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1.0 INTRODUCTION

From November 2011 to January 2012 Manitoba Hydro undertook additional consultation in the Tourond area south of Winnipeg for the Bipole III Transmission Project. The purpose was to consult on a proposed adjustment to the final preferred route (FPR) in this area which was released November of 2011.

The FPR was selected after 4 rounds of public consultation from 2008 to 2010. Round 4 gathered and incorporated public and landowner feedback on the preliminary preferred route between July and December 2010 resulting in the FPR. A subsequent review was carried out in southern Manitoba of route sections where the initial set of routing criteria was not fully met. The preference had been to avoid diagonal crossing of cultivated farm land and to locate the route along road allowances or property boundaries where possible, while maintaining separation from existing residences and commercial operations.

A further investigation was undertaken of three areas in southern Manitoba identified as not having fully met routing the criteria, particularly as it related to the splitting of farm management units. The intent of the investigation was to determine if improvements to routing in these areas could be identified. The investigation focused on three areas of interest as determined from on-going review of routing. Two of the three areas investigated did not offer viable alternatives to the FPR and no further action was taken. Criteria used to evaluate the three areas included:

- Length;
- Management unit splits;
- Diagonal crossings;
- Avoidance of residences, yards and commercial operations;
- Number of angle structures;
- Biophysical values;
- Heritage and cultural resources; and
- Other routing criteria.

In the Tourond area east of Ste. Agathe, a viable route adjustment was identified that had the potential to better reflect routing criteria. Manitoba Hydro opted to present the proposed route adjustment (PRA) to landowners and rural municipalities in the vicinity of the FPR and the PRA.

Following the consultation process and internal Manitoba Hydro review, it was determined that the PRA would be incorporated into the final preferred route. The final location of the route in the area is denoted in Figure 1-1. This report summarizes the process and outcomes from the landowner and municipal consultation undertaken to review the Bipole III proposed route adjustment in the Tourond area.

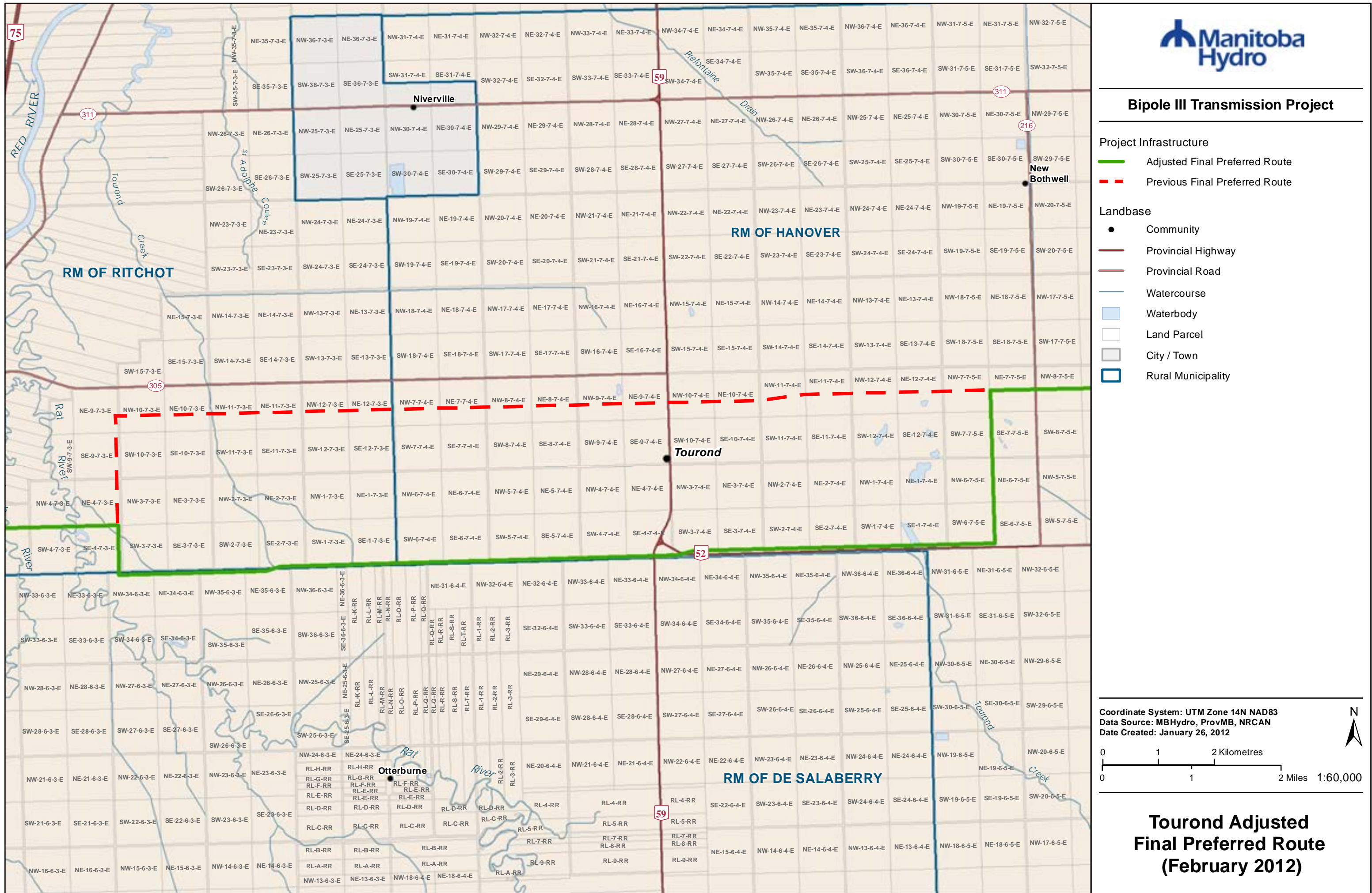


Figure 1-1: Final Preferred Route in the Tourond Area – February 2012

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2.0 RATIONALE FOR POTENTIAL ROUTE ADJUSTMENT

Key route selection criteria in agricultural Manitoba aimed to avoid residences and farm buildings, and minimize routing across farm management units by staying adjacent to road allowances or along property boundaries.

The 12 mile area east of Ste. Agathe is densely populated with small rural acreages and livestock operations, as well as cereal and oilseed crop production. The original FPR selection in this area resulted in a route that split 21 quarter sections due to the density of residences and farm buildings that exist along quarter section boundaries.

As a result of ongoing review, a proposed route adjustment (PRA) was identified for the Tourond area that better met overall routing criteria. This potential adjustment takes advantage of linear infrastructure, the Tourond Drain and PTH 52, and follows quarter section boundaries. This routing option had not previously been considered since it involved an additional municipal jurisdiction (Rural Municipality of De Salaberry) which had not participated in the Bipole III environmental assessment consultation program (EACP). Also at the time, directing the route further south and away from its ultimate end point (the Riel Converter Station) was not considered due to potentially increasing line length and adding additional angle towers. This approach was revisited for the area in light of other routing criteria. Figure 2-1 shows the Tourond proposed route adjustment as presented in consultation.

2.1 ROUTE COMPARISON

A number of criteria were used to compare the route options in the Tourond area. The following table outlines the results of this comparison and was shared with stakeholders during the process to review the two options.

Table 2-1: Final Preferred Route and Proposed Route Adjustment Comparison

Criteria	Final Preferred Route (FPR)	Proposed Route Adjustment (PRA)
Route length (miles)	11	12.1
Angle structures	4	8
On 1/2 mile	0 miles	1.75
On ~0.3 mile	9.8 miles	0 miles
Split farm management units	9.2 miles	0.25 miles
Landowners directly affected	35	28
Occupied residences within 200 m	3	3
Occupied yards within 200 m	7	3
Barns within 200 m	5	6

The primary objectives in pursuing an adjustment in this area were to (1) limit the splitting of farm management units while (2) maintaining separation from occupied residences. The PRA reduces land splits on a nine mile stretch, with the number of residences within 200 m remaining the same. Occupied yard sites within 200 m are also reduced from 7 to 3 with the PRA. The PRA also affects fewer landowners than the FPR.

The PRA is 1.1 miles longer and will require four additional angle structures as compared to the FPR.

