each criteria were then added to produce a point total for each particular route. Each point total was then compared to the other potential routes to achieve an overall ranking. The project with the least impacts received the highest number of points and appeared highest on the list for consideration. Those rankings were then reviewed for permitability.

Preliminary Findings
Based on the point totals for each of the 440 potential routes within the four proposed corridors, the preliminary results were as follows:

• Fairview Routes Preliminary Rankings
  o Routes Evaluated: 42
  o Points Range:
    ▪ Highest 47.39
    ▪ Lowest 28.42
  o Ranking Range:
    ▪ Highest 329th
    ▪ Lowest 434th

• Gully Routes Preliminary Rankings
  o Routes Evaluated: 240
  o Points Range:
    ▪ Highest 81.87
    ▪ Lowest 65.18
  o Ranking Range:
    ▪ Highest 7th
    ▪ Lowest 328th

• Theater Routes Preliminary Rankings
  o Routes Evaluated: 88
  o Points Range:
    ▪ Highest 83.22
    ▪ Lowest 68.10
Ranking Range:
- Highest 1st
- Lowest 317th

Southern Routes Preliminary Rankings
- Routes Evaluated: 70
- Points Range:
  - Highest 45.16
  - Lowest 23.04
- Ranking Range:
  - Highest 334th
  - Lowest 440th

As can be seen above, the Theater Corridor had the most alternative routes having the least impact. It was closely followed by the Gully Corridor, with nearly all Theater and Gully Corridor potential routes ranking higher than the Fairview and Southern Corridor potential routes. Maps of the highest ranked potential routes within the Theater and Gully Corridors that are still under consideration are attached.

MEA will conduct one final round of reviews on these highest ranking alignments. This additional analysis will assess the impacts of those alignments on properties outside of the proposed right-of-way and consider minor routing modifications to determine if one of these routes can be modified to further decrease impacts on adjacent properties and possibly reduce costs.

MEA has also proposed a “hybrid” alternative for final consideration. This “hybrid” route alternative, attached as Route T-24 Modified, is a modification of the fifth ranked route to relocate that portion of the route between the City of Wasilla’s sewer treatment plant and Bayview Drive. This proposal shifts the alignment near the sewer treatment plant, to the north, more to the center of the gully, then follows a straight line along the base of the bluff on the south side of the gully below Valley Side Circle. Since this segment of the line has limited potential to provide distribution services, the underbuild distribution circuit will be eliminated reducing pole heights by 15 to 20 feet. Reducing the pole height will lower the proposed transmission line below the line of sight from the houses on the Valley Side Circle side of the gully and put the proposed line against the bluff closer to the tree line minimizing the visual impact for houses along Bayview Drive on the north side of the gully.

Unless there are significant changes to the ranking as a result of this round of reviews, these highest ranked alignments and the Route T-24 Modified alignment will be used to determine up to three potential routes for final consideration in the Matanuska Susitna Borough Decisional Document and for permitting by the City of Wasilla. MEA expects the decisional document to be complete early September with a submittal to the Borough and City of Wasilla for consideration in October.

Map Attachments:
- Individual route maps in order of preliminary ranking