

Public engagement information

Prepared by Manitoba Hydro



Asset Planning and Delivery
Licensing & Environmental Assessment
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The following document includes summaries from the public engagement process for the BP6/BP7 transmission replacement project. The document has four main sections that include information from:

- the virtual information sessions
- interested party meetings
- online survey feedback
- feedback portal data

1. Virtual information sessions

Table 1-1 Virtual information session dates, times and number of participants

Round	Date	Time	# of participants
1	October 26, 2020	7:00 pm	4
	October 27, 2020	4:00 pm	4
	November 3, 2020	12:00 pm	5
	November 4, 2020	7:00 pm	1
2	March 16, 2021	7:00 pm	3
	March 17, 2021	12:00 pm	7
	March 18, 2021	7:00 pm	8

1.1 Round 1 summary of issues and concerns from virtual information sessions

Table 1-2 Category of discussion and summary of Manitoba Hydro response from Round 1 virtual information sessions

Category	Discussion	Summary of Manitoba Hydro response
Engagement	A participant indicated that they are concerned about level of involvement the RM has had to date. The participant shared that they are a key stakeholder who should be more involved.	Manitoba Hydro has met with the RM to discuss the Project and the RM sent a letter to Manitoba Hydro sharing their preferred route for the Project.
	A participant shared concerns that people who do not have	Manitoba Hydro staff sent direct mail to potentially affected

Table 1-2 Category of discussion and summary of Manitoba Hydro response from Round 1 virtual information sessions

Category	Discussion	Summary of Manitoba Hydro response
	access to computer, internet or who are not tech savvy will not have the opportunity to share input.	landowners and a postcard to Portage la Prairie residents with the toll-free Project number. The toll-free number can be used to reach project staff if people want to request project related packages to be mailed to them.
	A participant shared that their neighbours might have concerns too. The participant expressed that there are differences of opinion in the neighborhood. The participant wants clear visibility with what Manitoba Hydro is proposing to do. A participant would like to know more about the nature of the work, compensation and how it will change their future use of the land. The participant wants to understand what Manitoba Hydro is planning to do and does not want the line to impede future use of the land and future farming of the land. The participant expressed that they were highly impacted by the storm last year, so they understand that this is needed.	Manitoba Hydro will continue to share information as the Project progresses.

Table 1-2 Category of discussion and summary of Manitoba Hydro response from Round 1 virtual information sessions

Category	Discussion	Summary of Manitoba Hydro response
Health and safety	Does Manitoba Hydro know the amount of EMFs from the line? A participant is concerned that they are surrounded by the lines if the lines go across the street from their home.	Manitoba Hydro staff shared that there have been thousands of research studies worldwide assessing potential health effects of EMFs. The conclusion of these scientific agencies has been generally consistent. Overall, they concluded that the research does not show that either electric fields or magnetic fields are a known or likely cause disease, including cancer. Manitoba Hydro staff indicated that with the double circuit, electric fields can be reduced when compared to a single circuit line. Manitoba Hydro is currently modeling the level of EMF anticipated at this location to address this question. Manitoba Hydro can share the EMF modelling data when it is ready, and links to Health Canada materials.
	A participant mentioned that they are glad to hear that we are removing the temporary bypass lines from the ditch (adjacent to PTH1) since they're a safety concern.	Noted.
	A participant is concerned that the storm crumpled the towers and the proximity of	The towers are designed to fail by crumbling within their own footprint, and the ROW widths

Table 1-2 Category of discussion and summary of Manitoba Hydro response from Round 1 virtual information sessions

Category	Discussion	Summary of Manitoba Hydro response
	the towers to homes if there was another storm.	takes this into consideration.
	A participant shared concerns about health effects of EMF. They know someone who lived near a transmission line and died quite young. They are concerned about health effects of the project in the Yellowquill neighborhood. Another participant shared concerns about EMF. They shared it is different for a worker to be standing under a line for 8 hours than for them living near the line for the rest of our lives.	The design of the lines helps minimize the EMF. Manitoba Hydro staff shared resources from independent sources, including Health Canada.
	The participant shared concern with chemical and pesticide use under the line. They currently do not use any pesticides	As part of its Integrated Vegetation Management Program Manitoba Hydro seeks permission from landowners prior to the use of herbicides for vegetation management within the right of way, when concerns are expressed alternative methods of vegetation management are discussed with the land owner to ensure the safe operation of the line.
Mitigative route options	A participant asked if there could be a tower south of the golf course that ties into the	Manitoba Hydro evaluated this option and found that the route is close to the school and would just

Table 1-2 Category of discussion and summary of Manitoba Hydro response from Round 1 virtual information sessions

Category	Discussion	Summary of Manitoba Hydro response
	existing towers to avoid more homes.	offset the impacts to the participants on that side of the lake.
	A participant asked if the segments could cross the river and avoid the city, by putting a tower by the lagoon and staying well south of the city to Angle road by 240 and then go north. Another participant shared that they very much agree with this potential route and would recommend using segment 15 to cross the river.	Manitoba Hydro evaluated this option and found that crossing the river twice was not preferred because of the infrastructure along the river and how it would interact with the transmission line.
Project description	A participant asked if the line is moving power in or out of Portage.	The power moves in both directions as it is part of an interconnected system.
	A participant asked if Manitoba Hydro would bury the lines?	Manitoba Hydro only buries lines where it is too congested as it is approximately 10x the cost.
	A participant asked if the right-of-way has expanded and what the width is now.	The right-of-way width depends on where the line is, whether it is close to a road or line. Towers will be located on a 30 m right-of-way when following a road or mile line, or 38 m when placed in a field.
	A participant asked if the width of right of way will be bigger than the temporary line.	Manitoba Hydro answered that yes, it will be bigger than the temporary right of way.

Table 1-2 Category of discussion and summary of Manitoba Hydro response from Round 1 virtual information sessions

Category	Discussion	Summary of Manitoba Hydro response
Property values	A participant shared concerns about property value in the Yellowquill neighborhood. Another participant shared concerns about property value. The participant shared that they felt in Winnipeg, where property is scarce, it might be easy to sell your land after but here there is a lot of available land so property value might not bounce back as easily.	Research on property values associated with transmission line projects has shown that small effects on values sometimes occur immediately after construction but diminish over time with no long-term effects.
Routing	A participant shared that they are concerned about the impact to the hotel.	The hotel was considered during the routing process.
	A participant asked why the line couldn't go on Long Plain First Nation land? They shared that it's too bad that the segments are going across Portage. They shared that they think there will likely be development all over the island and the lines will have to be moved eventually. They recommended that the line should go outside the city and if not, they should follow 3,2,8. They asked if the line could follow the south side of the bypass?	There are safety concerns with having the lines right beside the highway.

Table 1-2 Category of discussion and summary of Manitoba Hydro response from Round 1 virtual information sessions

Category	Discussion	Summary of Manitoba Hydro response
	A participant is concerned about the route on the island especially segment 7. It would impact the view for about 16 people. They currently have a natural view and there's a lot of wildlife there. They recommend segment 5/9 instead.	
	A participant enquired about segments 9-13 but on the north side of the highway.	There are safety considerations and not enough room on the north side of the highway.
	A participant indicated that segments 11 and 12 might get caught up with overpass development. If line is along the highway, it might have to get moved in the future.	Manitoba Hydro we will continue talking with the province about the project.
	In response to Manitoba Hydro staff indicating that they had already received mitigative route recommendations, a participant asked where the route recommendations came from.	The mitigative routes came from the online portal and from previous virtual sessions, anyone interested could go on the portal and draw suggested route segments.
	A participant lives near segment 3, right by the lake, the metal structure is 800 feet from their house. They were concerned that their neighbours might see it.	After the session, Manitoba Hydro staff picked up the bolts left in the landowner's yard. The tower near the landowner's home on the island would be restrung.