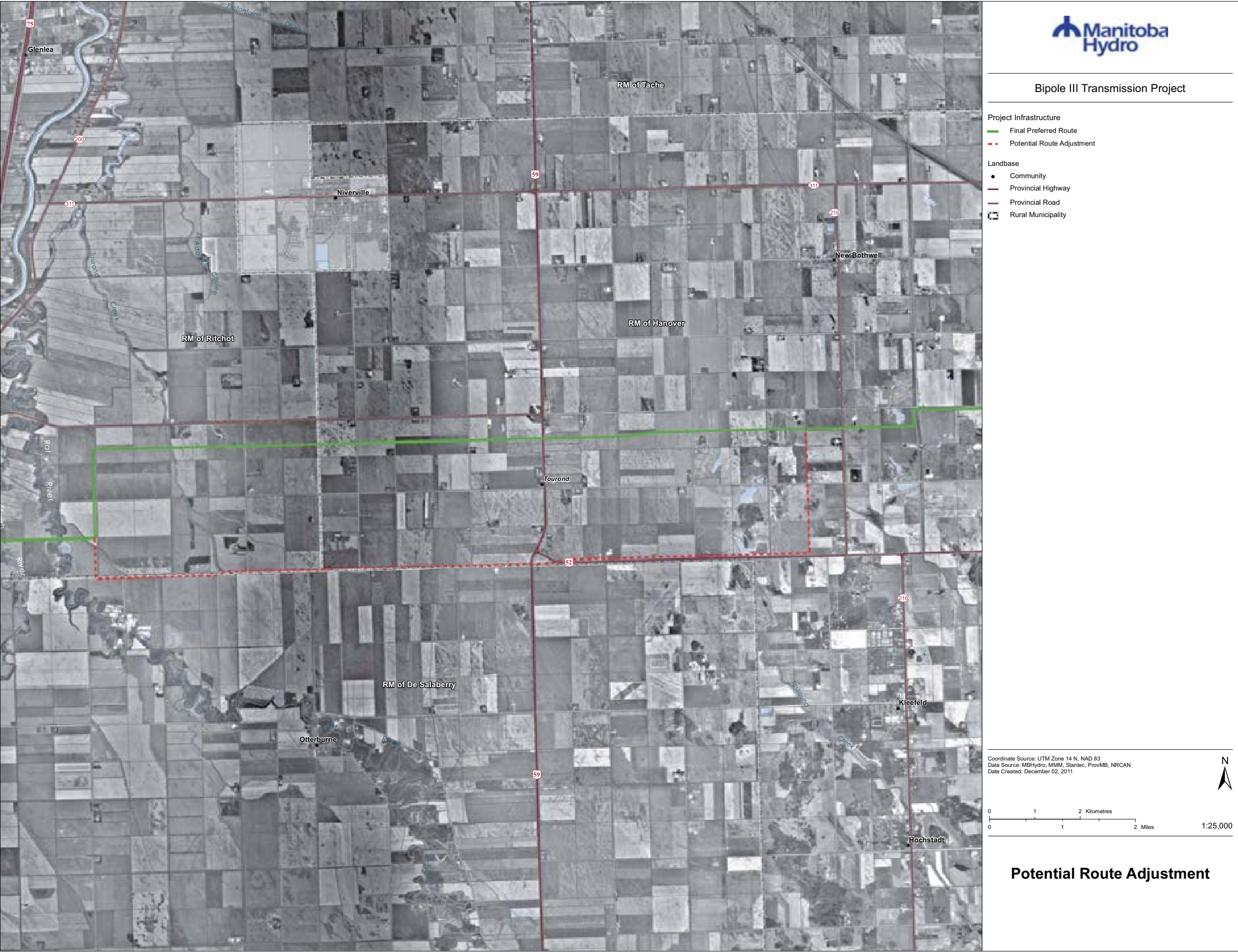


Figure 2-1: Tourond Potential Route Adjustment

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3.0 PUBLIC INVOLVEMENT PROCESS

Following the identification of the PRA, Manitoba Hydro sought municipal and landowner feedback on both routing options. Manitoba Hydro undertook a consultation program to gather feedback from each individual landowner along both routes in the Tourond area. The following process was undertaken from November 2011 to February of 2012.



Figure 3-1: Tourond Public Involvement Process

3.1 PARTICIPATION

To maintain consistency with the EACP undertaken for the Bipole III Project, prior to making a final routing decision in the Tourond area, feedback was sought from all landowners within a ½ mile of each route option. These landowners were informed of the PRA and were invited to attend a Landowner Information Centre to share their concerns and comments individually with a Manitoba Hydro representative. In total, 107 landowners were notified and invited to participate in the route review process.

3.2 PARTICIPANT NOTIFICATION

107 individual landowners were notified by letter dated November 21st 2011 of Manitoba Hydro's intention to seek public feedback on the two routing options in the Tourond area. These notification packages included;

- A landowner specific notification letter;
- A Bipole III landowner compensation brochure;
- A FPR Map for the entire Bipole III route; and
- A 11x17 localized topographic map showing the two route options.

The letter described the parcel of land potentially affected for each specific landowner, and identified the times and locations for six Landowner Information Centres. The letter also directed recipients to the Bipole III Project website and the Project Information Line telephone number.

A copy of the landowner notification letter is attached as Appendix A.1. The localized topographic map is attached as Appendix A.2.

3.3 MUNICIPAL COUNCIL NOTIFICATION AND MEETINGS

The PRA passes through three rural municipalities (RM): Ritchot, De Salaberry and Hanover. Ritchot and Hanover have been active participants in the Bipole III EACP and the project team met with both councils during all Rounds of the EACP. The RM of De Salaberry lies outside the Bipole III Study Area and was therefore not included in the EACP for Bipole III. The PRA traverses approximately 1.5 miles of land in the RM of De Salaberry, to avoid a residence and commercial operation located just north of the jurisdictional boundary between Ritchot and De Salaberry (Alarie Road).

Municipal councils were notified by letter dated November 21st 2011 of Manitoba Hydro's intention to seek public feedback on the two routing options in the Tourond area. These notification packages included;

- A letter to the Rural Municipality;
- A Bipole III landowner compensation brochure;
- A FPR Map for the entire Bipole III route; and
- A 11x17 localized topographic map showing the two route options.

The letter noted that a Manitoba Hydro representative would be in contact with the municipality to arrange a meeting with council. The letter also outlined the location and times of the Landowner Information Centres as well as the Bipole III website and Project Information Line telephone number. A copy of the letter sent to the municipalities is attached as Appendix A.3.

The following meetings were held with affected RMs during December 2011 to discuss the proposed route adjustment.

Table 3-1: Municipal Council Meetings

Municipal Council	Date and Time of Meeting
RM of Ritchot (St. Adolphe)	December 6 th at 10:30
RM of De Salaberry (St-Pierre-Jolys)	December 13 th at 17:30
RM of Hanover (Steinbach)	December 14 th at 10:15

Meeting minutes were recorded at each meeting and are attached as Appendix B.

The RM of De Salaberry requested additional time with the Bipole III project team. The municipal council was provided a PowerPoint presentation which covered the following topics:

- Bipole III project components;
- Bipole III route determination process;
- Bipole III EACP processes and outcomes;
- The Tourond PRA and associated consultation process;and
- The Community Development Initiative concept.

Council members asked general project questions and wanted to ensure landowners were being notified and consulted. No preference or route specific comments were recorded from any of the three councils.

3.4 PROJECT INFORMATION LINE

The project information telephone line has been active since July 2010 to address any project related questions from members of the public or affected landowners. The toll free number was listed on the notification letter sent to all landowners in the Tourond area.

One call was received on the project information line regarding the proposed Tourond adjustment. The individual requested project and compensation information. The caller

noted he would not be attending the Landowner Information Centres in Ste. Agathe and therefore a Landowner Information Centre Form was completed with the caller over the phone.

The project information line will remain operational throughout the environmental regulatory review process to respond to landowner questions or concerns.

3.5 LANDOWNER INFORMATION CENTRES

Six Landowner Information Centres (LICs) were held over three days in December of 2011. The LICs were held on December 6th, 7th and 8th at the Cultural and Community Centre in Ste. Agathe Manitoba. Participants were advised that they could attend any of the six sessions which were held between 1:00 to 4:00 pm and 5:00 to 9:00 pm on each of the three days.

LICs provided landowners with an opportunity to have their concerns documented and their questions answered while meeting individually with a Manitoba Hydro representative. Discussion topics and concerns were recorded on their LIC Form (attached as Appendix C.1). Four landowner “stations” were set up at the LIC to provide opportunities for individual discussion and LIC form completion.

Each station had the following materials available to landowners;

- 11x17 topographic map of the Tourond area;
- Round 4 newsletters;
- Bipole III Landowner Compensation Information brochures;
- Direct Current Electric and Magnetic Fields brochures;
- Alternating Current Electric and Magnetic Fields brochures;
- DC Lines and Electronic Devices brochures; and
- FPR maps.

Each station was equipped with a Landowner Map Book to assist with discussions on the route, including any questions relating to differences between the preliminary preferred route presented during July to December of 2010 and the FPR which was submitted to Manitoba Conservation, December 1, 2011. Two wall maps were also centrally located at the venue; one showed the FPR in its entirety and the other, a large scale photomap detailed the two routes within the Tourond area (as shown in Figure 3-1). Three open house story boards were also on display which outlined *Project Components, Structure Design and Landowner Compensation*.

4.0 PARTICIPANT ATTENDANCE

Landowner Information Centres (LICs) provided landowners with the opportunity to ask questions and identify concerns regarding the project or the PRA. LIC forms aided Manitoba Hydro staff in documenting and recording discussions with individual landowners.

4.1 ATTENDANCE AND LAND TITLE REPRESENTATION

Manitoba Hydro invited 107 individual landowners to attend any of the six LIC sessions. These 107 landowners represent 187 land titles which exist within a half-mile of the routes in the Tourond area. Forty-five landowners participated in the LIC sessions or documented their concerns and questions with a Manitoba Hydro representative through the Bipole III Project Information Line. These landowners completed 38 LIC forms in person or by phone. Participation in the Tourond consultation process accounted for 42.1% of those invited. One LIC form was completed by an individual who does not reside or farm on either the FPR or PRA and is not factored into the summary of feedback in the next section or the overall participation of the Tourond consultation process.

Of the 187 land titles which exist along both of these routes, the forty-five landowners who participated represent 105 land titles. Land title participation accounts for 56.1% of those invited which includes those directly affected as well as those within a half-mile of either route.

The breakdown for those landowners with one of the routes crossing their land (i.e., directly affected) is as follows:

- The FPR affects 35 landowners representing 42 individual land titles. Participation amongst those being traversed by the FPR is 21 of 35 landowners (60.0%) and 26 of 42 land titles (61.9%).
- The PRA affects 28 landowners representing 37 individual land titles. Participation amongst those being traversed by the PRA is 20 of 28 total invited landowners (71.4%) and 29 of 37 land titles (78.4%).

