

TIMELINE

- 2009-05-15** LCRA Open Houses Landowners notified
- 2009-06-01** CVA goes live on world wide web
- 2009-09-24** Motion to Delay & Expand Study Area
- 2010-02-15** 1/4 scale model lattice tower tours region
- 2010-02-15** LCRA Open Houses second round
- 2010-04-19** LCRA / Fish & Wildlife Scoping Meetings
- 2010-07-28** Filing of CCN
- 2010-09-01** Hearing on the Merits, Austin Conv. Center
- 2010-12-17** ALJ issued PFD recommendation to PUC
- 2010-12-23** CVA filed Exceptions to PFD
- 2011-01-13** PUC routing deliberations / Final Order

TERMS

- PFD** Proposal for Decision
- ALJ** Administrative Law Judge
- CVA** Clear View Alliance
- LCRA** Lower Colorado River Auth
- PUC** Public Utilities Commission
- CCN** Certificate of Convenience & Necessity
- TPWD** Tx Parks & Wildlife Dept.
- PURA** Public Utility Regulatory Act
- CREZ** Competitive Renewable Energy Zones
- CTO** CREZ Transmission Optimiz

Creeks, Streams, and Rivers www.ClearViewAlliance.org



Creeks, Streams, and Rivers

Link b23a of the ALJs' recommended route would cross the riparian area adjacent to the Llano River in such a way that it will impact the historic Oliver Pecan Grove (est. in 1886). By contrast, the Llano River crossing of Y11 is routed to cross adjacent to the sewage disposal facility between Junction and I-10.

CREEKS, STREAMS, AND RIVERS



Creeks, Streams, and Rivers

“The ALJs find that issues associated with potential risks to mussel sanctuaries, karstic formations, and ESSS as factors that reinforce the unattractiveness of the P-Lines, MK13, and other central routes from an environmental perspective. . . . In particular, streams, rivers, and floodplains along I-10 have already been impacted, unlike much of the central and northern Project areas.” CVA agrees that routing the line along I-10 is the best choice with respect to these environmental concerns, but urges the Commission to go beyond the protections that using Staff MK15 provides.

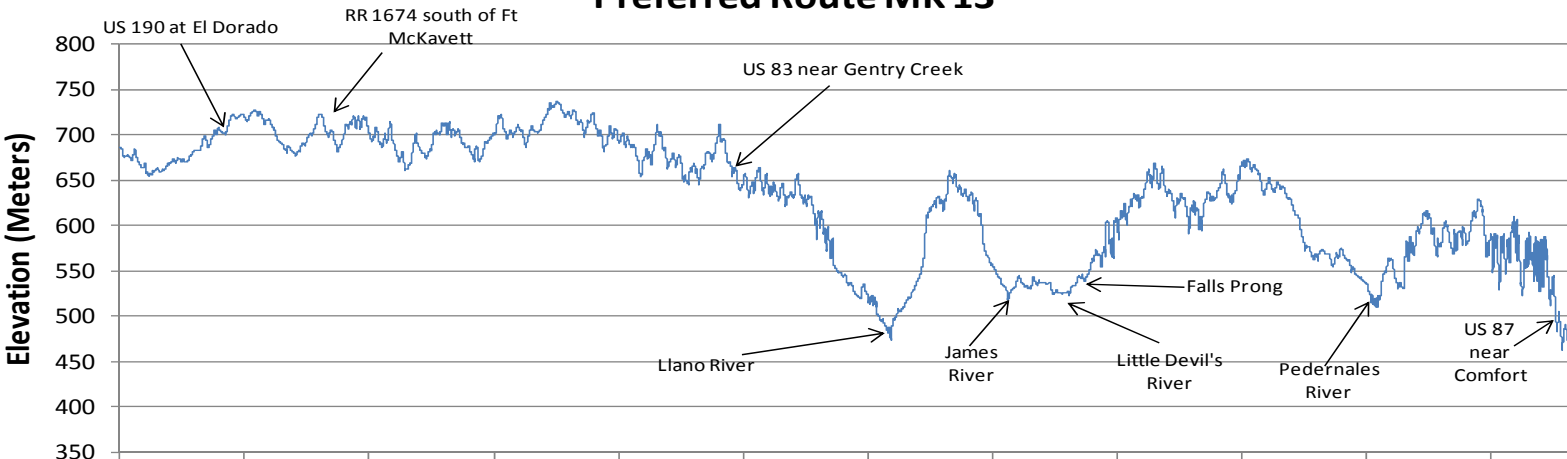
CVA witness Dr. Wilkins testified that Link b23a, which is part of Staff MK15 – the route the ALJs recommend – would cross the riparian area adjacent to the Llano River in such a way that it will impact mature trees in the historic Oliver Pecan Grove (est. in 1886). By contrast, the Llano River is crossed by MK33 at Link Y11 which places the crossing adjacent to the sewage disposal facility between Junction and I-10.