Table 1-2 Category of discussion and summary of Manitoba Hydro response from Round 1 virtual information sessions

Category	Discussion	Summary of Manitoba Hydro response
	There were also many metal bolts left on their field. Are these towers near their home on the island being replaced?	
	One participant asked if Manitoba Hydro considered going around the city.	Manitoba Hydro considered options that went around the city, but they would be quite longer and more expensive
Trees / wildlife / recreation	The participant shared concerns about their tree nursery south of Crescent Island along Highway 1. They have a row of trees running east-west parallel to the highway (the imagery on the portal map is old so it does not quite reflect the area now). There are much younger trees on the west side and the east side is cleared but they use it for the tree nursery.	Manitoba Hydro noted the concerns and will work with the landowner.

1.2 Round 1 alternative route segment concerns from virtual information sessions

Table 1-3 Alternative route segment concerns from Round 1 virtual information sessions

Route segment #	Comment
1-8	A participant expressed concern that there may be no fish in Crescent lake but there are salamanders and frogs. There is also an animal refuge in the area (believed it to be a deer refuge). Homeowners will be affected, and use of park spaces will be affected. A participant shared that they are involved in a group that works with First Nations' children in foster care and that as a First Nation person, they have picnics in the park with those children in foster care. They also have ceremonies there.
7	A participant is concerned about the route on the island especially segment 7. It would impact the view for about 16 people.
9	The landowner's father owns land with a tree nursery just east of segment 9 (south of Crescent Island, paralleling highway 1) and they have concerns about this segment.
10	<p>A participant is concerned about road safety at segment 10. There are a lot of collisions and heavy traffic on the highway.</p> <p>A participant prefers not to have it on 10 because trees act as noise and visual buffer from construction yard.</p> <p>Another participant shared that trees act as noise buffer for the Trans-Canada Highway, shelter from noise and wind, removal of trees would reduce property value</p> <p>Another participant lives right by the highway, lots of noise from traffic here so they value every leaf on every tree because it blocks the noise, removal of trees would reduce the property value.</p>
11	<p>A participant shared that this segment is preferred, very little impact on residential area and farm property, no trees in this area.</p> <p>Another participant shared that segment 11 is their preferred route.</p> <p>Another participant shared that this is their preferred route, however bank near the # 11 is eroding quickly because of flooding, there will be problems with erosion, there is a provincial park here so you will get some kick back from people who use the park here, don't shift it</p>

Table 1-3 Alternative route segment concerns from Round 1 virtual information sessions

Route segment #	Comment
	any more north because you will run into the water treatment plant and they are expanding all the time and then any more north than that is too close to my home, lots of unused land behind the Days Inn, so this segment is better than 10 and 12.
12	<p>A participant is concerned about trees and wildlife near segment 12. There are a lot of people who use the pond at the end of 12. There's a lot of fishing there and feel that the line would be too close to the area.</p> <p>A participant indicated that 12 is right across from them, all the houses face that way so it will affect the whole neighborhood, concern with radiation and health, concerns with trees and habitat.</p> <p>Other participants shared heritage bush acts as a visual buffer for them, they would hate to see this 200-year old bush come down, trees also act as noise buffer.</p> <p>A participant shared that there is an endangered Eastern Peewee (bird) near the end of segment 12 and that they have had conversations with Christian Artuso from the Federal government about.</p>
15	<p>A participant recommends using segment 15 to cross the river.</p> <p>A participant shared 11 to 15 would be preferred.</p>

1.3 Round 2 summary of issues and concerns from virtual information sessions

Table 1-4 Category of discussion and summary of Manitoba Hydro response from Round 2 virtual information sessions

Category	Discussion	Summary of Manitoba Hydro response
Agriculture	A participant expressed that the line was there when the development was put in just 2-3 years ago. They asked is Manitoba Hydro changing the line just for	In October 2019, a storm caused extensive damage to Manitoba Hydro's system in the Portage la Prairie area, including a section of a double circuit line between

Table 1-4 Category of discussion and summary of Manitoba Hydro response from Round 2 virtual information sessions

Category	Discussion	Summary of Manitoba Hydro response
	that little stretch? The participant shared that this is going to change the whole way they farm. The participant shared that they don't know if they will ever be able to be compensated enough and they might not be able to irrigate under the line again. They shared this is not fair to them because they feel they will never be able to farm again. The participant shared that they have been threatened with expropriation before. They indicated that it has been suggested by members of the public that they are racists. The participant asked if this project even has anything to do with the width of the easement?	<p>Brandon and Portage la Prairie. As a result, the lines need to be repaired, rebuilt and modernized with a permanent replacement that meets safety requirements for rights-of-way.</p> <p>Manitoba Hydro has developed a compensation policy for landowners that grant an easement for a transmission line right-of-way and for incidental and or physical damages to property during construction.</p>
Engagement	A participant expressed concerns with racism and there have been comments on Facebook made by people calling them haters. They shared that they don't know if it's a racist thing or a community thing. The participant added that their farm and business is being shone in a bad light.	Manitoba Hydro staff followed up with their social media staff about the comments in the Facebook ad and the comments were not in violation of Manitoba Hydro's social media policy. The ad closed the next day and Manitoba Hydro staff continued to monitor if there were any offensive comments and would remove comments that violate Manitoba Hydro's social media policy, which includes comments that use foul language

Table 1-4 Category of discussion and summary of Manitoba Hydro response from Round 2 virtual information sessions

Category	Discussion	Summary of Manitoba Hydro response
		or are offensive, threatening, abusive or are intended to misinform others.
Heritage	A participant added that they would like to see the archaeologist conduct heritage work on their land.	Manitoba Hydro is planning to do extensive heritage work for the project.
Homes	A participant asked about how many homes are affected by the new width requirement and will any houses be demolished.	The right-of-way for the new preferred route does not directly run over any homes. With the preferred route, no houses will be demolished.
Mitigation	A participant asked how Manitoba Hydro will follow through with mitigation measures proposed in the survey.	<p>Manitoba Hydro provides a detailed list of mitigation measures within the environmental assessment report filed for the Project. If approved, these mitigation measures become commitments that must be implemented in fulfillment of the licence.</p> <p>Manitoba Hydro works closely with affected landowners and their communities to mitigate effects and encourages those with outstanding concerns to reach out. Please see contact information provided in public engagement materials with any outstanding measure you feel is unaddressed.</p>

Table 1-4 Category of discussion and summary of Manitoba Hydro response from Round 2 virtual information sessions

Category	Discussion	Summary of Manitoba Hydro response
Mitigative routing suggestions	The participant likes the idea of crossing the river instead of the preferred route.	Crossing the river twice was not preferred because of the infrastructure along the river and how it would interact with the transmission line.
	A participant expressed concerns that First Nations are driving the process. The participant asked why the route doesn't go straight west from the Mayfair Farms across Yellow Quill school, why run the towers onto Cottonwood Drive, on the north side the towers are already there.	The route is very close to the school and would just transfer the impacts to the participants on that side of the lake.
	A participant offered a route suggestion to go along the diversion right down to the river then follow the road and if it doesn't encroach on First Nation land then go along Highway 240. East of the dam on the river and then across along the road allowance that is already there that is not being used because they don't want people driving across the dam, then go up highway 240, east of the sewage plant. There is lots of expansion on the Island so avoiding it would be preferred.	Manitoba Hydro has considered several routing options including options that don't go on the island, but they are longer and more costly and as such have been eliminated from further consideration.
	A participant asked why the line can't just follow the south side of	This route would go over homes. Manitoba Hydro staff asked