Figure 4-1 shows participation by quarter section. While the coverage may appear fairly complete there are multiple titles for many quarter sections in the area. The map indicates that at least one of the land title holders participated for that quarter section and accounts for the 105 titles out of 187 present along both routes.

Figure 4-2 shows participation by those whose property will potentially be crossed by the Bipole III infrastructure. Coverage is done by quarter section and number of titles which were represented by participants in the consultation program.

4.2 LANDOWNER FOLLOW UP PHONE CALLS

Manitoba Hydro attempted to contact title holders by phone who did not participate in an LIC and held titles on quarter sections being traversed by either of the routing options. In total, 16 calls were made to ensure these landowners received their notification package and that they were aware of Manitoba Hydro's intentions in the area. Information was re-sent if an individual advised that they had not received the notification package. LIC forms were completed with willing landowners to ensure that their concerns and questions were documented. Eight additional LIC forms were completed over the phone and are included in the 38 total LIC forms completed.

4.3 ADDITIONAL MEETING






A meeting was requested by Crystal Springs Hutterite Colony to discuss the routing options in the Tourond area. A meeting was held at 10:00 am December 19th 2011 at the Crystal Springs Colony with four colony representatives. Notes of the meeting were kept and were attached to the Landowner Information Form completed with Colony representatives at the LIC on December 7th, 2012.



A horizontal number line with two scales. The top scale is labeled 'Kilometers' and has markings at 0, 1, and 2. The bottom scale is labeled 'Miles' and has markings at 0, 0.5, and 1. The line shows that 2 kilometers is equivalent to 1 mile.



1:55,000

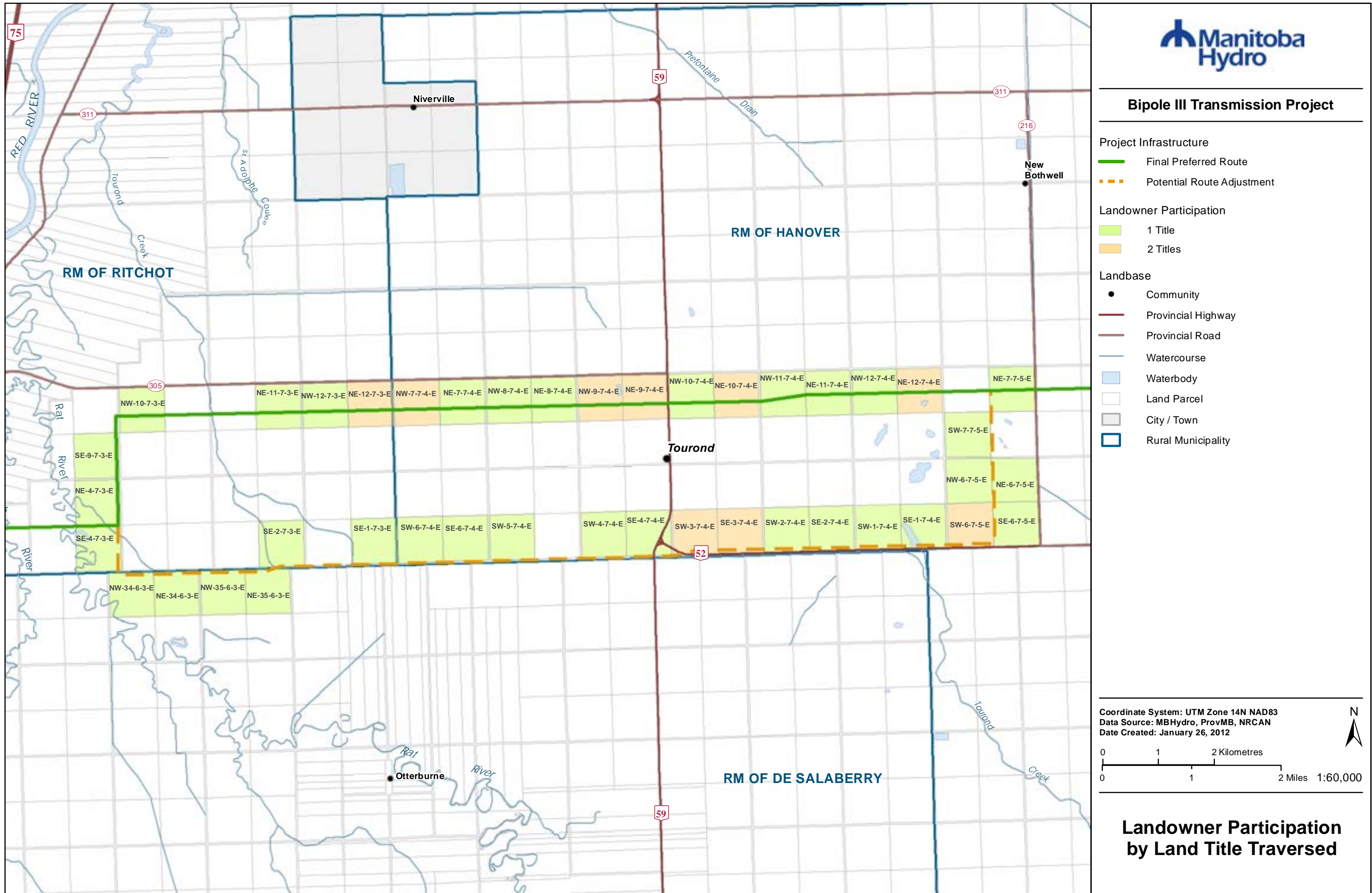
-  Final Preferred Route
-  Potential Route Adjustment
-  One Land Title
-  Two Land Titles
-  Three Land Titles

Tourond Consultation Process Participation

Participation represents a land title holder on that particular quarter section and does not represent the views of all land title holders on said parcel

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5.0 CONSULTATION RESULTS

Comments were noted for both the FPR and PRA and preferences for either route were also documented if given by the participant. 38 LIC forms were completed by 45 landowners along both routes in the area. Table 5-1 summarizes the preferences noted by participants.

Table 5-1: Landowner Participation and Route Preference

	Accepting of Final Preferred Route (FPR)	Accepting of Potential Route Adjustment (PRA)	No Preference Provided	Total
Landowner Information Centre Forms Completed	9	20	9	38
Landowner Participation	11	22	12	45 (41.7%)

5.1 LANDOWNERS WITH LAND CROSSED BY THE BIPOLE III INFRASTRUCTURE

Table 5-2 summarizes the preferences of land title holders who participated, their location on either route, and their preference regarding both routes.

Table 5-2: Land Titles Crossed by both Routes and Route Preference.

	Accepting of Final Preferred Route (FPR)	Accepting of Potential Route Adjustment (PRA)	No Preference Provided	Total
Land Titles Crossed by the FPR	6 (23.1)	17 (65.4%)	3 (11.5%)	26/42 (61.9%)
Land Titles Crossed by the PRA	11 (37.9%)	8 (27.6%)	10 (34.5%)	29/37 (78.4%)

For landowners on the FPR, most would prefer the transmission line be located on the PRA, whereas for landowners on the PRA only approximately a third preferred the FPR. Those who offered no preference who are located on the FPR represent 11.5% while on the PRA 34.5% indicated no preference. The impartiality component leads to 62.1% of directly affected land titles on the PRA as being accepting or impartial of the PRA, whereas for the FPR the results are 34.6% as being accepting or impartial of the route across their land.

5.2 ALL LANDOWNERS WITHIN A HALF-MILE OF THE FPR

When considering all landowners within a half-mile of the FPR (including those directly affected) who participated in the consultation process there is a general preference for the PRA as it does not directly affect their land holdings. Representatives of 57 land titles participated in the process.

Table 5-3: Route Preference of All Land Title holders within ½ mile of the FPR

	Accepting of Final Preferred Route (FPR)	Accepting of Potential Route Adjustment (PRA)	No Preference Provided	Total
All participating land titles within ½ mile of the FPR	15 (26.3%)	33 (57.9%)	9 (15.8%)	57*

* All responses will not add up to 105 because of the overlap of titles occurring on both routes at either end of the area under review.

Those who offered no preference who are located within a half-mile of the FPR represent 15.8%. The impartiality component leads to 42.1% of those along the FPR as being accepting or impartial of the FPR location.

5.3 ALL LANDOWNERS WITHIN A HALF-MILE OF THE PRA

In general, the preferences of landowners within a half-mile of the PRA (including those directly affected) who participated in the consultation process, were less firmly held than those of landowners along the FPR. Landowners understood the rationale for pursuing

the adjustment given it takes advantage of existing infrastructure and follows property boundaries. Representatives of 52 land titles participated in the process.

Table 5-4: Route Preference of All Land Titles within ½ mile of the PRA

	Accepting of Final Preferred Route (FPR)	Accepting of Potential Route Adjustment (PRA)	No Preference Provided	Total
All participating land titles within ½ mile of the PRA	21 (40.4%)	17 (32.7%)	14 (26.9%)	52*

* All responses will not add up to the 105 land titles who participated because of the overlap of titles occurring on both routes at either end of the area under review.

Those who offered no preference who are located within a half-mile of the FPR represent 26.9%. The impartiality component leads to 59.6% of those along the PRA as being accepting or impartial of the PRA location.

5.4 SUMMARY OF ALL PARTICIPANTS

The participation of 45 landowners in the consultation process represented 105 land titles in the area. The following table summarizes the route acceptance of all land titles holders within a half-mile of both routes in the Tourond area.

