



# PUBLIC PARTICIPATION EXECUTIVE SUMMARY

prepared for

KANSAS CITY POWER & LIGHT COMPANY  
and  
OMAHA PUBLIC POWER DISTRICT

OCTOBER 2013  
PROJECT NO. 67804

prepared by





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# EXECUTIVE SUMMARY

The Midwest Transmission Project (“Project”), also known as the Sibley-Nebraska City Project, is being constructed through a partnership of the Omaha Public Power District (“OPPD”) and Kansas City Power & Light Company (“KCP&L”) on behalf of KCP&L Greater Missouri Operations Company (“GMO”). Once regulatory approvals are received, GMO’s responsibilities for the Project will be taken over by Transource Missouri, LLC, through a process known as novation.



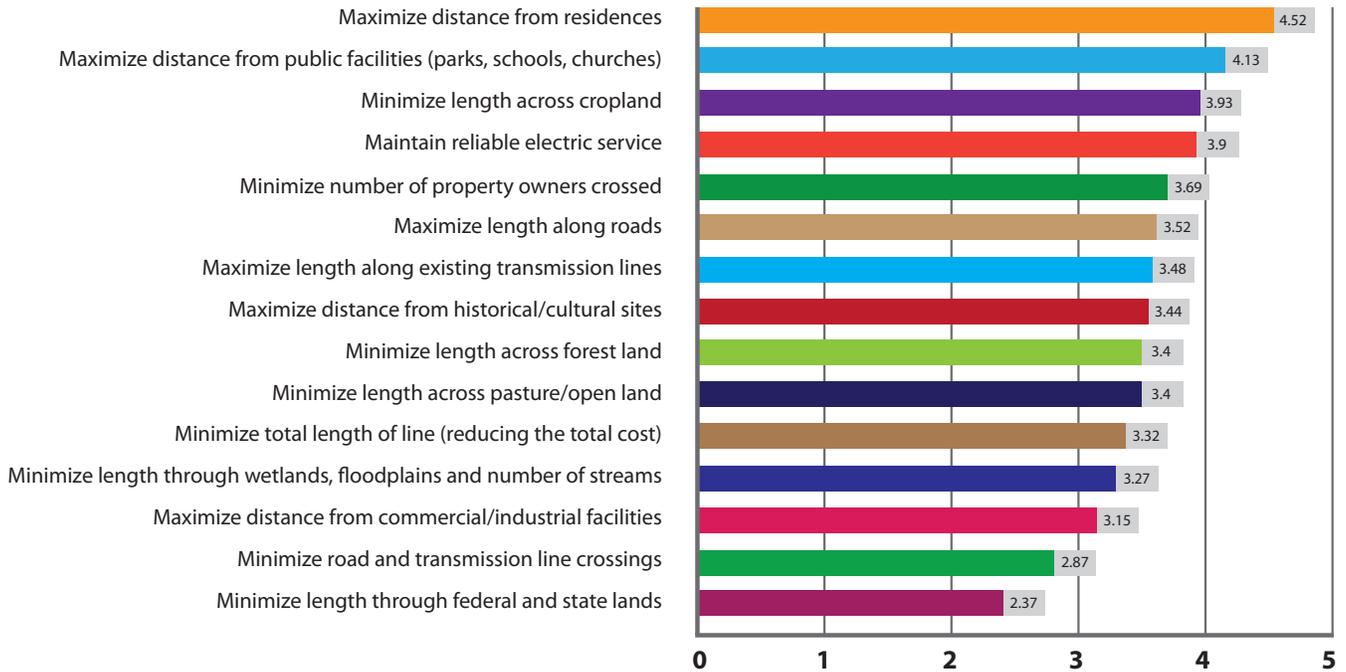
This Project consists of the planning and construction of a new 345-kV transmission line - approximately 180 miles long - and a new substation at roughly the midpoint of the new line. The new transmission line will run from GMO’s existing Sibley Substation located near Sibley, Missouri, and connect to the new Mullin Creek Substation located south of Maryville, Missouri. The new transmission line will continue on from the Mullin Creek Substation to OPPD’s existing Substation 3458 located at its Nebraska City Power Station south of Nebraska City, Nebraska. Burns & McDonnell was contracted to provide routing and public involvement support and is a member of the Project Team along with KCP&L and OPPD.

The final route selection represents the culmination of an extensive year-long information gathering process by the Project Team that began in July 2012 and concluded with the final route announcement in June 2013.