Table 1-4 Category of discussion and summary of Manitoba Hydro response from Round 2 virtual information sessions

Category	Discussion	Summary of Manitoba Hydro response
	the highway.	Manitoba Infrastructure to see if we could bump out the line, but this would introduce safety concerns.
	The participant asked if the line coming from the east, rather than crossing the highway up to the Island, if it could go alongside the highway and avoid the Island entirely.	There is pivot irrigation infrastructure in the area and this location would also not meet the highway safety tolerances. Longer routes have more potential for impact.
	The participant added that the route would not be much longer if you go around the island and that we would miss all the congestion and future development.	Manitoba Hydro is using existing towers and that cost is also a driving factor in the routing decision.
	The participant expressed concerns with future development and a new hospital being built with a helicopter landing pad. There are concerns with transmission wires and the helicopter. Thinking long term, avoiding the island entirely is much better. Perhaps the line should go south of the water treatment plant and then up angle road.	Cost and agriculture are considerations. The line avoiding the island was nearly twice as long and substantially more costly.
	A participant asked about going north of Portage or underground.	Part of this challenge is the railway infrastructure in the north and that there is already lots of incompatible underground infrastructure.

Table 1-4 Category of discussion and summary of Manitoba Hydro response from Round 2 virtual information sessions

Category	Discussion	Summary of Manitoba Hydro response
	The participant added that the best route would be north of the hotel but that this is a problem for the First Nation. The participant shared that they feel the only way to go is north of the city. They shared that they feel the taxpayer is paying for all of this so why not go north of the city, the railroad is not a problem north of the city.	This route would be much longer and would have to cross the railroad many times.
Original line location	A participant wanted to know if all the buildings were put in place when the line was there, and no new buildings have been built, is Manitoba Hydro moving all the houses?	The houses are too close for the width of the Right-of-Way (ROW) are in the sections of the line being re-routed.
	A participant asked why we can't build the towers where they were previously.	The line was first built over half a century ago and that the Right-of-Way (ROW) width requirements has changed since then.
	The participant asked if the houses on Island Lake are too close to the easement.	Since the line follows the road allowance, there is more room for the easement.
Project description	A participant asked about easement width. They are about 18 feet from the easement and have plans to build property in the future on land that is about 30-40 feet away.	Manitoba Hydro's property department will follow up with this participant.

1.4 Round 2 preferred route comments from virtual information sessions

Table 1-5 Preferred route concerns from Round 2 virtual information sessions

Category	Discussion	Summary of Manitoba Hydro response
Proximity to homes	A participant expressed concerns that they feel that the route going into the Mayfair farm that takes a hard left (runs along the west shore of the island) would significantly change the value of 18 properties on Pine Crescent. They shared that the route furthest to the left, which is the longest route, is the one that is the least preferred from their opinion because it is in close proximity to their property on the other side of the river.	The final preferred route does not follow the route furthest to the east.
Riverbank erosion	A participant expressed that the preferred route is good for them because it is away from their home but that they believe the topography of the land near the Assiniboine river is not suitable for a transmission line. They shared concern that there will be impacts to the riparian area that is already falling into the river since the big flood in 2001. They shared that they feel Manitoba Hydro will have to take all the trees out. They shared there is no geological bottom or engineered bottom to the river and that there will be no trees so the next flood will just rip right through. The participant shared their understanding that there are cottonwood trees that are 10 feet wide at the bottom and 100 feet tall.	Manitoba Hydro has sent people on the ground and Manitoba Hydro engineers have factored in riverbank mitigation during the routing process. Manitoba Hydro understands that the metal tower will be moved. The archaeologists have created parish maps that show how the river has changed over the years. The plan is to put the towers as close to the water treatment plant and away from the river as possible.

Table 1-5 Preferred route concerns from Round 2 virtual information sessions

Category	Discussion	Summary of Manitoba Hydro response
	They shared that if Manitoba Hydro is going to cut down all the trees, they should have sent people to the field to see. The participant shared that they think Manitoba Hydro will also have to take down a metal tower.	
Soil conditions	A participant expressed concerns that the riverbank is falling into the river and slumping. The participant shared that over by the park, it is swampy and boggy, and asked how can towers stay there and not fall over?	Manitoba Hydro engineers are looking into shoreline erosion and whether it will influence tower design or placement.
Space between river and treatment plant	The participant added that by putting the towers along the river, they feel that Manitoba Hydro will have to move them again in a few years as they believe there is no space between the river and water treatment plant for the towers.	Manitoba Hydro understands that there is sufficient space.
Towers	A participant asked if the preferred route is influenced by the fancy new tower they put up.	The existing towers on the island did influence the decision but it was only one factor. Manitoba Hydro also considered other route options off the island, but they were much longer and more costly.
Water treatment plant expansion	A participant asked if Manitoba Hydro has talked to the water treatment folks about expansion.	Manitoba Hydro staff have talked to staff at the water treatment plant and they are not currently planning to expand to the south.

2. Interested party¹ feedback

Table 2-1 Interested party meetings and dates

Round	Date of Meeting	Interested parties
1	October 2, 2020	City of Portage la Prairie
	October 23, 2020	Portage la Prairie planning district
	October 27, 2020	Rural Municipality of Portage la Prairie
	October 29, 2020	Manitoba Infrastructure
	November 5, 2020	City of Portage la Prairie Water Treatment Plant
		City of Portage la Prairie Water Treatment Plant
	November 6, 2020	Manitoba Infrastructure
	November 10, 2020	Manitoba Parks and Resource Protection
	November 13, 2020	Historic Resources Branch
	November 26, 2020	Portage Regional Recreation Authority
2	March 12, 2021	Historic Resources Branch
	March 23, 2021	Rural Municipality of Portage la Prairie

2.1 Round 1

2.1.1 Portage la Prairie Planning District

Portage la Prairie Planning District staff shared information about a development concept for the area near towers 2, 3 and 4. They shared that the areas around alternative route segments #14 and #17 are used to store fill for Manitoba Infrastructure.

Alternative route segment #11: Portage la Prairie planning district staff shared a preference for this route as the area around here is city/RM land, which would reduce

¹ An interested party is someone or a group that would potentially have feedback to provide, may be affected by the decisions made regarding route selection, have a specific interest or mandate in the area, data to share, ability to disseminate information to membership or a general interest in the Project's route selection area.

impact on private landowners.

2.1.2 Rural Municipality of Portage la Prairie

There was discussion about who Manitoba Hydro has reached out to, tower design and whether this project will increase capacity and easement width.

A representative from the Rural Municipality of Portage la Prairie shared that they are concerned about the line going through rural municipality lands and near homes instead of going through Long Plain First Nation lands. A representative asked why the route is not on the north side of Highway 1 and noted concern about the impact on properties as some of the homes have been there for 80 years. A representative from the Rural Municipality of Portage la Prairie asked why Manitoba Hydro couldn't have a segment that went across segment 7 and then south down to Yellowquill Road.

- Manitoba Hydro staff shared that Long Plain First Nation has already developed near the line and there was not enough room to accommodate the line.

A representative from the Rural Municipality of Portage la Prairie asked why Manitoba Hydro did not route the line on the junction road on municipal land, further noting the route could follow Crescent Road to Pine Crescent.

- Manitoba Hydro staff indicated that they could investigate this and provide a response. Manitoba Hydro staff determined that there is insufficient width in the existing municipal right-of-way for the transmission line.