Table 5-5: Route Preference of All Participants

	Accepting of Final Preferred Route (FPR)	Accepting of Potential Route Adjustment (PRA)	No Preference Provided	Total
Number of Land Titles Represented	35 (33.3%)	50 (47.6%)	20 (19.1%)	105 (56.2%)

The PRA has a higher level of acceptance by those in the Tourond area as a whole representing 50 of the 105 land titles (47.6%) along both route options that participated in the process.

5.5 ACCEPTING OF THE FINAL PREFERRED ROUTE

The following section summarizes the key factors which influenced landowners' preference for the *final preferred route* as noted on the LIC forms and through discussions held on the phone or in person.

5.5.1 Landowners along the Final Preferred Route

- Tower placement on property will not interfere with agricultural operations being undertaken.
- Compensation is adequate.

5.5.2 Landowners along the Proposed Route Adjustment

- Affects aerial application on adjacent river lots along the potential route adjustment where there will be no compensation as the towers are not located on river lot property.
- The line will cause a larger impact on aerial application for large agricultural operations on the PRA.
- Would like it away from their residence.
- Generally opposed to having the line located on their property and stated expropriation would be necessary if the PRA is pursued.

5.6 ACCEPTING OF THE POTENTIAL ROUTE ADJUSTMENT

The following section summarizes the key factors which influenced landowners' preference for the *potential route adjustment* as noted on the LIC forms and through discussions held on the phone or in person.

5.6.1 Landowners Located along the Final Preferred Route

- Would like it away from my residence.
- Makes more sense to follow existing infrastructure.

- Less impact to agricultural operations.
- Generally opposed to having the line located on their property and stated expropriation would be necessary if final preferred route is pursued.
- Will impact agricultural operations by splitting quarter sections and will hinder efficient aerial application.

5.6.2 Landowners Located along the Potential Route Adjustment

- Makes more sense to follow existing infrastructure.
- Does not hinder aerial application as much as the FPR.
- Compensation is adequate.

Acceptance of the PRA was noted predominantly from those on the FPR but was also noted from those along the PRA. Participants understood the rationale for pursuing the PRA and stated that routing along existing infrastructure would cause less impact on agricultural operations.

5.7 NO PREFERENCE FOR EITHER ROUTE

Nine of the 38 LIC forms (representing 20 land titles) that were completed indicated no preference for either of the routes being presented. One landowner who owned land on both routes stated that he would need to work around towers regardless of the outcome. One landowner stated that either route will affect his property and that as long as he is notified as to what outcome is being pursued he would accept that outcome.

6.0 LANDOWNER COMMENTS AND CONCERNS

Several common themes emerged from the discussions with landowners. The main issues of interest and concern are summarized below.

The recorded data is attached as Appendix C.2.

6.1 CURRENT USE OF THE LAND

For the Tourond consultation process, 100% of those who participated were landowners as opposed to lessees. 75.6% of respondents indicated that agriculture was the current

use of their land holdings, 14.6% of respondents noted rural acreages, 4.9% indicated commercial use, and pasture and other uses represented 4.9%.

Crops being farmed along both routes were documented and include the following:

- Winter wheat;
- Alfalfa;
- Canola;
- Soybeans;
- Corn; and
- Other row and grain crops.

6.2 AGRICULTURAL OPERATIONS

Limiting impacts on agricultural operations was a driving factor in initial routing for Bipole III in agricultural Manitoba and in pursuing an adjustment in the Tourond area. Common agricultural concerns were shared by participants along both routes and are summarized in this section.

6.2.1 Aerial Application

The effect of transmission towers and lines on aerial spraying operations was the predominant concern identified by LIC participants. It was noted by participants that the clay soils in the area are frequently wet and are dependent on aerial application of farm chemicals during wet years.

The 66m right-of-way required for Bipole III, splits management units along the FPR and could substantially compromise the ability to aerial spray crops. Along the PRA, a concern was raised regarding the placement of the transmission line in relation to north-south oriented river lots. These river lots can only be sprayed north-south as it is not economically viable to undertake east-west spraying due to the small width of these lots. The placement of the towers on the northern edge of the river lots would limit the amount of land that could be aurally sprayed. Aerial applicators would need to begin lifting their aircraft earlier to safely clear the transmission lines thus limiting their ability to spray the northern portions of these river lots.

Manitoba Hydro representatives explained to participants that effects of the transmission line outside of the 66m right-of-way may be compensable under the ancillary damages component of the landowner compensation package.

6.2.2 Global Positioning System (GPS) Usage

Concerns regarding the potential interference on GPS units using ground infrastructure (receivers) were mentioned. Users fear that the steel transmission towers will interfere with the ground infrastructure necessary for this type of GPS technology to function. It was noted that these receivers are expensive and currently landowners have no interference issues.

Any concerns regarding interference was addressed and landowners were provided informational brochures on direct current (dc) electric and magnetic fields. Manitoba Hydro retained two independent companies to review and conduct field tests with GPS devices to determine the potential for interference in proximity to a dc line. Due to the frequency differences between HVdc lines and GPS units, dc transmission lines do not cause interference in radio frequencies used for this type of equipment.

6.2.3 Loss of Land

Agricultural operators stated that acquiring land in this area of the province is difficult and expensive. Land prices in the area are quite high and this transmission line will limit the amount of farmable land available. Manitoba Hydro representatives noted that Manitoba Hydro has developed a compensation package which aims to address the land taken out of production due to the footprint of the transmission towers. Actual land removed from productivity is limited to the area surrounding the footprint of the tower. Easement agreements with landowners allow landowners to continue farming under transmission lines.

6.2.4 Vegetation Management

Individual farmers indicated concern that they would be responsible for control of weeds beneath the transmission towers. Manitoba Hydro representatives informed farm operators that the landowner compensation package associated with the Bipole III project is intended to compensate for weed control as part of the tower payment.

6.3 PRA DETERMINATION AND PROCESS

Numerous landowners questioned why Manitoba Hydro was pursuing a change in route this late in the process. It was noted that the PRA is partially outside the original study area for the project. The initial selection of the FPR was done to stay within the study boundary. However, through on-going review, an optional route for the area was

determined that could potentially best reflect routing criteria for agricultural land. This required a minor diversion outside the study area into the RM of De Salaberry.

Some landowners expressed concern that the introduction of the PRA could result in conflict among neighbours and landowners. While it was acknowledged that this could be a concern, landowners were informed that the objective of the consultation process was to identify an option that had the least impact on landowners in the area, particularly as it relates to agricultural operations.

Many landowners noted that the PRA made more sense than the FPR in the area because the PRA takes advantage of existing infrastructure (the Tourond Drain and PTH 52), the PRA stays on property boundaries and does not split any quarter sections.

6.4 LANDOWNER COMPENSATION

Compensation was outlined with all attendees of the Landowner Information Centre and all landowners were provided a Bipole III Landowner Compensation Information brochure with their notification package. Numerous landowners stated that the compensation was not adequate and should be an annual payment due to the infrastructure being there for the rest of their lives.

Estimates of easement and tower payments were provided if requested. Many landowners stated that the assessed land values in the area are considered very low and the factor of 1.3 being used to calculate an approximate market value may not be sufficient for the area. Manitoba Hydro representatives indicated that market value will be discussed with individual landowners when land negotiations begin.

6.5 RESIDENCES AND PROPERTY

Several participants expressed concerns regarding possible effects that the Bipole III line may have on properties and residences near the transmission line (e.g. property values, aesthetics). Participants noted that the transmission line should be routed to avoid residences and commercial operations. The routing options attempt to maximize separation from existing residences and farm operations to the extent possible, in balance with the other established routing criteria (Chapter 7 of the Environmental Impact Statement). Manitoba Hydro has monitored agriculture and residential property values in the vicinity of some of its facilities. Manitoba Hydro concluded that property values were not affected by transmission lines within the proximity of these properties.

6.6 OTHER INFRASTRUCTURE

Landowners noted that a gas line is located along PR 305 which runs parallel to the FPR in the area. It was also noted that there is an MTS fiber optic cable buried in close proximity to the location of the FPR.

6.7 ELECTRIC AND MAGNETIC FIELDS

Numerous participants had questions concerning the potential health effects on humans as a result of proximity to the Bipole III line caused by electric and magnetic fields (EMF).

Participants were provided with extensive information concerning EMF from both alternating current (ac) and dc transmission lines. Brochures were developed during the Bipole III EACP on this topic and made available to participants. This information confirmed that, while the design and associated operating characteristics of the proposed Bipole III transmission line are still being developed, these characteristics are likely to be similar to other dc transmission lines in Manitoba. There are no known health effects associated with static (dc) electric and magnetic fields in the range of levels that would be produced by the proposed Bipole III transmission line. This issue is considered in detail in Chapter 8 of the Environmental Impact Statement prepared for this project.

6.8 EAST SIDE

Questions related to locating the Bipole III line on the west side of Manitoba rather than on the east side were frequent throughout the Tourond consultation process. The majority of participants indicated a preference for the line to be routed to the east side of Lake Winnipeg. Key concerns regarding a west side routing included: additional construction cost, additional line losses, impact to agricultural lands, and impact to residential properties. Numerous participants noted that the longer the route, the more costly and less efficient it would be. Greater length was also associated with greater exposure to weather risks, more maintenance, impacts on agriculture and greater environmental impacts.

Manitoba Hydro responded to these concerns by indicating that following an assessment of system reliability options and review by the Manitoba Hydro Electric Board and the Province of Manitoba, a decision was made to develop the Bipole III transmission line on the west side of the Province.

7.0 CONCLUSION

The Tourond consultation process provided landowners an opportunity to voice their concerns regarding both potential routes in the Tourond area. The consultation program for the two routing options in the Tourond area notified 107 landowners and achieved 56.1% land title representation on both routes.