The Project Team developed the route based on an extensive public involvement program that included two states, 17 counties, hundreds of elected officials and thousands of property owners. The program afforded multiple opportunities for input from area residents, community leaders, landowners, and other stakeholders.

In its effort to select a route that maximizes benefits and minimizes impacts to the community, the Project Team hosted 20 public meetings throughout the Project area, which were attended by more than 2,000 residents. In addition, the Project Team met with local officials and various government agencies receiving significant feedback throughout the year. This feedback was a crucial component in the route selection process. The Project Team identified and evaluated all potential routes using engineering, environmental, and social criteria. These criteria, established in the public surveys, included such things as proximity to residences and businesses, total line length, land use, wetlands and road crossings. (See page 3 graphic)

### What is your most important concern with this project?



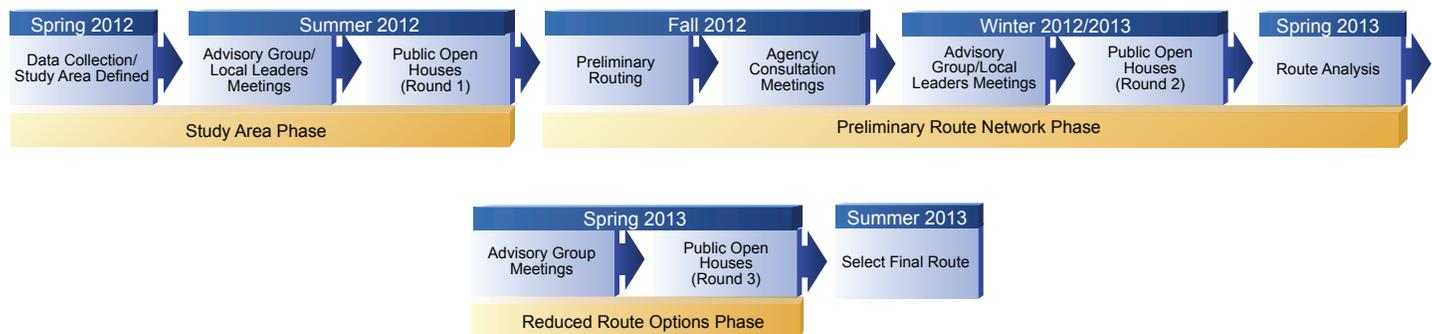
Now that the final route has been selected, the Project Team will divide responsibilities, with OPPD moving forward in Nebraska and KCP&L/GMO moving forward in Missouri. While each utility will work independently on their respective portion of the Project, they will continue to coordinate and communicate Project activities with one another. In the coming months, the property owners on the final selected route will be contacted by the utility working in their respective areas regarding the next phase of the Project.

### PROJECT ROUTING SELECTION PHASES

The Project was presented to the public and other stakeholders in a phased approach, with each phase providing additional details and information as the Project routing selection process progressed. The three phases included:

- Phase 1 - Study Area Phase
  - » Prior to identifying potential route segments
  - » Intended to identify macro-social issues in the area, as well as local leader and community concerns
- Phase 2 - Preliminary Route Network Phase
  - » Presentation of initial network of potential route segments
    - ◊ 120 segments between Sibley and Mullin Creek
    - ◊ 206 segments between Nebraska City and Mullin Creek
  - » Public asked to help identify specific concerns
- Phase 3 - Reduced Route Network Phase
  - » Presentation of the most likely routing scenarios resulting from evaluation of stakeholder input and further analysis of the initial network
  - » Impacted landowners and other stakeholders asked to provide additional input to assist in evaluation of these routing scenarios

Following the completion of the Reduced Route Network Phase, the Project Team utilized the information that had been gathered throughout the public involvement process to develop a final route that the Project Team believed was least impactful based on criteria developed through the public input process.



## STAKEHOLDERS

The Project engaged many public participants and stakeholders, each with unique issues and concerns. The planning and subsequent stakeholder involvement focused on providing these individuals and groups with opportunities to participate and engage throughout the route development and selection process.

To determine community, agency, landowner, and other stakeholder values relative to the proposed Project, the route selection process included several forms of public input. The Project Team first obtained input through correspondence with local, state, and federal agencies. The Project Team then engaged local leaders to provide input on the Project, and developed an advisory group to provide further information on community and landowner reaction to the Project. Finally, the Project Team held several rounds of public open house meetings designed to gather input from various stakeholders, which proved useful in determining the values and attitudes of the residents and public officials regarding the Project.



