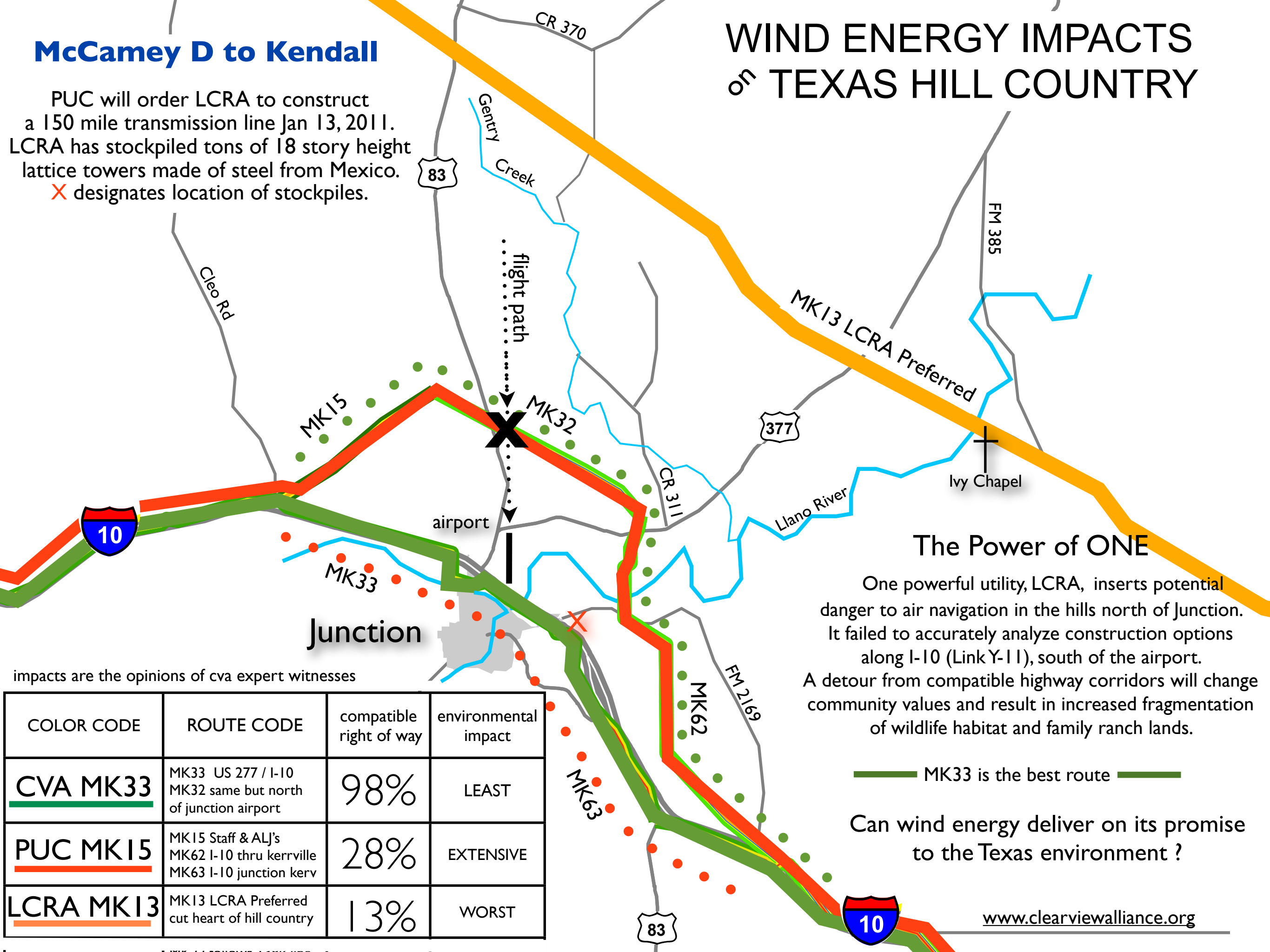


McCamey D to Kendall

PUC will order LCRA to construct a 150 mile transmission line Jan 13, 2011. LCRA has stockpiled tons of 18 story height lattice towers made of steel from Mexico. X designates location of stockpiles.