While landowners generally preferred the option which was least likely to impact them directly, there was some agreement that the PRA was an improvement over the original FPR due to siting along an existing road, a watershed drain, PTH 52, and property boundaries as opposed to crossing through quarter sections.

The RM of De Salaberry offered no opposition to entering into their jurisdiction and the other two municipalities did not provide a preference or voice any concerns regarding Manitoba Hydro's activities in the area.

Of the concerns raised by landowners, the most common and significant issue was the potential impact on aerial crop spraying. Manitoba Hydro acknowledges that there may be potential effects of the transmission line outside of the 66 m right-of-way and that such effects may be compensable under the ancillary damages component of the landowner compensation policy.

The PRA is a better reflection of routing criteria set forth during the Bipole III transmission line routing process. These criteria include following existing infrastructure, following property boundaries, maintaining separation from residences and commercial operations, and limiting the splitting of management unit in agricultural Manitoba. The feedback received from participants during the consultation process supported the rationale for the proposed adjustment. The landowners in the area understand the rationale for pursuing the PRA and a majority of participants in the process noted a preference for this routing option or offered no preference.

The proposed route adjustment in the Tourond area will now form part of the overall final preferred route being reviewed by Manitoba Conservation.

8.0 FUTURE FOLLOW UP REQUIREMENTS

Manitoba Hydro will notify all previously notified landowners and the rural municipalities of the outcome of the consultation and route revision process and will add information on the outcome of this process to the Bipole III section of its website.

Appendix A

Materials

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Appendix A.1

Notification Letter – Landowners

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P.O. Box 7950 Stn Main, 820 Taylor Avenue • Winnipeg Manitoba Canada • R3C 0J1
Telephone / N° de téléphone : (204) 360-7888 or 1-877-343-1631 • Fax / N° de télécopieur : (204) 360-3734
bipole3@hydro.mb.ca

November 21, 2011

[Title] [First Name] [Last Name]

[Address]

[City/Town]

[Postal Code]

Dear Landowner:

Re: Bipole III Transmission Project – Final Preferred Route

Over the past three years, Manitoba Hydro has conducted an Environmental Assessment (EA) consultation process in order to assist in the selection of a final preferred route for the Bipole III transmission line. Based on input received and the overall evaluation process, a final preferred route for the Bipole III transmission line was selected. As part of our continuing review process, we have identified a potential route adjustment in your area. A map illustrating both the overall route and the potential adjustment are enclosed.

You are invited to participate in a Landowner Information Centre to provide your feedback on both the initial selected route and the potential adjustment. Manitoba Hydro representatives will respond to any questions regarding the project and will document all feedback received in order to determine the feasibility of the potential adjustment. The Landowner Information Centres will be held at the following location and time:

December 6, 7 & 8, 2011 from 1:00 to 4:00 pm and 5:00 to 9:00 pm
Sainte Agathe Cultural and Community Centre
183 Pembina Trail, Ste Agathe, Manitoba

You are welcome to visit the Information Centre at any time during the periods identified above. Manitoba Hydro representatives will be present to discuss with you the potential adjustment in your area. Your participation will assist in making a decision on the final preferred route in your area, prior to formal regulatory review. Please find enclosed an updated compensation brochure outlining landowner compensation policies for Bipole III.

As you may be aware, the Bipole III Transmission Project is subject to environmental review and will require approval by Provincial authorities in accordance with Manitoba's *Environment Act*. We are currently preparing an Environmental Impact Statement (EIS) for Manitoba Conservation

which will be completed and submitted at the end of November 2011. The EIS will present information on the environmental assessment of the final preferred route. The review process convened by the Province will include a further opportunity to provide comments on the Bipole III environmental assessment and transmission line route. It is also anticipated that a public hearing will be convened by Manitoba's Clean Environment Commission as part of the review and approval process.

Further information on the Bipole III Transmission Project is available online at www.hydro.mb.ca/bipole3 or you can contact us toll free at 1-877-343-1631 or in Winnipeg at 360-7888.

Sincerely,



Patrick McGarry
Senior Environmental Assessment Officer
Licensing & Environmental Assessment Department

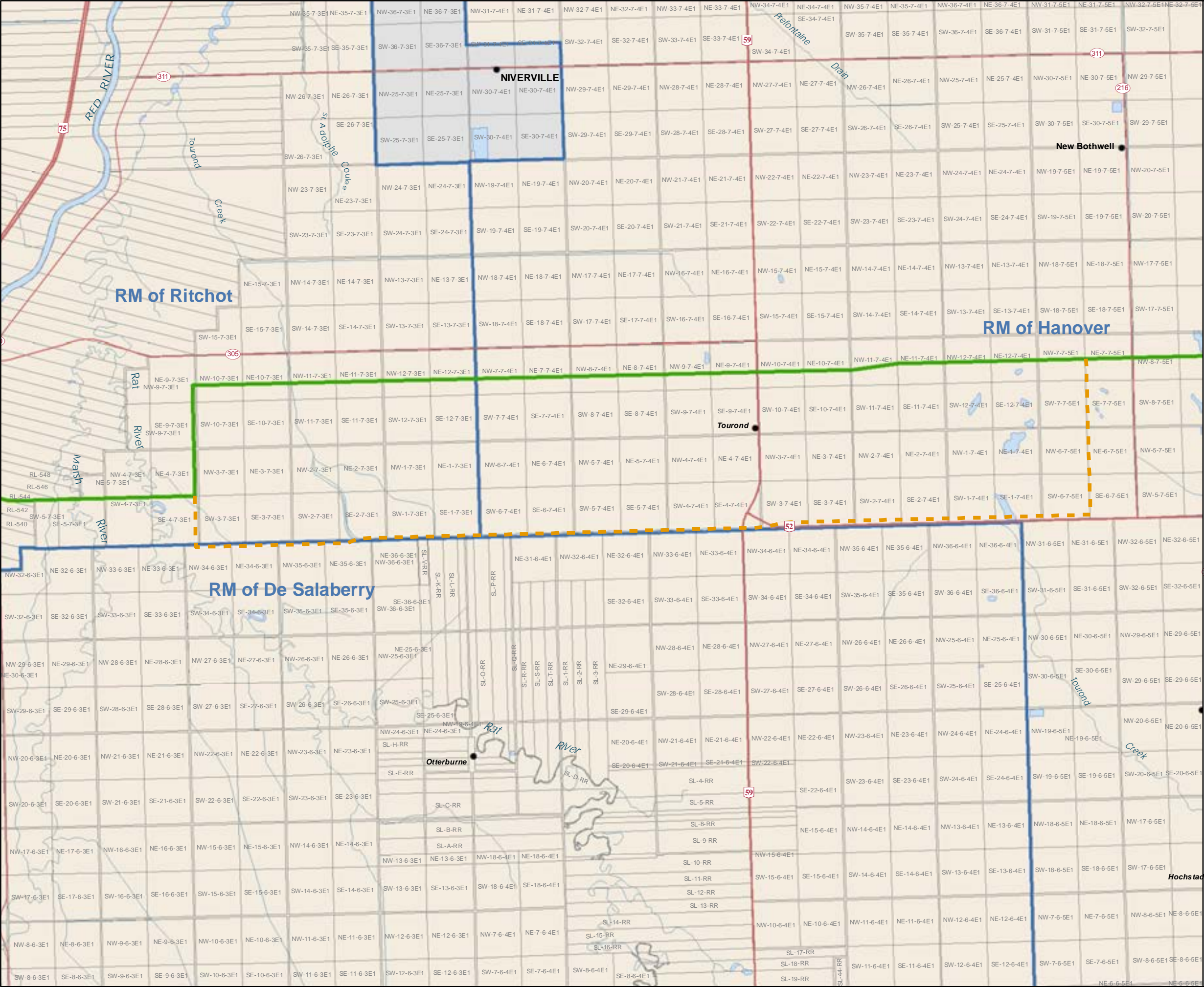
Map(s) enclosed:

Tourond Route Adjustment Map
Final Preferred Route Map

Parcel(s) of land identified as being affected by the preliminary preferred right-of-way or potential adjustment:
[Parcel]

Appendix A.2
Tourond Proposed Route Adjustment
Map – Landowner Mail-out

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Bipole III Transmission Project

Proposed Infrastructure

- Final Preferred Route
- Potential Routing Adjustment

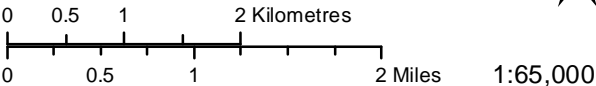
Existing Infrastructure

- Transmission Line

Landbase

- City and Town
- RM / LGD Boundary
- Road

Coordinate System: UTM Zone 14N NAD83
Data Source: MBHydro, MMM, ProvMB
Date Created: November , 2011



Final Preferred Route with Tourond Adjustment

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Appendix A.3

Notification Letter – Municipalities

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P.O. Box 7950 Stn Main, 820 Taylor Avenue • Winnipeg Manitoba Canada • R3C 0J1
Telephone / N° de téléphone : (204) 360-7888 or 1-877-343-1631 • Fax / N° de télécopieur : (204) 360-3734
bipole3@hydro.mb.ca

November 21, 2011

[Title] [First Name] [Last Name]

[Address]

[City/Town]

[Postal Code]

Dear [Name]:

Re: Bipole III Transmission Project – Final Preferred Route

Manitoba Hydro would like to inform you of some upcoming activities related to the Bipole III Transmission Project in your municipality.