The public open house meetings also provided the public with Project information and the opportunity to ask questions about the Project including: the need for the Project, engineering issues, right-of-way issues, the route selection process, and the criteria used to select the final route. In addition, the public open house meetings provided a forum for landowners and other stakeholders to voice concerns regarding the proposed Project.

Through the public involvement process, the Project Team obtained additional information about the study area for consideration in the route selection process.

## ADVISORY GROUP

Through existing relationships and coordination with local officials, the Project Team developed a list of community leaders to serve as an Advisory Group. The Advisory Group consisted of 25 representatives from Missouri and 13 representatives from Nebraska. This was an independent advisory group with no direct authority related to the Project, but one that provided valuable input to the Project Team. The Advisory Group's responsibility was to provide community insight and feedback regarding local concerns. They reviewed materials and information prior to public distribution to ensure that the information provided would answer public concerns. Due to the large project area and the distance for members to travel, Advisory Group meetings were held at multiple locations during each phase of the Project route selection process. Their community insight was helpful in preparing the Project Team to respond to questions or concerns of the community. Minutes from the Advisory Group meetings can be found in Appendix A for Phase 1, Appendix B for Phase 2, and Appendix C for Phase 3.

### MIDWEST TRANSMISSION PROJECT ADVISORY GROUP

Harold Allison	DeKalb County Presiding Commissioner	Maysville	MO
Ted Allison	St. Joseph Chamber of Commerce President	St. Joseph	MO
Arlin Aufenkamp	Arlin Aufenkamp Trucking LLC	Nemaha	NE
J.R. Calkins	Retired land owner	Maryville	MO
Rod Dollars	Gentry County Presiding Commissioner	Stanberry	MO
Myra Evans	Community Hospital of Fairfax CEO	Fairfax	MO
Doug Farrar	Arbor Day Foundation Vice President	Nebraska City	NE
Dan Hausman	Buchanan County Eastern District Commissioner	St. Joseph	MO
Charles Hawley	Hawley Farms Inc.	Nemaha	NE
John Hawley	Hawley Farms / Peru Drainage District 6	Nemaha	NE
Lavon Heidemann	State of Nebraska Lieutenant Governor	Lincoln	NE
Jack Hobbie	Nebraska City Mayor	Nebraska City	NE
Jack Hodge	Harrison County Presiding Commissioner	Bethany	MO
Jerry Joy	Village Board - Stella Chairman	Stella	NE
Tim Kelley	Retired business person	Savannah	MO
Steve Kottich	Miller Monroe Insurance Co. Co-Owner	Falls City	NE
Scott Kudrna	City of Auburn Mayor	Auburn	NE
Lee Langerock	Nodaway County Regional Development Coordinator	Maryville	MO
Joe Laukemper	Laukemper Motors President	Mound City	MO
Don McQuitty	N.W. Electric Power Cooperative, Inc. CEO	Cameron	MO
Todd Meierhoffer	Meierhoffer Funeral Home Executive Director	St. Joseph	MO
Kathy (Kat) Morgan	City of Albany Economic Development Director	Albany	MO
Mike Poland	Farmer's State Bank CEO	Cameron	MO
Randy Railsback	Green Hills Regional Planning Commission Exec. Director	Hamilton	MO
Randy Relford	Former Clinton County Presiding Commissioner	Cameron	MO
Luke Reven	Greater Maryville Chamber of Commerce Exec. Director	Maryville	MO
Tom Richmond	Altec Industries, Inc. Manager	St. Joseph	MO
Byron Roach	N.W. Electric Power Cooperative, Inc. Manager	Cameron	MO
R.T. Turner	Buchanan County Presiding Commissioner	St. Joseph	MO

## ELECTED OFFICIALS / LOCAL LEADERS

As part of the public involvement process, local leaders and elected officials within the Project area were invited to a series of meetings prior to the first and second phases of public open house meetings. The initial round of meetings was held to introduce public officials such as mayors, county commissioners, and other elected local and county leaders to the Project and to gather feedback on potential local and county issues or concerns with the Project. Elected officials and local leaders also provided contact information for individuals they believed could provide valuable insight to the Project. Additional individuals referred to the Project Team were subsequently contacted and asked to attend open house meetings and share their input and opinions on the Project. The second round of meetings was held to provide a Project update to the local officials and to gather feedback on any new or specific issues.