A representative from the Rural Municipality of Portage la Prairie asked if it would be helpful if they included information on their webpage about the Project. Manitoba Hydro staff emailed information and the rural municipality included it on their webpage.

The Rural Municipality of Portage la Prairie shared concerns about alternative route segment #10 as their preference is to avoid homes and homes have been at this location for up to 80 years.

The Rural Municipality of Portage la Prairie sent a letter with an attached map on November 12, 2020 indicating that they have reviewed the proposed route for the project and requested that Manitoba Hydro review their preferred route and give it

serious consideration in the final decision. The Rural Municipality of Portage la Prairie also shared their preferred route using the feedback portal (Figure 21, Figure 22, Figure 23 and Figure 24)

2.1.3 Manitoba Infrastructure

There was discussion between Manitoba Hydro and Manitoba Infrastructure (MI) staff about the requirements if the transmission line is located near the highway including the required vertical clearances for wires crossing the highway, whether there would be any structures in between the highway and offset locations for towers near the highway. MI representative indicated they prefer not to have transmission towers between the highway and the service road. MI representative indicated that there may be intersection improvements (at PTH 1 and Yellowquill) and that MI may prefer to protect the land around it for that purpose.

A MI representative suggested that routing the transmission line alongside the Portage Diversion could affect movement of equipment into the floodway or the use of the floodway.

- Manitoba Hydro staff shared that they received feedback from the public suggesting routing the transmission line across the diversion control structure and adjacent lagoon.

A MI representative responded that they would have concerns about that as they would not want a structure in close proximity to the control structure. The MI representative asked what the specific location of the towers would be running along the Diversion.

MI representatives shared a preference for alternative route segment #14 and shared it is preferred as it is further from diversion

MI representatives shared concerns about the following: alternative route segment #10 as they prefer not to have any towers between the highway and the service road. Alternative route segment #15 and #11 are not preferred as it may affect movement of equipment into the floodway or the use of the floodway and may impede future plans for expansion. They shared that they have concerns about the mitigative route #2 (the route that crosses the river twice) as they would not want a structure near the control structure

MI representatives shared that segment 15 goes directly over their access to the yard.

They move semis with front end loaders in there and would need clearance for an excavator on a semi.

- Manitoba Hydro noted that tower spotting could accommodate the largest equipment and locations of exit and entry and that MI representative was satisfied with this.

In a response to a question from Manitoba Hydro, MI representatives indicated that the soil stockpile at segment 17 and 18 is an active storage pile and this pile is expanding to the northwest. MI land extends west to tower 33-34. MI representatives indicated no concerns with segment 18.

2.1.4 City of Portage la Prairie Water Treatment Plant

City of Portage la Prairie Water Treatment Plant staff noted concern about segments along Trans-Canada Highway 1 as there is underground infrastructure there. This includes a large water pipe and other infrastructure near the junction of Trans-Canada Highway 1 and an unnamed access road to the east of Yellowquill. Construction in these locations may require protection including rig mats for access across the area.

City staff shared there are no plans to expand the water treatment plant building to the south so there is no interference with the potential transmission line segment. City of Portage la Prairie Water Treatment Plant shared concerns about alternative route segment #9 and they noted concern about segments along Trans-Canada Highway 1 as there is infrastructure there

2.1.5 Manitoba Parks and Resource Protection

Manitoba Parks and Resource Protection (MPRP) staff shared concerns about segments that could affect Yellowquill Park (segment #13). Clearing of the trees in the ROW if a line were to be developed here would be considered by MPRP staff to be a significant impact to the park. The park is heavily used by local residents and managed through an agreement with the rural municipality.

MPRP staff indicated that a tower in the corner of the Portage Diversion Spillway Park (segment #11) with limited clearing is less concerning than routing in Yellowquill Park.

Other potential locations for route segments through the spillway park were

discussed. A key concern from Parks staff is clearing, which would be larger if ROW crossed park rather than current alignment with one corner tower.

Parks staff shared that most park use occurs in proximity to the parking lot and closer to the river (fishing, boating). Manitoba Parks and Resource Protection shared that for alternative route segment 11 the location is acceptable as they feel there would be limited clearing, it's further away from active use area of park, which is closer to the River and parking lot. They shared that alternative route segment 13 is not preferred due to impacts to recreation including park users and clearing of trees along Trans-Canada Highway 1 side of park.

2.1.6 Historic Resources Branch (HRB)

Historic Resources Branch staff shared that they have concerns with the potential heritage impact of all segments on Crescent Island and those in proximity to historic Fort la Reine. They noted they could require extensive heritage work on the island and near Fort la Reine. Fort la Reine was built three times. Land access to this area is challenging for heritage work as there are numerous river lots. The island and the area by Fort la Reine will likely require deep subsurface testing (up to 2 m).

Historic Resources Branch staff asked how far Manitoba Hydro can shift the transmission towers. Manitoba Hydro staff shared that the towers have not been spotted so we have flexibility in shifting the towers, but the spans are limited to 300m.

Historic Resources Branch staff shared concerns alternative route segments 1-8 as there is high heritage potential near this segment. Historic Resources Branch staff shared that there were parish buildings, a church, a school, and burials on the island. For alternative route segment 12, staff indicated that there is high heritage potential near this segment. For alternative route segment 11 and 15, the area is an ancient active riverine environment with oxbows. Deep testing will be required in this area. There are usually cemeteries associated with forts; however, there has been no documented location for a cemetery at Fort la Reine so extra caution is warranted.

2.1.7 Portage Regional Recreation Authority (PRRA)

PRRA shared that they would have been concerned if the transmission lines crossed the tennis courts or the disc golf course that are located north of the existing ROW. They have no concerns with the current alignment on the west side of the island. The alignment appears to run beside the road and there's a deer pen fence on the island where you used to be able to feed deer. PRRA anticipates that the current segment

through the east end of the island would have very miniscule impact on them and they have no red flags with the Project.

2.1.8 Round 1 summary of interested parties' location specific preferences

Table 2-2 summarizes location specific (alternative route segment) preferences from the Round 1 interested parties' meetings.

Table 2-2 Round 1 location specific preferences from interested parties' meetings	
Alternative route segment	Preferences
11	Location acceptable - Limited clearing, further away from active use area of park which is closer to the River and parking lot
14	Would be better as it's further from floodway

2.1.9 Summary of interested parties' location specific concerns

Table 2-3 summarizes location specific (alternative route segment) concerns from the interested party meetings and includes recommendations for mitigation.

Table 2-3 location specific concerns from Round 2 interested parties' meetings		
Alternative route segment	Concerns/constraints	Recommendations by participants for minimizing/mitigating potential effects
1-8	High heritage potential near these segments	Deep testing is anticipated to be required for new tower locations.
9	Noted concern about segments along Trans-Canada Highway 1 as there is infrastructure there	Recommended using matting if there is construction along the Trans-Canada Highway 1
10	Preference to avoid homes; homes have been at this location for up to 80 years.	Recommended a segment going across segment 7 down to Yellowquill
	Requirement not to have any towers	Noted

Table 2-3 location specific concerns from Round 2 interested parties' meetings

Alternative route segment	Concerns/constraints	Recommendations by participants for minimizing/mitigating potential effects
	between the highway and the service road.	
11	Not preferred as it may affect movement of equipment into the floodway or the use of the floodway; may impede future potential for expansion.	Noted
	High heritage potential near this segment	Deep testing will be required in this area.
12	High heritage potential near this segment	Deep testing will be required in this area.
13	Not preferred - recreation - park users and clearing - trees along TCH 1 side of park	Noted
15	Not preferred as it may affect movement of equipment into the floodway or the use of the floodway; may impede future potential for expansion.	Noted
	High heritage potential near this segment	Deep testing will be required in this area.
Mitigative route	Would not want a structure very near the control structure	Align mitigative route to the NE of existing line in this area.