Over the past three years, Manitoba Hydro has conducted an Environmental Assessment (EA) consultation process in order to assist in the selection of a final preferred route for the Bipole III transmission line. Based on input received and the overall evaluation process, a final preferred route for the Bipole III transmission line has now been selected. As part of our continuing review process, we have identified a potential route adjustment that would affect landowners in your municipality. Maps illustrating both the overall route and the potential adjustment are enclosed.

We will be inviting affected landowners and adjacent landowners to attend a Landowner Information Centre. Manitoba Hydro representatives will respond to any questions from these landowners regarding the project and will document all feedback received in order to determine the feasibility of the potential adjustment. The Landowner Information Centres will be held at the following location and time:

December 6, 7 & 8, 2011 from 1:00 to 4:00 pm and 5:00 to 9:00 pm
Sainte Agathe Cultural and Community Centre
183 Pembina Trail, Ste Agathe, Manitoba

Manitoba Hydro also plans to meet with elected councils in the area. A Manitoba Hydro representative will be in contact with you in the upcoming week to schedule a meeting.

As you may be aware, the Bipole III Transmission Project is subject to environmental review and will require approval by Provincial authorities in accordance with Manitoba's *Environment Act*. We are currently preparing an Environmental Impact Statement (EIS) for submission to

Manitoba Conservation which will be completed and submitted at the end of November 2011. The EIS will present information on the environmental assessment of the final preferred route. The review process convened by the Province will include a further opportunity to provide comments on the Bipole III environmental assessment and transmission line route. It is also anticipated that a public hearing will likely be convened by Manitoba's Clean Environment Commission as part of the review and approval process. Subsequent to regulatory review, an *Environment Act* license will need to be issued for the project before any land negotiations will begin.

Further information on the Bipole III Transmission Project is available online at www.hydro.mb.ca/bipole3 or you can contact us toll free at 1-877-343-1631 or in Winnipeg at 360-7888.

Sincerely,



Patrick McGarry
Senior Environmental Assessment Officer
Licensing & Environmental Assessment Department

Map(s) enclosed:

[Map#]

Final Preferred Route Map

Appendix B

Municipal Councils

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Appendix B.1
Rural Municipality of De Salaberry
Meeting Minutes

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Meeting Minutes

Bipole III - Tourond Potential Route Adjustment

Rural Municipality of De Salaberry

Municipal Chambers, St-Pierre-Jolys, MB

December 13th 2011, 17:30

Attendees:

Patrick McGarry, Manitoba Hydro

Marc Wankling, Manitoba Hydro

Trevor Joyal, Manitoba Hydro

John Dyck, Plus4 Consulting

Marc Marion, Councillor

Andre Carbonneau, Councillor

Roy Germain, Councillor

Luc Lahaie, CAO

Ron Musick, Reeve

Patrick Calettier, Councillor

Gerry Maynard, Councillor

Marc Harmonic, Councillor

Discussion Summary

1. Introductions were done by council and Patrick McGarry (PM). Council was presented with an aerial wall map of the Tourond area and a Final Preferred Route wall map. Each Councillor was provided with a topographic 11x17 map of the Tourond area, a Final Preferred Route Map, a Round Four Newsletter and a landowner compensation brochure.
2. PM gave a PowerPoint presentation to council outlining the Bipole III project components, route determination process, Round 4 consultation summary, compensation and upcoming steps. PM outlined the rationale for developing a potential adjustment in that area and the steps which were being undertaken for landowner notification and to acquire public feedback. It was noted that no decision

was made and that council and all landowners on both routes would be contacted following a decision.

3. A comment was made that this project is titled as “A Major Reliability Improvement Initiative” and that this line is heading into an area where there is higher likelihood of tornadoes or lighting. It was noted that currently Manitoba is dependent on the one corridor in the Interlake and is vulnerable to weather, fire or sabotage. The project will provide another corridor to ensure power can continue being transmitted to southern markets if something were to happen to one of the corridors. It was also noted that this project will provide an additional converter station in the north and the south to limit dependency on the existing infrastructure.
4. A question was asked as to what separation is anticipated between each structure. It was noted that the towers will be spaced on average 480m apart, 3.4 towers per mile.
5. A question was asked as to what the maximum clearance would be on this line. It was noted that the lowest expected clearance for the line would be 43ft from the ground and the tower height will be 154ft. Sag of the line would be determined by load and temperature and will always meet minimum clearance requirements.
6. A comment was made that separation of infrastructure could be achieved by pursuing an eastern route for Bipole III. It was noted that Manitoba Hydro is pursuing a western route and that accomplishes reliability objectives.
7. A question was asked as to whether the project would generate any revenue for the RM. It was noted that there is no purchase of the land and that landowners will continue to pay taxes on the land itself. As such the project is revenue neutral to the RM.
8. A question was asked as to whether road maintenance would be compensated for, to the RM. It was noted that if roadways were damaged during the construction process there would need to be a discussion between Manitoba Hydro and the municipality for any repairs.
9. A council member asked as to whether all landowners were notified to attend the Landowner Information Centres. It was noted that approximately 120 letters were mailed out inviting them to share their concerns with Manitoba Hydro. It was noted that landowners within ½ mile of both routes were also invited to participate.
10. Marc Wankling explained the compensation package in detail to council. A question was asked as to whether aerial application was going to be considered in the compensation package. It was noted that the Ancillary Damages portion of the package would aim to address this concern and would be assessed on a case-by-case basis. It was also noted that Manitoba Hydro recognizes that the placement of this line may have effects outside of their right-of-way.

11. A council member asked whether landowners could still cultivate the land between towers. It was noted that landowners can continue farming the land as they deem fit and that the landowner would be responsible for any vegetation management under the footprint of each tower.
12. A question was asked as to what type of restrictions would be imposed on the landowner with regards to what could occur in the right-of-way. It was noted that each landowner should contact Manitoba Hydro prior to any undertaking and that no structures should be erected in the right-of-way.
13. A question was asked as to whether there was an opportunity for Wind Farms to tap into this line. It was noted that this is a DC line and does not accommodate tap ins as it is a point to point delivery system.
14. A question was asked as to whether a decision was already made regarding the Tourond adjustment. It was noted that Manitoba Hydro is in the process of reviewing feedback and will need to consider additional criteria during the decision making process. It was noted that council and all those invited to participate will be notified by mail once a decision has been made.
15. Trevor Joyal outlined the Community Development Initiative to council. It was noted that the RM of De Salaberry would only qualify for the initiative if the route adjustment became the preferred route. De Salaberry will not qualify if the line remains outside of their municipality.
16. A question was asked as to what other venues exist for public review and comment. It was noted that the Environmental Impact Statement had been submitted and that it was open for public review and comment. It was also noted that a public hearings is anticipated as a part of the environmental review process. The environmental review and approval process is anticipated to take 1 year.
17. Council thanked PM for attending and providing council with project information.

Notes Taken by: Trevor Joyal

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Appendix B.2

Rural Municipality of Hanover

Meeting Minutes

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Meeting Minutes

Bipole III - Tourond Potential Route Adjustment

Rural Municipality of Hanover

Municipal Chambers, Steinbach, MB

December 14th 2011, 10:15

Attendees:

Patrick McGarry, Manitoba Hydro

Marc Wankling, Manitoba Hydro

Trevor Joyal, Manitoba Hydro

C. Bakx, Councillor

B. Brandt, Councillor

B. Strahn, Councillor

G. Mehling, Executive Assistant

S. Toews, Reeve

D. Cavers, CAO

H Funk, Councillor

D. Barkman, Councillor

P. Hieberts, Councillor

Discussion Summary

1. Introductions were done by council and Patrick McGarry (PM). Council was presented with an aerial wall map of the Tourond area. Each Councillor was provided with a topographic 11x17 map of the Tourond area, a Final Preferred Route Map, and a compensation brochure.
2. PM gave a brief outline of the project status and the submission of the Environmental Impact Statement to Manitoba Conservation. PM outlined the rationale for developing a potential adjustment in that area and the steps which were being undertaken for landowner notification and to acquire public feedback. It was noted that no decision was made and that council and all landowners on both routes would be contacted following a decision.

3. A question was asked as to whether the proposed adjustment would be north or south of PTH 52. It was noted that the east/west stretch would be predominantly north of the Tourond drain and PTH 52. The southern portion which enters the RM of De Salaberry was done to avoid a residence on the northern side of Alarie Road.
4. A question was asked as to whether the towers would be placed on top of the Tourond drain burms. It was noted that this portion of the drain is accessed frequently by local farmers to access their fields. It was noted that the tower would be placed on private property and there would be discussion regarding whether the right-of-way for the drain could overlap with the Bipole III right-of-way to limit private land necessary.
5. A question was asked as to whether the east vs. west discussion was still up for debate. It was noted that Manitoba Hydro is continuing to pursue a western route for development of Bipole III.
6. A question was asked as to whether the angle structures would require guy wires for support. It was noted that in agricultural areas self supporting structures would be used which do not require any guyed wires.
7. A question was asked as to what separation is anticipated between each structure. It was noted that the towers will be spaced on average 480m apart, 3.4 towers per mile.
8. A question was asked as to what the maximum clearance would be on this line. It was noted that the lowest expected clearance for the line would be 43ft from the ground and the tower height will be 154ft. Sag of the line is determined by load and temperature and would always meet minimum clearance requirements.
9. A question was asked as to why a route north of Winnipeg and Portage la Prairie was not being pursued. It was noted that for reliability, the Bipole III team aimed to keep a minimum of 40 km of separation between all DC infrastructure.
10. A question was asked as to how other municipalities were responding the final preferred route. It was noted that each municipality's comments were recorded. It was noted that there were some quite opposed to the project and some that were not.
11. A question was asked as to whether aerial applicators were legally restricted from flying under the line. It was noted that this was not a practice that Manitoba Hydro would ever advocate. It was noted that it is up to the pilot to determine what is safe for a flight. Manitoba Hydro does not have a no fly area around the transmission lines per se, but is always concerned about protecting its infrastructure.
12. A question was asked as to whether towers would be constructed on site or shipped in. It was noted that it would be anticipated that portions of towers would be done off site and hauled in. Assembly of the tower would be done on site and would not require a lengthy amount of time to accomplish. However, the ultimate method will be determined in consultation with the selected contractor.