## AGENCIES

The Project Team sent letters to local, state, and federal agencies in August 2012 requesting information on potential issues of concern (such as threatened and endangered species, wetlands, wildlife resources, and other potential permitting issues) regarding the Project and the study area. As a follow-up to those letters, the Project Team held agency meetings the week of November 13, 2012, in Lincoln, Nebraska, and in Maryville, Jefferson City, and Kansas City, Missouri. At those meetings KCP&L and OPPD presented Project information to the resource agencies, answered questions, and gathered feedback regarding the Project. Project Team members attending those meetings included Project managers, routing specialists, permitting specialists, engineers, public involvement managers and government relations managers from KCP&L, OPPD, and Burns & McDonnell.



Local, state, and federal agencies represented at the meetings included: the U.S. Army Corps of Engineers (USACE), Nebraska State Historical Society, State Historic Preservation Office (SHPO), Nebraska Department of Roads (NDOR), Missouri Department of Conservation (MDC), Missouri Department of Natural Resources (MDNR), Nebraska Department of Natural Resources (NDNR), Missouri Department of Transportation (MoDOT), Caldwell County, Clay County Parks Department, Clay County Planning and Zoning Department, Clay County Highway Department, Otoe County Emergency Management, Nemaha County Emergency Management, Richardson County Commissioner, and Jackson County Public Works.

In addition, four Staff members from the Missouri Public Service Commission (MoPSC) attended the agency meeting held on November 15, 2012 in Jefferson City, Missouri, and one Staff member from the MoPSC attended the agency meeting held on November 16, 2012 in Kansas City, Missouri.

A full list of agencies and representatives, as well as correspondence history with each agency, can be found in Appendix B.

## PUBLIC OPEN HOUSE MEETINGS

Three rounds of public open house meetings were held to:

- provide stakeholders with information about the Project
- gather public input on route alternatives and community values
- provide a forum for potentially affected landowners to discuss the Project with the Project Team

The initial round of public open houses was held during the Study Area Phase of the Project, prior to any route alternatives being developed. At the second round of public open houses, the initial route alternatives network between all endpoints was presented. The final round of public open house meetings focused on the Reduced Route Network (routes retained for consideration after the evaluation process). Dates and locations for each round of public open house meetings were as follows:

- Initial Round: Held the week of August 20th, 2012. Locations included Rock Port, Mound City, Maryville, King City, Cameron, and Excelsior Springs, Missouri; Auburn and Falls City, Nebraska.
- Second Round: Held the weeks of January 21st and January 28th, 2013. Locations included Stanberry, Maryville, Cameron, Fairfax, and Excelsior Springs, Missouri; Auburn, Nebraska.
- Final Round: Held the weeks of May 6th and May 13th, 2013. Locations included Maryville, King City, Fairfax, Cameron, and Lawson, Missouri; Auburn, Nebraska.



The Project Team utilized local newspaper advertisements and press releases to provide notice to the public about the first round of public open house meetings, which were held in August 2012.

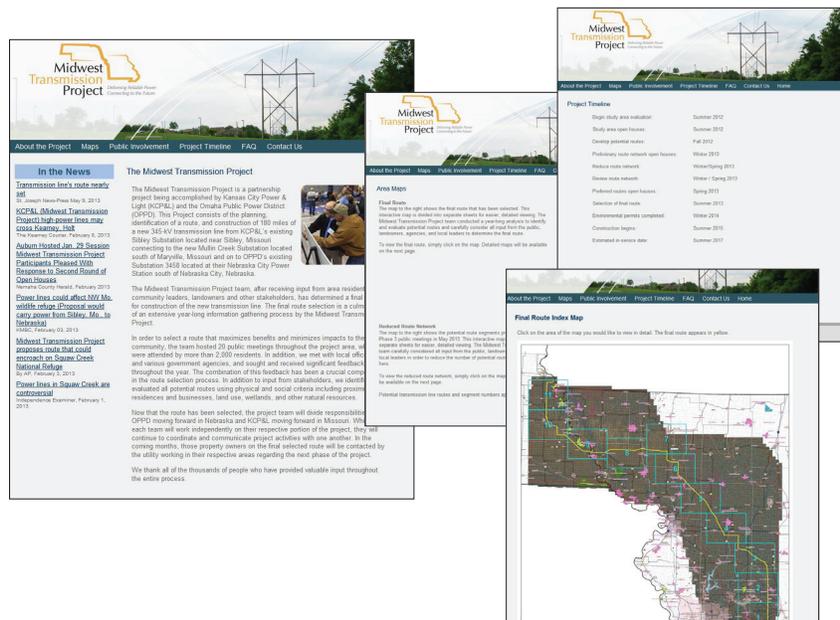
For the second round of public open house meetings held in late January 2013, the Project Team provided notice by sending 5,214 individual letters to landowners within 1,000 feet of the alternative routes (property owners with more than one potentially affected parcel received one letter). The Project Team also sent invitations to 179 local leaders. Local media advertisements and press releases provided additional notice to the public.