2.2 Round 2

2.2.1 Historic Resources Branch

Historic Resources Branch staff asked if the tower locations at the Assiniboine river crossing the Assiniboine on the west side of the island were to be moved and were concerned if they were. Manitoba Hydro noted that this area will be restrung.

Historic Resources Branch recommended that the Project Archaeologist be on site during geotechnical drilling as to determine the soil stratigraphy and how much of the areas have been built up. Follow-up: The geotechnical work for the Project is anticipated to take a few weeks so it might not be the best use of resources to have an archaeologist onsite for the whole time. Manitoba Hydro is proposing depending on timing to either conduct the HRIA first or alternatively in combination with the geotechnical work at specific sites and have the archaeologist on call if any artifacts are discovered during the geotechnical work.

2.2.2 Rural Municipality of Portage la Prairie

Manitoba Hydro staff shared the round 2 presentation.

3. Online survey feedback

3.1 Round 1 survey

There were 48 respondents to the survey.

3.1.1 Project impact

The first question in the survey asked respondents “do you think the Brandon-Portage la Prairie (BP6/BP7) transmission lines replacement project will have an impact on you?” 28 respondents (58%) selected yes, 11 selected don’t know (23%) and 9 selected no (19%).

Do you think the BP6/BP7 transmission lines replacement project will have an impact on you?

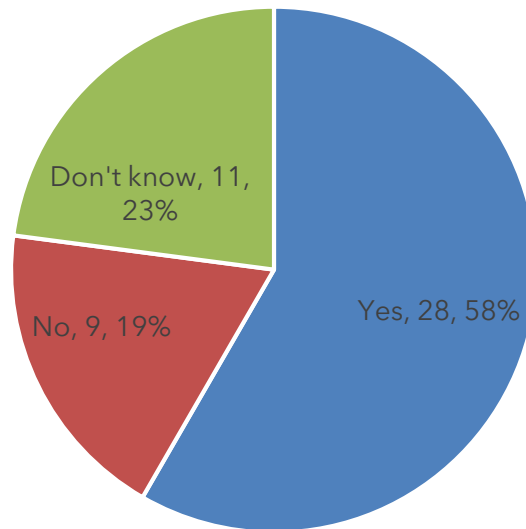


Figure 1. Do you think the BP6/BP7 transmission lines replacement project will have an impact on you?

3.1.2 How do you think the project might impact you?

The second question in the survey asked respondents how they think the project might impact them. 12 out of the 20 responses (50%) were concerns about the proximity to homes, including the following:

"Definitely, we live in the area. We have lived here for 30 years and love it. The treed areas, river, and pond gives us an area to walk and appreciate nature. The location is close to town and very accessible to the highway."

"Yes, I live in area effected and do not want high voltage line close to my house. Health risks, lose of natural habitat and decreased property values."

"We live on the Island Park - Irvin Place and would appreciate the lines are as far away as possible from the small residential area"

Other concerns include:

- Impacts on residential neighbourhoods and property values:
 - *"My Home is on one of the planned routes. It will affect my property value, and the way I live."*
- Cost of the project
 - *"Cost and disturbance of moving line"*
- Potential health effects and safety:
 - *"Thank you for literature pertaining to health and safety. Even though improved measures to pacemaker devices (temporary disruption of pacemaker and resets), I do not believe that living in close quarters to EMF field is worth the risk, especially when alternate avenues are available."*
- Concerns about routing the line
 - *"We live adjacent to #1 Bypass and have already been affect with new line. Not sure 1 - why the north side route was chosen? 2 - Infrastructure chosen is no major steel tower leading to lower heights. 3 - We were not asked for input or concerns. Will changes/upgrades be needed for long-term transmission line replacement and growth? We would prefer to see deployment on the south side of the by-pass where there is little residential development."*
- Impacts on wildlife
 - *"It will impact the Wildlife and Fisheries Branch as the management agency for wildlife in the area."*
- Impacts on green space
 - *"Proposed route is through neighborhood green space."*
- Impacts on farmland:
 - *"the line goes over farmland I farm"*
- Concerns about infrastructure
 - *"Having to adjust to the Keshkemiqua urban reservation affects more than just them ... First Nations should be a priority!!!! But infrastructure was lacking in the area!!!"*

One respondent shared, *"I think that purchasing the 5 homes as I have heard of will lower the value of my property and impact my plans for future. Plus there will be extra noise from highway traffic. It will change my way of life and destroy the way of life for my friends and neighbors."* Manitoba Hydro would like to reassure the respondent

that they are not planning to purchase 5 homes as part of the Project.

3.1.3 What best describes you?

The survey asked respondents what best describes them. The most common response (27 respondents) was that they live in Portage la Prairie. 23 respondents pass through the project area on a regular basis and 22 respondents live in a community that has interests in the area. No respondents selected that they own a business in the project area.



Figure 2. What best describes you?

3.1.4 Top considerations

What are your top considerations regarding this Project?

The survey asked participants to select their top considerations regarding this Project and the top three considerations were impact on property and residential developments (24 respondents), "I recognize that this project is being planned as a result of the October 2019 storm and understand that although there will be effects as a result of its construction, it's necessary and has my support" (23 respondents),

and “improvements to transmission infrastructure in my region will improve reliability, I see this as a benefit” (18 respondents).