13. A question regarding length of time for construction was asked and it was noted that there would be 5 years of construction with an in-service date of 2017. It was also noted that temporary road access may be required in certain areas. If municipal roads were impacted there would be a discussion with each municipality.
14. Council thanked PM for attending and providing a project update.

Notes Taken by: Trevor Joyal

Appendix B.3
Rural Municipality of Ritchot
Meeting Minutes

Meeting Minutes

Bipole III - Tourond Potential Route Adjustment

Rural Municipality of Ritchot

Municipal Chambers, St. Adolphe, MB

December 6th 2011, 10:30

Attendees:

Patrick McGarry, Manitoba Hydro

Marc Wankling, Manitoba Hydro

Trevor Joyal, Manitoba Hydro

John Dyck, Plus4 Consulting

Ernie Dumaine, Councillor

Jeannot Robert, Councillor

Jackie Schwark, Councillor

Elmer Hywarren, Councillor

Florence May, CAO

Absent:

Robert Stefaniuk, Mayor

Discussion Summary

1. Introductions were done by council and Patrick McGarry (PM). Council was presented with an aerial wall map of the Tourond area. Each Councillor was provided with a topographic 11x17 map of the Tourond area, a Final Preferred Route Map, and a landowner compensation brochure.
2. PM gave a brief outline of the project status and the submission of the Environmental Impact Statement to Manitoba Conservation. PM outlined the rationale for developing a potential adjustment in the Toruond area and the steps which were being undertaken for landowner notification and to acquire public feedback. It was noted that no decision was made and that council and all landowners on both routes would be contacted following a final decision.

3. Marc Wankling outlined the landowner compensation policy which would be provided to each landowner accommodating the Bipole III infrastructure. A question was asked whether Manitoba Hydro would be purchasing the 66m easement and it was noted that an easement agreement would be signed with each landowner to grant Manitoba Hydro access to construct and maintain the line but there would be no purchase of any land.
4. A question was asked as to how large the structure base would be. It was noted that in agricultural areas there would be self supporting structures with no guyed wires and have a base of 8x8m. It was also noted that angle structures would have a base of 15x15m and would be used at right angles and to add support to the line where necessary.
5. A question was asked as to whether the payments would be annual and how would changes in cropping patterns be addressed. It was noted that the compensation package is a onetime payment to the affected landowner. Marc Wankling noted that part 4 of the compensation package (Ancillary Damages) would attempt to address any agricultural changes and would be assessed on a case by case basis.
6. A question was asked as to whether there is a net gain for the farmer with the compensation package. It was noted that the compensation package aims to compensate for the crop which could be grown where the tower is placed and is therefore potentially neutral.
7. A question was asked as to whether the 66m right-of-way was set or would Manitoba Hydro acquire more. It was noted that Manitoba Hydro would only be seeking a 66m right-of-way from all landowners to be able to control activities within the right-of-way.
8. Council thanked PM for attending and providing a project update.

Notes Taken by: Trevor Joyal

Appendix C

Feedback Mechanisms

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Appendix C.1

Landowner Information Centre Form

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BIPOLE III Transmission Project: A Major Reliability Improvement Initiative

Tourond Potential Route Adjustment

LANDOWNER INFORMATION CENTRES (LIC) FORM

Location:	Manitoba Hydro Representative:
Date:	
Time of Meeting:	

Landowner Information	
Last Name:	Contact Phone Number (Optional):
First Name:	
Address:	Email (Optional):

Land Information				
Name of Property:				
Section:	Township:	Range:	Lot:	Plan:
Section:	Township:	Range:	Lot:	Plan:
Section:	Township:	Range:	Lot:	Plan:
Associated Map Book: Map# _____				

Please fill out the questions below		
1. Are you the sole owner or lessee of the property in question? Please choose one: <input type="checkbox"/> Owner <input type="checkbox"/> Lessee		
2. What is the current use of the land? <input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Acreage <input type="checkbox"/> Pasture <input type="checkbox"/> Other If agricultural; What types of crops are you currently growing?		
	YES	NO
3. Are there any buildings/structures on the property in question?		
4. Do you use GPS for your farming practices?		
5. Are your crops dependent on aerial application?		
6. Are the farm practices on the parcel in question organically certified?		
7. Are you operating any livestock facilities or have livestock on the property? Please describe:		
8. Is there a residence on this parcel of land? If so, how close is it to the preliminary preferred right of way? If 'yes', please sketch on back of sheet the approximate location.		
9. Are there any potential obstructions (trees, structures, retention ponds) along the preliminary preferred right-of-way through your property? If 'yes', please sketch on back of sheet the approximate location.		
10. Are you using irrigation pivots on the property in question? If 'yes', please sketch on back of sheet the approximate location.		
11. Is there any other Manitoba Hydro infrastructure on this property? If 'yes', please sketch on back of sheet the approximate location.		
12. Are there any gas lines buried on this property? If 'yes', please sketch on back of sheet the approximate location.		
13. Is there a rail line, access road or airstrip along this property? If 'yes', please sketch on back of sheet the approximate location.		



BIPOLE III Transmission Project: A Major Reliability Improvement Initiative

Tourond Potential Route Adjustment

LANDOWNER INFORMATION CENTRES (LIC) FORM

Discussion Summary

Sketch Comments



Mail or Fax this form to:

Address: Manitoba Hydro
Licensing and Environmental Assessment Department
P.O. Box 7950, Station Main, Winnipeg, MB, R3C 0J1
Fax: (204) 360-4974



Appendix C.2
Landowner Information Centre Form
Tracking Table

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LIC Form Number	Location	1. Owner or Lessee?		2. Current use of land?						3. Building/ Structures on property?		4. Use GPS for farming practices?		5. Crops dependent on aerial application?		6. Organically certified?		7. Operating any livestock facilities or have livestock on property?			8. Residence?		9. Potential obstructions?			10. Using irrigation pivots?		11. Other MH infrastructure?		12. Buried gas lines?		13. Rail line, access road, or airstrip?		14. Discussion Summary
		Owner	Lessee	Agriculture	Type of crop, if Agriculture	Commercial	Acreage	Pasture	Other	Yes	No	Yes	No	Yes	No	Yes	No	Yes	Describe	No	Yes	No	Yes		No	Yes	No	Yes	No	Yes	No	Yes	No	
LICt001	Ste. Agathe	1		1	Soy Bean		1			1		1		1			1		1	1				1		1		1		1		1	Still feels as though for reliability, the distance between BP1&2 with 3 is not enough. Would prefer the PAR as it is further away from his home.	
LICt002	Ste. Agathe	1		1						1		1		1			1			1													If on alternate route, landowners would like input. Tower is on their property where on the PAR. Both routes affect their landholdings. Preference for the FPR but she won't kick and scream too much if on adjustment. Build it on the east side of the lakes.	
LICt003	Ste. Agathe	1		1	Row Crop & Cereal						1	1		1			1		1		1	1	Tourond Drain & MTS cable				1		1		1	1	Preference for the PA over the FPR as it makes more sense to follow road infrastructure and drains. Less housing in proximity. Discussions about electronic fence interference potential, aerial application and east vs. west.	
LICt004	Ste. Agathe	1		1	Row Crop & Cereal					1		1		1			1		1	1		1	MTS Fibre Optic Wire & Shelterbelts				1		1		1	1	Preference for the PA over the FPR. Doesn't want to pit neighbor against neighbor. PA makes sense in terms of shouldering other infrastructure - drain and road. Less housing in proximity to PAR. Questions about electronic devices (GPS, TWO way radio) and aerial application. Discussed compensation package.	
LICt005	Ste. Agathe																																Not on PAR or FPR. Does not want the line on his property. Wants a call back. Wants it moved .	
LICt006	Ste. Agathe	1		1						1		1		1			1			1	1		1	MTS Cable				1		1		1	1	East vs. West Routing. Line loss, circuitous route. Affects too much AG land vs. East route. UNESCO site application is utopian dream we cannot afford. Reference between the FPR and the PA is the latter. The adjusted route is considered the lesser of two evils.
LICt007	Ste. Agathe	1		1	Alfalfa						1		1	1			1	1	Sheep and beef cattle			1	1	Larger Shelterbelt				1	1		1		1	Would prefer the line on the neighbor's property. Less of an impact. Plan A) East Side. Plan B) East Side Plan C) FPR Plan D) Neighbor Plan E) Half Mile if it needs to be.
LICt008	Ste. Agathe	1		1				1																									Recently acquired [REDACTED] Plan A is get it on the east side, Plan B is get it off the home quarter - adjustment makes more sense. Affects less residences, and does not interfere as much as the FPR	
LICt009	Ste. Agathe	1		1	Row Crop						1	1		1			1			1		1			1		1		1	1		1	Already gave 5 acres for acreage and 5 acres to the RM for a well. Accepting of the FPR if the tower is placed on the 80 acre split or on his property with the western edge of the tower being on the 80 acre split. Tax free compensation is preferred.	
LICt010	Ste. Agathe	1		1	Row Crop									1																			Concerns with [REDACTED] numerous aerial application issues, for aircraft, need 3/4 mile to turn safely, need an exit plan for any field - BP3 hinders that. To raise from a field he needs a 1/2 mile to do so safely for himself and the public. FPR is more dangerous but the PAR hurts him more financially. More fields in proposed area he sprays. The FPR is worse for taking off and landing. Will not grant an easement. Should be on east side. Plan A is East Side, Plan B is Adjustment, and Plan C is not on his parcels. Will need to expropriate if FPR. Would like to speak with VPs decision regarding this. Would like to take MH for a ride of the area. Noted he would not have heard about this if his brother did not phone as it went to [REDACTED]	
LICt011	Ste. Agathe	1		1								1		1			1										1						Onetime payment vs. Annual. Payment is not enough should be more. Would prefer the PAR if it could be moved west to [REDACTED] Gave another alternative to the PAR. Had a lengthy discussion with TJ in Carman. Would prefer final vs. Adjustment as he does not want it in front of the residence and community. Meeting notes are attached to LIC form. Prefers east side and does not approve of the PAR. Concerns with Aerial application and proximity.	
LICt012	Ste. Agathe	1		1							1	1		1			1			1		1			1		1		1		1	1	South of PAR, general project questions. Concerns with aerial application. Discussed compensation	