For the final round of public open house meetings, the Project Team sent 7,624 individual letters to all property owners within 1,000 feet of any alternative route. The letters notified the landowners if their property was still being considered for a proposed route. Due to the fact that some people own multiple parcels – with some parcels still impacted and others not – separate letters were sent to landowners for every parcel owned in order to eliminate any question regarding which parcels were still under consideration for a proposed route. For this reason, there was a greater number of letters sent for the final round than were sent for the second round. Landowners, whether they were impacted or not, were encouraged to participate in the final round of open house meetings to verify information and provide additional comments. The Project Team also sent invitations to the final round of public meetings to 187 local leaders..

Participants at the meetings received a Project information handout and a questionnaire to provide comments on the routing criteria and segment locations, and to identify any additional issues of concern regarding the Project. The public open house meetings included displays with information on Project need, schedule, engineering (design), construction, route alternatives, analysis criteria, health and environment, and right-of-way requirements. A total of 120 segments between Sibley and Mullin Creek and 206 segments between Mullin Creek and Nebraska City could be combined to create numerous route alignments between Sibley to Mullin Creek and Mullin Creek to Nebraska City (Substation 3458), respectively. These route alternatives were presented to the public during the second round of public open house meetings. All potential route alternatives were depicted on 1 inch equals 2,000 feet aerial photography and were available for public review and comment during the meetings. Representatives from KCP&L, OPPD, and Burns & McDonnell were present to address the public's questions and take comments. Questionnaires were completed and returned at the public open house meetings or mailed back to Project staff. Over the course of three rounds, 1,896 people attended the public open house meetings and 1,001 questionnaires were returned. Including those received via the Project website and mail-in comments, 1,475 questionnaires were received.

## WEBSITE

A Project website, [www.midwesttransmissionproject.com](http://www.midwesttransmissionproject.com), was developed to provide a contemporary vehicle for communication. The website provided background Project information, information about the Project process and schedule, maps at each phase of the Project and contact information. During the public comment periods, a survey/questionnaire was available for the public to provide comments in the event they were unable to attend a public meeting. Following each public meeting, the website was updated to provide the most current information available. After the last round of public meetings, the website was updated with maps of the final route and Project Team contact information. The website continues to share information with property owners and the general public as the Project moves forward.



## MEDIA

A comprehensive media program was developed to provide the community with information about the Project and to respond to media inquiries in a timely manner. Through each phase of the Project, the media were contacted and encouraged to attend public open house meetings. Additionally, regional and local media outlets were given a primary point of contact, and all media requests were responded to within two hours of initial contact. The Project Team responded to follow-up questions from the media within 24 hours or less.

This media program also included the Project website located at [www.midwesttransmissionproject.com](http://www.midwesttransmissionproject.com).

As a data portal, the website not only acted as a repository for Project-related information but also provided contact information for members of the media. In addition, online Project maps provided interested parties the ability to view each of the route maps in detail.



## PHASE 1 SUMMARY (APPENDIX A)

The Study Area Phase was the first phase of the Project. This phase included extensive efforts to understand the macro-social issues in the area, as well as local leader and community concerns. While attendance was light, elected officials and community leaders acknowledged these meetings as a vital first step to introducing the Project and beginning a positive relationship with the community.