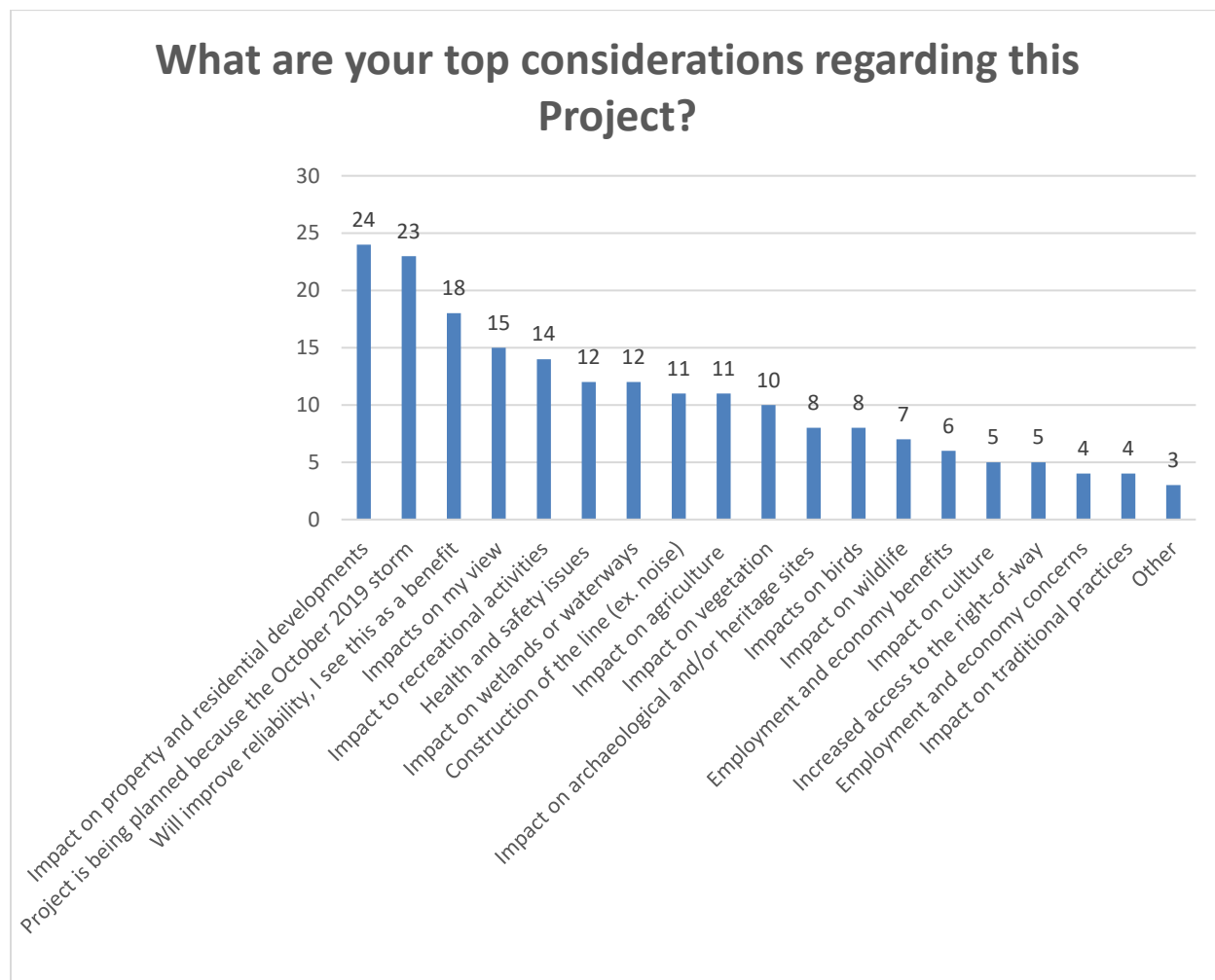


Figure 3. Top considerations regarding this Project.

The two other concerns shared by respondents were:

- *“Impacts on the endangered species - Eastern Peewee”*
- *“Our concern is the cost of the changes to the route because certain individuals would not allow it through their land anymore. Especially after towers were repaired and new towers were built.”*

Sixteen respondents (33%) expanded on their project concerns. One respondent shared the following,

“Loss of property value - We have worked hard for what we have. Medical

concerns. Magnetic fields surrounding us. We already have a hydro station near. There are many people in our area who have cancer. We love the area. We don't want to lose the surrounding trees and the nature (deer, fox, beaver, porcupine, racoon, geese, multiple birds; as well as an Endangered species - Eastern Peewee. Many people use the area for biking, walking, fishing, birding, snowmobiling, as well as tourists stop for lunch and stretch their legs. Diversion to Crescent Lake is a resting area and fly-way for migrating geese and ducks. Yellowquill Trail/Highway #1 intersection is a very busy, dangerous, and deadly intersection. most of the accident vehicles land on the south side ditch and road."

Concerns were shared regarding:

- potential impacts on homes and property values:
 - "if our house is affected, we would have to move, using the route the furthest away from the houses would be best."
 - "Love the present view from our yard. 10%-15% property value decrease."
 - "Keep the lines as far away as possible from the small residential area within the Island Park, Portage la Prairie"
- routing options:
 - "I believe the proposed line should be on the south side of HWY 1 and only cross HWY 1 once.",
 - "Move new wooden pole transmission from north side of by-pass to towers on south side.",
 - "The shortest and most direct route of all the options is best. 1. Smaller environmental and aesthetic impact. 2. Most likely cheapest. 3. Easiest."
 - "Present line is direct path and has existed for many years. No need to zigzag to please some and develop green space and park setting. Plus the towers have already been replaced and would be cost prohibitive to not use them."
 - "line should not intersect the island"
- communication for the project:
 - "communication with me as an affected resident"
 - "not until we receive all the information."
 - Request to follow up with landowner "via phone or in person"
- birds:
 - "There is extensive travel by waterfowl between Crescent Lake and

surrounding agricultural fields, crossing both the existing route and all proposed alternative segments. Bird wire collisions are a concern.”

- Reliability:
 - *“I think it is important reliable source to power our homes even during in climate weather.”*

3.1.5 Recommendations for Manitoba Hydro on minimizing any potential effect of this Project

20 respondents (42%) said they have recommendations for Manitoba Hydro on minimizing any potential effect of this Project and 28 respondents (58%) said they did not.

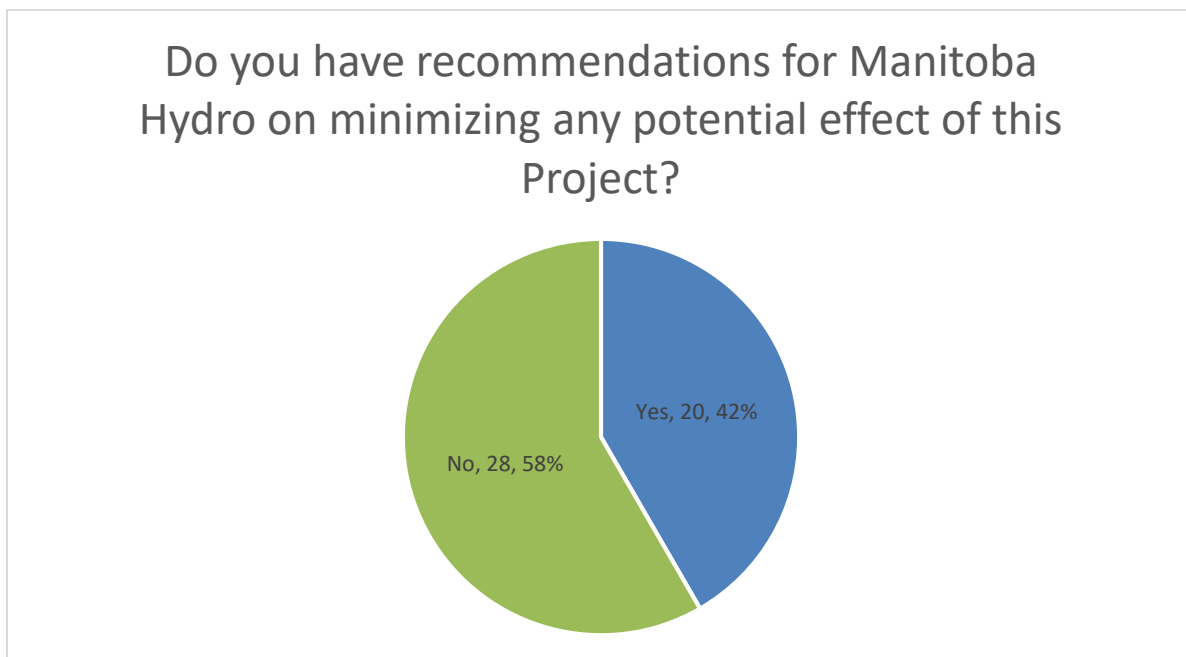


Figure 4. Do you have recommendations for Manitoba Hydro on minimizing any potential effect of this Project?