WIND ENERGY IMPACTS on TEXAS HILL COUNTRY



Junction

The Power of ONE

One powerful utility, LCRA, inserts potential danger to air navigation in the hills north of Junction. It failed to accurately analyze construction options along I-10 (Link Y-I I), south of the airport. A detour from compatible highway corridors will change community values and result in increased fragmentation of wildlife habitat and family ranch lands.

— MK33 is the best route —

Can wind energy deliver on its promise to the Texas environment ?

impacts are the opinions of cva expert witnesses

COLOR CODE	ROUTE CODE	compatible right of way	environmental impact
<u>CVA MK33</u>	MK33 US 277 / I-10 MK32 same but north of junction airport	98%	LEAST
<u>PUC MK15</u>	MK15 Staff & ALJ's MK62 I-10 thru kerrville MK63 I-10 junction kerv	28%	EXTENSIVE
<u>LCRA MK13</u>	MK13 LCRA Preferred cut heart of hill country	13%	WORST

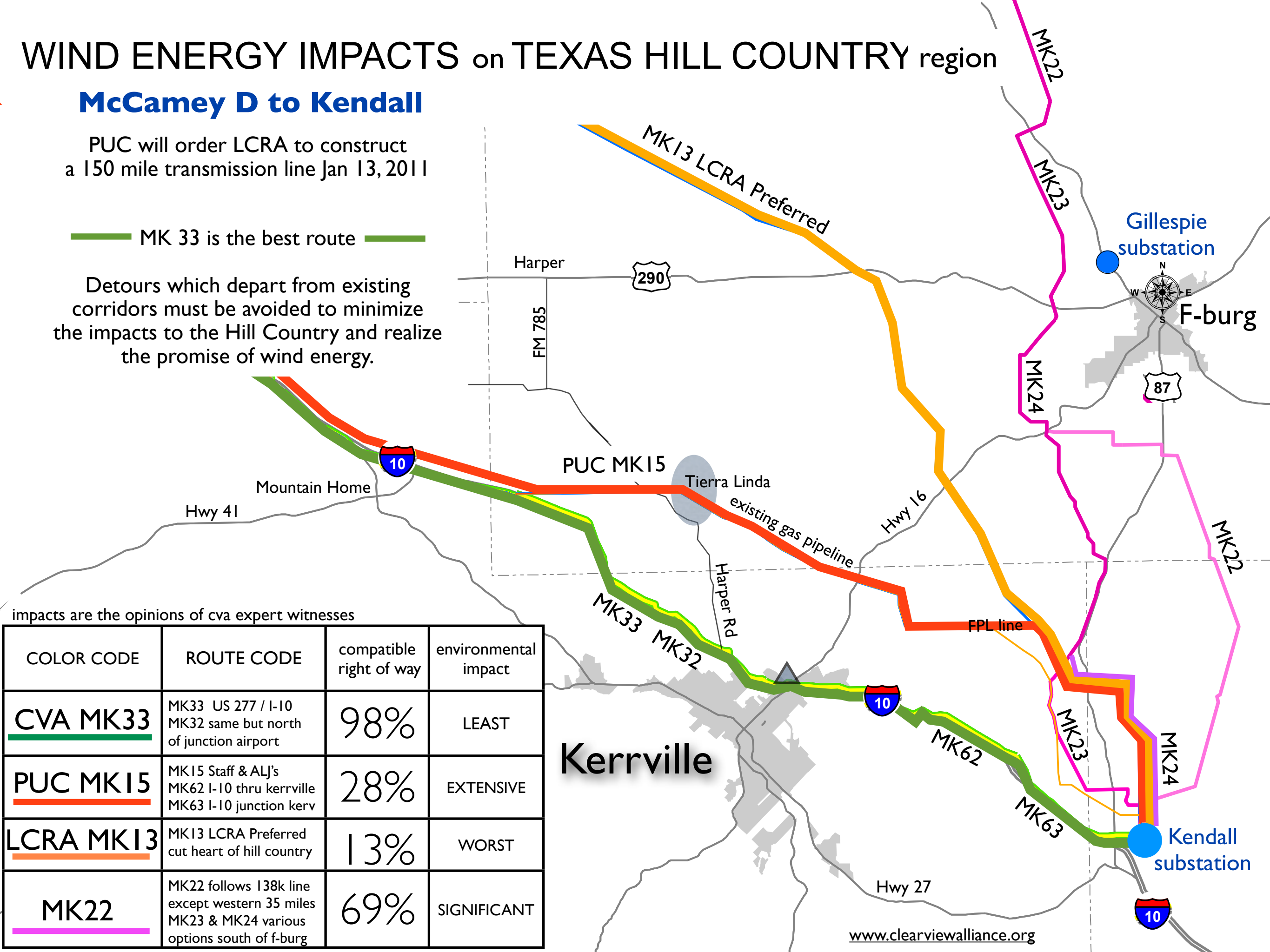
WIND ENERGY IMPACTS on TEXAS HILL COUNTRY region