Dr. Wilkins was not alone in recommending crossing at Link Y11. Segrest et al. witness Tom Van Zandt determined that, because all route alternatives would have to cross the Llano River, it would be useful to focus attention on that critical environmental element in the route selection and address the question: Where would the most optimal crossing of the Llano River occur in view of the PUC's requirement to balance environmental, land use, and other criteria. Mr. Van Zandt's opinion is that the I-10 crossing on Link Y11 would be preferable to the middle crossings that he reviewed and probably equivalent, possibly a little bit more suitable than the northern routes he looked at.

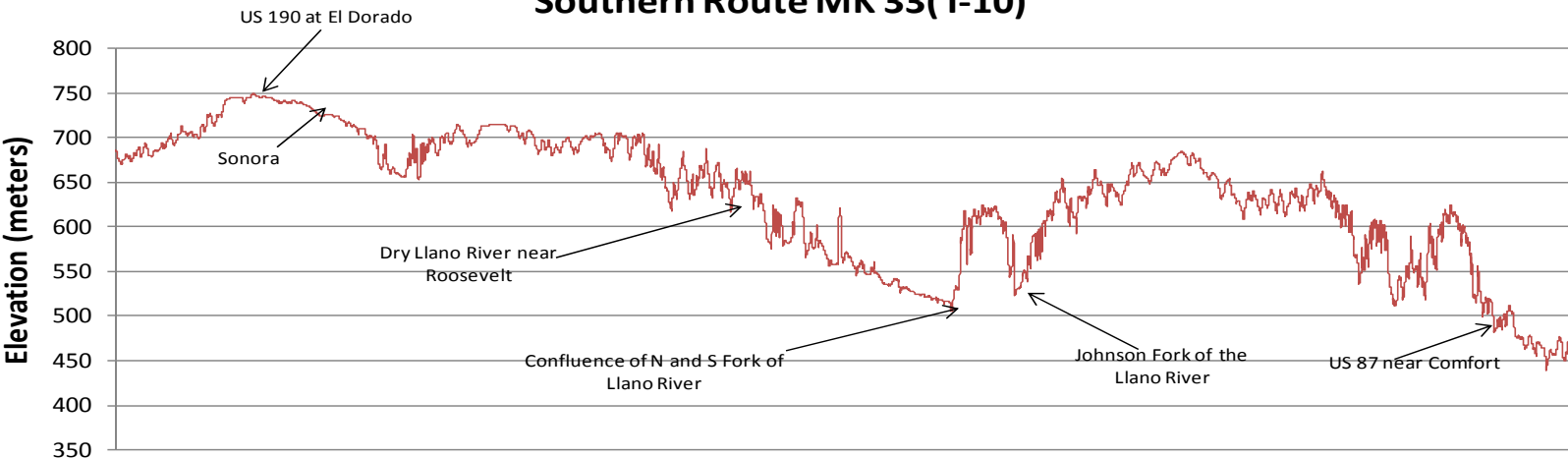
MK33 offers a clear advantage compared to other routes that cross rivers and streams at other locations. MK33 parallels the highway for over 82% of its length.

It follows logic and reason that the highway engineers who designed I 10 took notice of terrain when considering routing alternatives and then incorporated that consideration into the routing of I-10. When considering the risks presented by topography, combined with the unique conservation value of many of the Hill Country's rivers and streams, a route that closely parallels the existing I-10 corridor to the greatest extent possible would pose a lesser risk to the unique high-conservation value habitats associated with streams and rivers in this part of the Edwards Plateau.

Preferred Route MK 13



Southern Route MK 33(I-10)



Proposal for Decision filed by Administrative Law Judges, pg. 47

RIVERS & STREAMS CROSSED	<u>Staff MK15</u>	<u>MK13</u>	<u>MK33</u>
	162	148	147