Respondents shared:

- Routing preferences
 - *“Move new wooden pole transmission from north side of by-pass to towers on south side.”*
 - *“Leave the line where it currently ran”*
 - *“move the line completely off the island”*
 - *“New Route - Existing line in Mayfair farm extended to Portage Golf*

Course. Goes over Crescent Lake, to field behind the homes, (3 houses) Line angles to Cottonwood Rd, to cemetery. Goes across cemetery to existing lines. Benefits - Shorter route, less money, does not cross major highway or follow highway, No loss of habitat for endangered species,"

- "keeping it away from houses."
- "Follow the floodway diversion bank to the river then proceed along the north side of river. Proceed to east of Days Inn to where the Portage la Prairie pump for Crescent Lake cross Highway to Mayfair Farms. Would not be any problem to existing Homes."
- "Use the route that will least impact all concerned."
- "Not in total understanding why the line cannot go back to where they were."
- "Stay away from any First Nations Land in the future"
- "I would recommend the shortest route possible, i.e. the one shown in green on the mailer card"
- "Run lines on the floodway number 15 on the map"
- "Preferred routes #18 and #15"
- "Use existing path"
- "Keep the lines as far away as possible from the small residential area within the Island Park, Portage la Prairie"
- "Put the line where it was"
- Engagement preferences
 - "Consultation with everyone in the proposed area!!!"
- Wildlife mitigation:
 - "Manitoba Hydro should explore the use of bird diverters as a mitigation tactic. Locations for deployment should be determined in the Environmental Assessment through baseline monitoring."

Table 3-1 location specific concerns in comment sheets

Alternative route segments	Specific location of concern or constraint	Recommendation by respondent for minimizing/mitigating potential effects of the project
1	"We live on the Island Park - Irvin Place and would appreciate the lines are as far away as possible from the small residential area"	"Keep the lines as far away as possible from the small residential area within the Island Park, Portage la Prairie"

Table 3-1 location specific concerns in comment sheets

Alternative route segments	Specific location of concern or constraint	Recommendation by respondent for minimizing/mitigating potential effects of the project
10	<i>"We live adjacent to #1 Bypass and have already been affect with new line. Not sure 1 - why the north side route was chosen? 2 - Infrastructure chosen is no major steel tower leading to lower heights. 3 - We were not asked for input or concerns. Will changes/upgrades be needed for long-term transmission line replacement and growth? We would prefer to see deployment on the south side of the by-pass where there is little residential development."</i>	<i>"Move new wooden pole transmission from north side of by-pass to towers on south side"</i>
	<i>"We don't want towers next to our properties on Yellowquill trail. We have lived there for 37 years. We plan on retiring on our property and do not wish these lines be near us."</i>	<i>"Run lines on the floodway number 15 on the map"</i>
11	<i>"Diversion to Crescent Lake is a resting area and fly-way for migrating geese and ducks. Yellowquill Trail/Highway #1 intersection is a very busy, dangerous, and deadly intersection. most of the accident vehicles land on the south side ditch and road."</i>	<i>"New Route - Existing line in Mayfair farm extended to Portage Golf Course. Goes over Crescent Lake to field behind the homes, (3 houses) Line angles to Cottonwood Rd, to cemetery. Goes across cemetery to existing lines. Benefits - Shorter route, less money, does not cross major highway or follow highway, No loss of habitat for endangered species"</i>
	<i>"Proposed route is through neighborhood green space."</i>	<i>"Present line is direct path and has existed for many years. No need to zigzag to please some and develop"</i>

Table 3-1 location specific concerns in comment sheets

Alternative route segments	Specific location of concern or constraint	Recommendation by respondent for minimizing/mitigating potential effects of the project
		<i>green space and park setting. Plus the towers have already been replaced and would be cost prohibitive to not use them."</i>
12	<i>"I think that purchasing the 5 homes as I have heard of will lower the value of my property and impact my plans for future. Plus there will be extra noise from highway traffic. It will change my way of life and destroy the way of life for my friends and neighbors."</i>	<i>"Follow the floodway diversion bank to the river then proceed along the north side of river. Proceed to east of Days Inn to where the Portage la Prairie pump for Crescent Lake cross Highway to Mayfair Farms. Would not be any problem to existing Homes."</i>

3.1.6 Is there anything you would like Manitoba Hydro to do differently on this project compared to past projects?

The survey asked participants "Is there anything you would like Manitoba Hydro to do differently on this project compared to past projects?", 23 respondents (48%) indicated that they didn't know, 16 respondents (33%) indicated no and 9 respondents (19%) indicated yes.

Is there anything you would like Manitoba Hydro to do differently on this project compared to past projects?

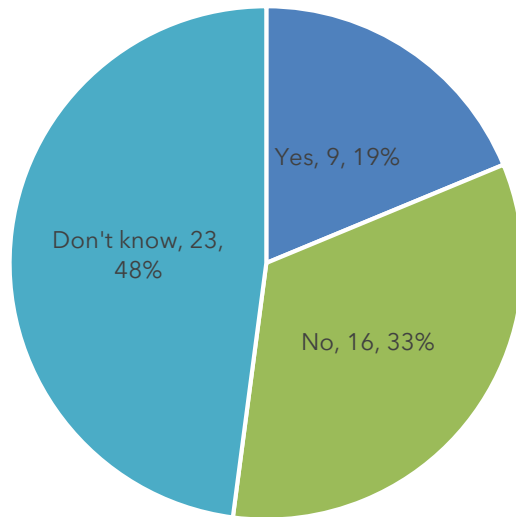


Figure 5. Is there anything you would like Manitoba Hydro to do differently on this project compared to past projects?

Changes recommended by respondents include:

- Routing options:
 - "Does it have to run right through the city?"
 - "Change the route"
- Project design/schedule:
 - "Design transmission to easily integrate future selling to grid of locally produced power."
 - "Ensure it is reliable and bury line as much as possible."
 - "Do not delay."
- Maintenance:
 - "Upkeep on existing infrastructure!! The lack of upkeep on said infrastructure in the past resulted in a reactive response to the storm instead of a proactive approach to infrastructure!!!"
- Engagement
 - "listen to the people directly involved with the line placement"

- Wildlife
 - *"It is unknown to us if bird diverters exist along the current Crescent Lake crossing. Regardless, bird diverters should be considered with the proposed alterations."*

3.1.7 Did you find the project information on the webpage helpful?

The survey asked participants if they found the information on the webpage useful. 32 respondents (67%) indicated yes, 11 respondents indicated they don't know (23%) and 5 respondents indicated no (10%).

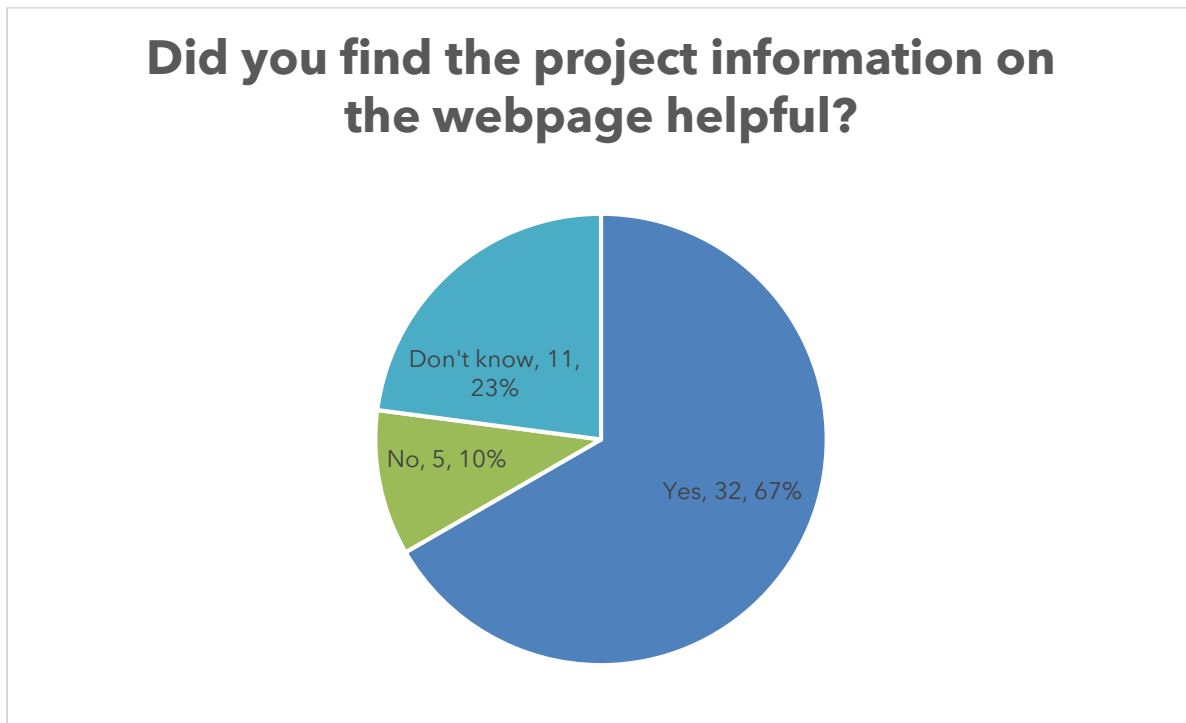


Figure 6. Did you find the project information on the webpage helpful?