McCamey D to Kendall

PUC will order LCRA to construct a 150 mile transmission line Jan 13, 2011

MK 33 is the best route

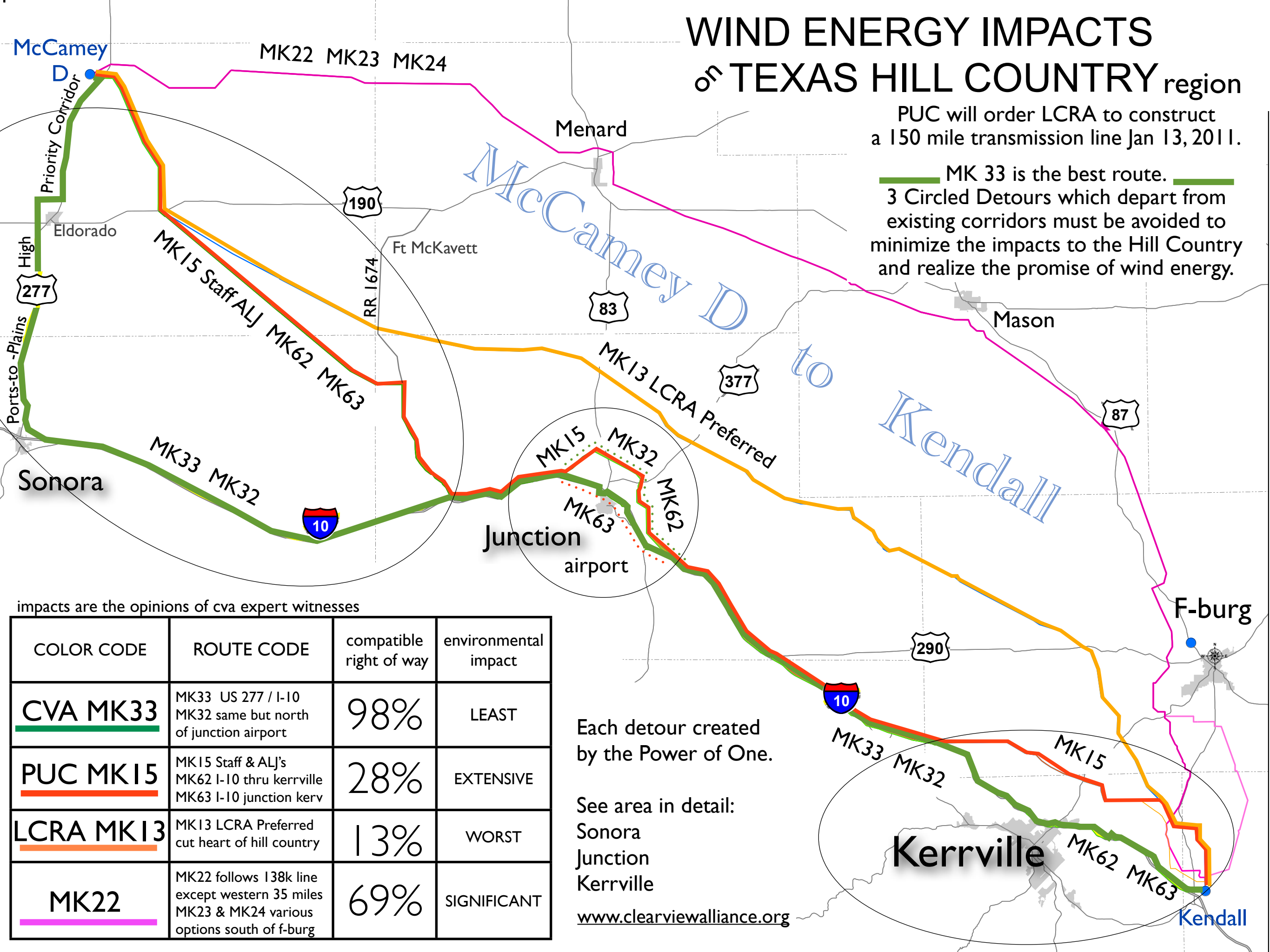
Detours which depart from existing corridors must be avoided to minimize the impacts to the Hill Country and realize the promise of wind energy.