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		Owner	Lessee	Agriculture	Type of crop, if Agriculture	Commercial	Acreage	Pasture	Other	Yes	No	Yes	No	Yes	No	Yes	No	Yes	Describe	No	Yes	No	Yes		No	Yes	No	Yes	No	Yes	No	Yes	No	
LICt013	Ste. Agathe	1		1																													Plan A - Get it on the east side. Plan B is get it off home quarter. Adjustment is still ridiculous but the adjustment is better albeit they do not want it in the area. Wanted to know how close the tower will be to boundary of field as it will be difficult to farm behind. JD explained the 130 ft.	
LICt014	Ste. Agathe	1		1	Row (Corn)	1				1		1		1			1	1	Hogs		1				1		1		1	1		1	Cereal and row crop. Is crossed by the FPR. Agricultural concerns such as aerial, weed control, vegetation management, added labor. Tower placement would not make a difference. Proximity of residences to EMF. He would learn to work around it.	
LICt015	Ste. Agathe	1		1	Grain, Oil Seeds							1	1		1			1	1		1			1		1		1	1		1	Does not want the line. Maintenance of the tower should be MH responsibility. Line is not acceptable. Will need to expropriate. Struthers stated no expropriation. Will not settle or be bought. Will affect his livelihood and future farming. Manure application issue. Place them on the burms if it has to go. Insurance and responsibility for tower damage. Recently adjusted PTH 52 and there was crop damage, no compensation was given. Private vs. Public corporations discussed.		
LICt016	Ste. Agathe	1		1					1	1		1		1			1	1	Sow			1	1	Distribution line, access road and shelterbelts			1	1		1		1	Questions GPS use, EMF, stray voltage, compensation, east vs. west, value of line losses.	
LICt017	By Phone	1		1																													Discussed compensation, process to get to the route and the upcoming steps, no opposition to the routing of the FPR, stated he would not be vocal regarding it crossing his property, structure placement and spacing, informed him of upcoming LICs, Round 3 & 4 goals.	
LICt018	Ste. Agathe	1					1																										Opposed to project coming through the Tourond Area. Living in close proximity. Adjustment makes sense wrt following drainage ditch. Property value decrease, provincial insanity. Concerns of noise. Route adjustment makes sense. Plan A is East side. Plan B is get it away from home. Plan C is PAR.	
LICt019	Ste. Agathe	1					1																										95 metres from centre line. Questioned distance you could live from the line. Noted it could be the edge of the right of way. Discussed number of landowners and residences on both lines. Adjustment makes more sense *** even though longer. East side is preferred. Provided AC & DC brochures. Routing and determination criteria discussed as well as what will be considered for finalization of this section. Would like the form photocopied and mailed out. (Mailed out Dec13)	
LICt020	Ste. Agathe	1		1	Everything					1		1		1														1	1		1	Has a LTD. Company number as well. Aerial spraying a huge concern for his river lots which are not wide and farmed north south. Plan A is the east side, Plan B is FPR, concerned that the adjustment is pitting farmer against farmer. Does not want the line north of his fields. Line is affecting his property but is not on it. He stated a 250K sprayer would be ok if PAR is chosen. Also leases, [REDACTED]		
LICt021	Ste. Agathe	1		1							1	1		1			1			1	1		1	Shelterbelts			1	1		1		1		
LICt022	Ste. Agathe	1		1							1	1		1			1			1		1	1	MTS Cable			1		1		1		Questions GPS use, EMF, stray voltage, compensation, east vs. west, value of line losses.	
LICt023	Ste. Agathe	1					1														1												Residence proximity. Better idea to follow PTH 52. Noise of a DC line, conditions regarding Temperature, Ac vs. DC.	
LICt024	Ste. Agathe	1		1								1																					Compensation for row crop if in rotation. 1 of 3 parcels crossed by FPR. For his parcel, it is the most appropriate placement of the towers. Discussed 130 ft for roadway ROW separation. Discussed Ac and DC. Noted that PTH 52 at PTH 59 there is a potential for 4 lanes as it is Phase 2 of the process. Phase 1 will be until PR 311.	

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LICt025	Ste. Agathe	1					1																										Prefer route to be anywhere else. In favor of PAR as it follows PTH 52. East is preferred. Opposed to entire project.	
LICt026	Ste. Agathe	1																															Vehemently opposed to western route. East side preferred. Further away the better. Aerial application discussion, east side road, BP4 location, underwater option. Will be hiring a lawyer. Government officials made their decision.	
LICt027	Ste. Agathe	1																															Just interested in the project. Not on his land. Carry on.	
LICt028	Ste. Agathe	1		1	winter Wheat, Canola.						1	1		1		1			1		1			1		1		1		1		1	Opposed to the route and does not want it. East side preferred. FPR preferred. If PAR would like it as close to the road as possible. Equipment issues as well as Manure application hose concerns. 130 ft in as opposed to 1/2 or 1/4 mile in is no difference. Prefer edge of property. Long term impact. Compensation not adequate for next generations.	
LICt029	Ste. Agathe	1		1	Forage for Cattle					1			1		1		1	1	Pastured Cattle			1			1		1		1	1		1	General project information and compensation. No concerns noted.	
LICt030	By Phone	1		1																													Asked as to whether guyed wires would be present - it was noted that these will all be self supported structures. Spacing is 480m apart therefore expect 1-2 towers per quarter section. Asked why we did not stay north of the drain - due to a residence. Stated he did not get a notification package. <div></div> contact TJ to fill out an LIC form. Documented concerns are from the renter. Attempted calls on the 14th, 16th, 19th and 20th.	
LICt031	By Phone	1		1			1			1																								Noted that there were concerns regarding cancer and transmission lines. She noted the adjustment was acceptable as it is a half mile from her home as it is pretty clear over there. She noted as long as it is not close to buildings and that the open area is better.
LICt032	By Phone	1		1						1		1		1		1				1	1		1	Drainage ditch on half mile.			1		1		1		1	Was leery of allowing Hydro to purchase his land. Explained the easement process and the conditions of one. Wanted to know about tap ins and outs regarding windmills and why those are annually paid (compensation) as opposed to a onetime payment. Noted a onetime payment is not acceptable. He rents land out to another. Stated that the assessed value is much lower than what he could sell for. Believes the value of his property will drop. Makes sense to follow PTH 52. Discussed the difference between the 2 routes. Limits aerial spraying. Bought his farm in June 1900 (family did). Not against the project.
LICt033	By Phone	1		1																														If there is an option I would want it off my land.
LICt034	By Phone	1		1	Cereals, corn							1		1		1				1													Explained the rationale for the potential adjustment. Noted that on a half mile the towers would be on average 480 m apart therefore there would be 2 towers at most. He currently rents the land out. He noted he will not make any waves. Outlined compensation and how it will be calculated.	
LICt035	By Phone	1		1																														Tower base is 8x8. Noted that the potential adjustment was crossing on the southern edge of the property. Had difficulty in understanding the concept and I spoke with her brother. He stated he would explain the Bipole III concept and call if there were any comments.
LICt036	By Phone	1		1	Row Crop							1																						Only concern is the potential effects on his GPS usage. Stated he does not believe there will be interference with the horizontal aspect but with the elevation. Noted that not many people use it and they use it for ditching. Would rather not have it on his property but noted that the FPR does not make any sense. Discussed compensation. Sent out a DC Lines and Electronic Devices Brochure Dec. 22

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LICt037	By Phone	1		1	Row Crop, Alfalfa					1		1		1			1			1	1				1		1		1		1		1	Has angle tower on ██████████ Asked about compensation and placement of towers on the half mile line. Noted 2 8x8 towers likely and 1 angle tower. Towers spaced at 480m on average. Does not like it because he did not get to participate earlier but understood the rationale for the adjustment. Noted he had damage from the PTH 52 upgrade and was not compensated for his driveway damage. Emailed LK & MW
LICt038	By Phone	1		1	Grain					1			1		1		1			1	1				1		1		1		1		1	3.4 Towers per mile with a base of 8x8. Discussed compensation. Asked whether flooding in the area would be an issue. Does not want to lose land but is not against the process or the project.
LICt039	By Phone	1				1																												Plan A east Side and Plan B is a preference for it being off of his quarter section.