### ADVISORY GROUP MEETINGS

Cameron MO – 6 attendees  
Rockport MO – 5 attendees

### LOCAL LEADER MEETINGS

Auburn NE – 8 attendees  
Maryville MO – 16 attendees  
Excelsior Springs – 10 attendees

### PUBLIC OPEN HOUSE MEETINGS

#### MONDAY, AUGUST 20

Rock Port, MO, 10:30 a.m.–1 p.m.  
16 attendees  
7 questionnaires

Auburn, NE, 4 p.m.–6:30 p.m.  
14 attendees  
4 questionnaires

#### TUESDAY, AUGUST 21

Falls City, NE, 10:30 a.m.–1 p.m.  
6 attendees  
0 questionnaires

Mound City, MO, 4 p.m.–6:30 p.m.  
13 attendees  
6 questionnaires

#### WEDNESDAY, AUGUST 22

Maryville, MO, 10:30 a.m.–1 p.m.  
12 attendees  
1 questionnaire

King City, MO, 4 p.m.–6:30 p.m.  
18 attendees  
5 questionnaires

#### THURSDAY, AUGUST 23

Cameron, MO, 10:30 a.m.–1 p.m.  
7 attendees  
5 questionnaires

Excelsior Springs, MO, 4 p.m.–6:30 p.m.  
3 attendees  
1 questionnaire



## PHASE 2 SUMMARY (APPENDIX B)

The Preliminary Route Network Phase was the second phase of the Project. This phase was designed to share the Preliminary Route Network which included 120 segments for Sibley to Mullin Creek and 206 segments for Mullin Creek to Nebraska City. Additionally, the public was asked to review and share Project concerns and areas of interest. The questionnaire included an evaluation of the routing criteria concerns, which included proximity to homes and business and also the impact to farms and conservation areas. The Project Team made a diligent effort to notify any parcel owner within 1000 feet of any potential route. Additionally, local leaders, agencies, and any other identified stakeholder were notified and encouraged to participate.



### AGENCY MEETINGS

Lincoln NE – 4 attendees  
Jefferson City MO – 6 attendees  
Maryville MO – 9 attendees  
Kansas City MO – 6 attendees

### ADVISORY GROUP MEETINGS

Cameron MO – 9 attendees  
Rockport MO – 5 attendees

### LOCAL LEADER MEETINGS

Maryville MO – 8 attendees  
Auburn NE – 5 attendees  
Excelsior Springs – 7 attendees

### PUBLIC OPEN HOUSE MEETINGS

#### JANUARY 21

Stanberry, MO, 3 p.m.–7 p.m.  
140 people signed-in  
69 questionnaires

#### JANUARY 22

Maryville, MO, 3 p.m.–7 p.m.  
193 people signed-in  
100 questionnaires

#### JANUARY 24

Cameron, MO, 3 p.m.–7 p.m.  
199 people signed-in  
126 questionnaires

#### JANUARY 28

Fairfax, MO, 3 p.m.–7 p.m.  
164 people signed-in  
91 questionnaires

#### JANUARY 29

Auburn, NE, 3 p.m.–7 p.m.  
168 people signed-in  
84 questionnaires

#### JANUARY 31

Excelsior Springs, MO, 3 p.m.–7 p.m.  
245 people signed-in  
105 questionnaires

### PHASE 3 SUMMARY (APPENDIX C)

The last phase of the public involvement process included a third round of public meetings. Presenting the Reduced Route Network to the public allowed for an additional opportunity to provide input to the Project Team before the final route was selected. During this phase, local leaders were invited to attend the public meetings. Since the information they were providing was crucial in determining the final route, potentially impacted stakeholders were encouraged to attend the final round of meetings even if they had attended previous meetings.



### ADVISORY GROUP MEETINGS

Cameron MO – 9 attendees  
Rockport MO – 4 attendees

### PUBLIC OPEN HOUSE MEETINGS

MAY 6

Auburn, NE, 3:30 p.m.–7:30 p.m.  
115 people signed-in  
37 questionnaires

MAY 7

Maryville MO, 3:30 p.m.–7:30 p.m.  
80 people signed-in  
41 questionnaires

MAY 9

King City, MO, 3:30 p.m.–7:30 p.m.  
136 people signed-in  
55 questionnaires

MAY 13

Fairfax, MO, 3:30 p.m.–7:30 p.m.  
72 people signed-in  
27 questionnaires

MAY 14

Cameron, MO, 3:30 p.m.–7:30 p.m.  
93 people signed-in  
34 questionnaires

MAY 16

Lawson, MO, 3:30 p.m.–7:30 p.m.  
154 people signed-in  
65 questionnaires

## ROUTE SELECTION

The Project Team developed a comprehensive list of routing criteria that were presented to the public throughout the public meeting process. These criteria were based on social, environmental and engineering factors, and were used in a systematic comparison of the proposed alternative routes. Feedback received from the public and agencies was used in determining the relative importance of each routing factor for the evaluation. The evaluation focused on determining a reasonable route that minimized overall impacts to natural and human environments while remaining economical and constructible. This route comparison was used to eliminate routes and determine the final routes for consideration.