WIND ENERGY IMPACTS on TEXAS HILL COUNTRY region

PUC will order LCRA to construct
a 150 mile transmission line Jan 13, 2011.

 MK 33 is the best route.
3 Circled Detours which depart from
existing corridors must be avoided to
minimize the impacts to the Hill Country
and realize the promise of wind energy.



impacts are the opinions of cva expert witnesses

COLOR CODE	ROUTE CODE	compatible right of way	environmental impact
<u>CVA MK33</u>	MK33 US 277 / I-10 MK32 same but north of junction airport	98%	LEAST
<u>PUC MK15</u>	MK15 Staff & ALJ's MK62 I-10 thru kerrville MK63 I-10 junction kerv	28%	EXTENSIVE
<u>LCRA MK13</u>	MK13 LCRA Preferred cut heart of hill country	13%	WORST
<u>MK22</u>	MK22 follows I38k line except western 35 miles MK23 & MK24 various options south of f-burg	69%	SIGNIFICANT

Each detour created
by the Power of One.

See area in detail:
Sonora
Junction
Kerrville

www.clearviewalliance.org

WIND ENERGY IMPACTS on TEXAS HILL COUNTRY REGION

impacts are the opinions of cva expert witnesses

COLOR CODE	ROUTE CODE	compatible right of way	environmental impact
<u>CVA MK33</u>	MK33 US 277 / I-10 MK32 same but north of junction airport	98%	LEAST
<u>PUC MK15</u>	MK15 Staff & ALJ's MK62 I-10 thru Kerrville MK63 I-10 junction Kerrville	28%	EXTENSIVE
<u>LCRA MK13</u>	MK13 LCRA Preferred cut heart of hill country	13%	WORST
<u>MK22</u>	MK22 follows I38k line except western 35 miles MK23 & MK24 various options south of f-burg	69%	SIGNIFICANT

McCamey D to Kendall

PUC will order LCRA to construct a 150 mile transmission line Jan 13, 2011.

— MK 33 is the best route —

Detours which depart from existing corridors must be avoided to minimize the impacts to the Hill Country and to realize the promise of wind energy.

Ports-to-Plains High Priority Corridor US 277 designated to enhance flow of trade & energy from Canada to Mexico.

Detours through undeveloped open space will change community values and result in increased fragmentation of wildlife habitat and family ranch lands.

Can wind energy deliver on its promise to the environment ?