At the conclusion of the third and final round of public meetings, Project Team members compiled all comments received from landowners about the Reduced Route Network and reviewed and analyzed this information along with the comments received from local leaders, state and federal agencies and other public officials, as well as the information received in Phases 1 and 2 of the Project.



The final selected route was determined after a thorough review of public and agency input, data analysis, and utility feedback. Following the selection of the final route, all Project stakeholders were notified of that selection via a final route announcement letter that included a final route map and a list of the segments. In that communication, property owners directly impacted by the final route were notified that they would be contacted regarding further details on surveying and right-of-way acquisition. The impacted landowners were also given contact information for questions that they might have in the interim.

## NEXT STEPS

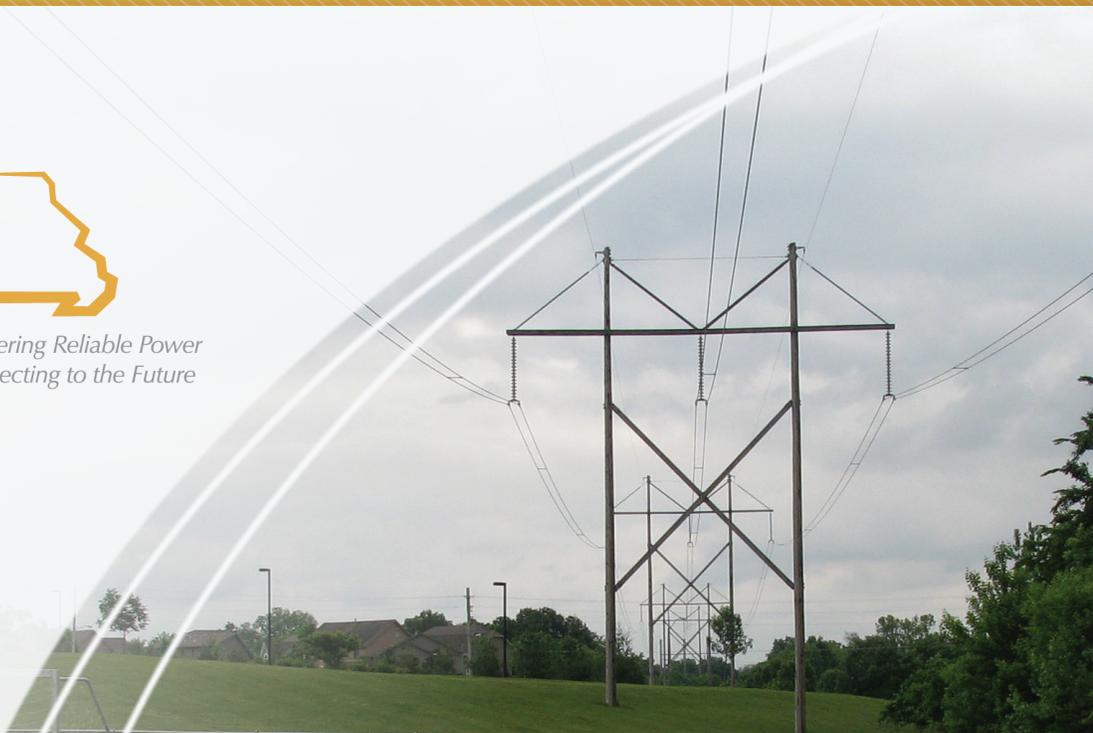
Following the route selection, OPPD has assumed responsibility for the Nebraska portion of the Project, and KCP&L has assumed responsibility for the Missouri portion of the Project. Both utilities are moving forward with land acquisition, environmental permitting, engineering, and construction. While each utility is now working independently on their respective portion of the Project, they will continue to coordinate activities and work together as necessary to see this Project through to its conclusion.

The Project Team will continue to address property owners' concerns and will work with them and their representatives, whenever possible, to develop solutions that help to alleviate those concerns.



Midwest  
Transmission  
Project

*Delivering Reliable Power  
Connecting to the Future*



Burns & McDonnell World Headquarters

9400 Ward Parkway

Kansas City, MO 64114

Phone: 816-333-9400

Fax: 816-333-3690



[www.burnsmcd.com](http://www.burnsmcd.com)

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