3.1.8 How can we better share project information? What other project information would be helpful?

The survey asked respondents how can we better share project information? What other project information would be helpful? Responses included:

- Improved communication:
 - *"Map blurry on Portage online. Did not receive postcard with intent soon enough. Not enough information - what houses may be removed, location of towers. Was not sure what the numbers represented. E-mail*

or letter sent to people in area. Many people down our street (Yellowquill Trail) did not receive the postcard of intent.”

- “Manitoba Hydro could inform residents by via Canada Post as not all residents have access to electronic media.”
- “The exact proposed construction in relation to our property.....can not be figure out from the map”
- More information:
 - “Explain the reason of having to reroute bp6”
 - “I don’t think I understand what exactly is being done enough to make educated comments.”

3.1.9 Is there anything else the project team should consider?

The survey asked respondents if there is anything else the project team should consider. 20 respondents indicated they don’t know (42%), 12 respondents indicated yes (25%) and 16 respondents indicated no (33%).

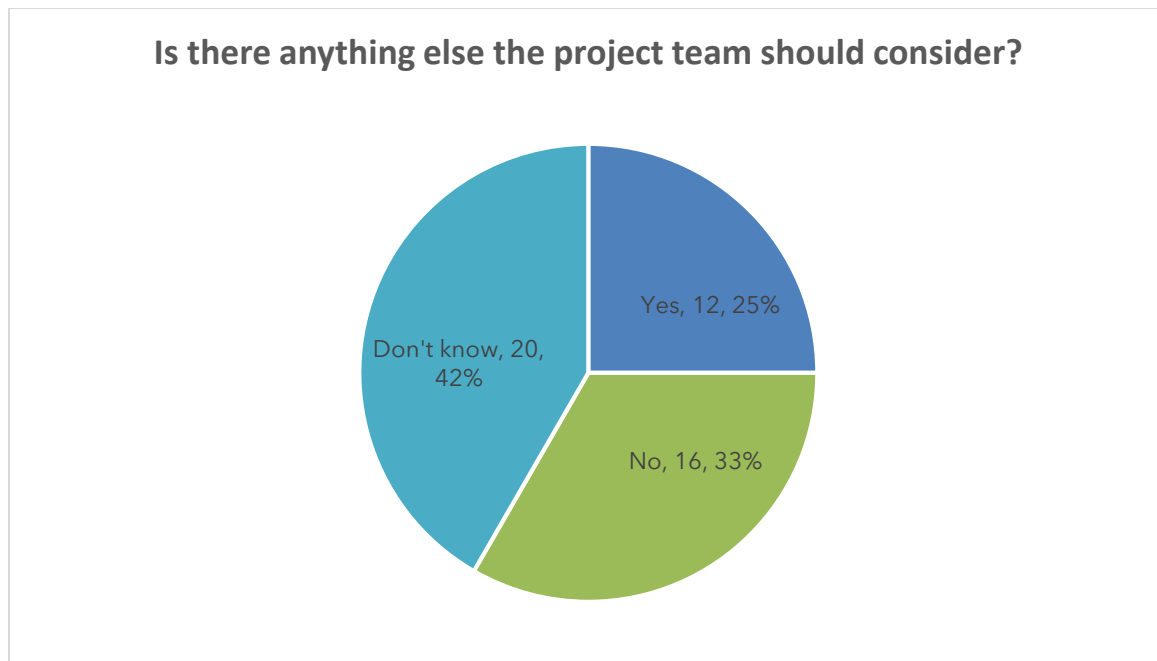


Figure 7. Is there anything else the project team should consider?

Comments shared include the following:

- Routing:
 - “A few years ago there was a study completed on a highway interchange near this proposed route. This should be taken into

consideration.”

- “Use the original route”
- “yes don't cross the island, should go around and follow the highway”
- “Use same route. Bury cable”
- “Just please keep it away from Yellowquill trail personal properties.”
- “Minimum impact on the residential areas within the Island Park, Portage la Prairie”
- Project design:
 - “I am sure cost is a factor but wonder if underground service would be more reliable when possible”
 - “What will happen to the existing right of way”
- Engagement:
 - “The feedback from all parties concerned!!! Not just the First Nations!!!”
 - “Residents, communication and compensation”
 - “Not enough info has been relayed to the homeowners immediately affected by the line proposed.”

3.1.10 Would you like to receive project updates and information?

The survey asked respondents if they would like to receive project updates and information. 32 respondents indicated yes (67%), and 16 respondents indicated no (33%).

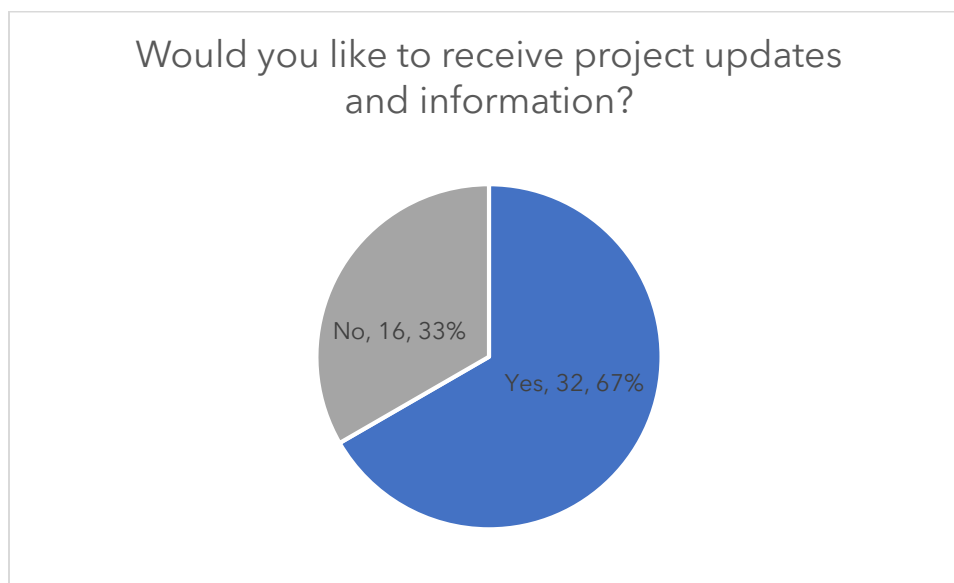


Figure 8. Would you like to receive project updates and information?

3.1.11 How would you prefer to receive information and updates?

The survey asked respondents how would you prefer to receive information and updates? The top choses were email (26 respondents), letters (5 respondents) and Facebook (4 respondents).

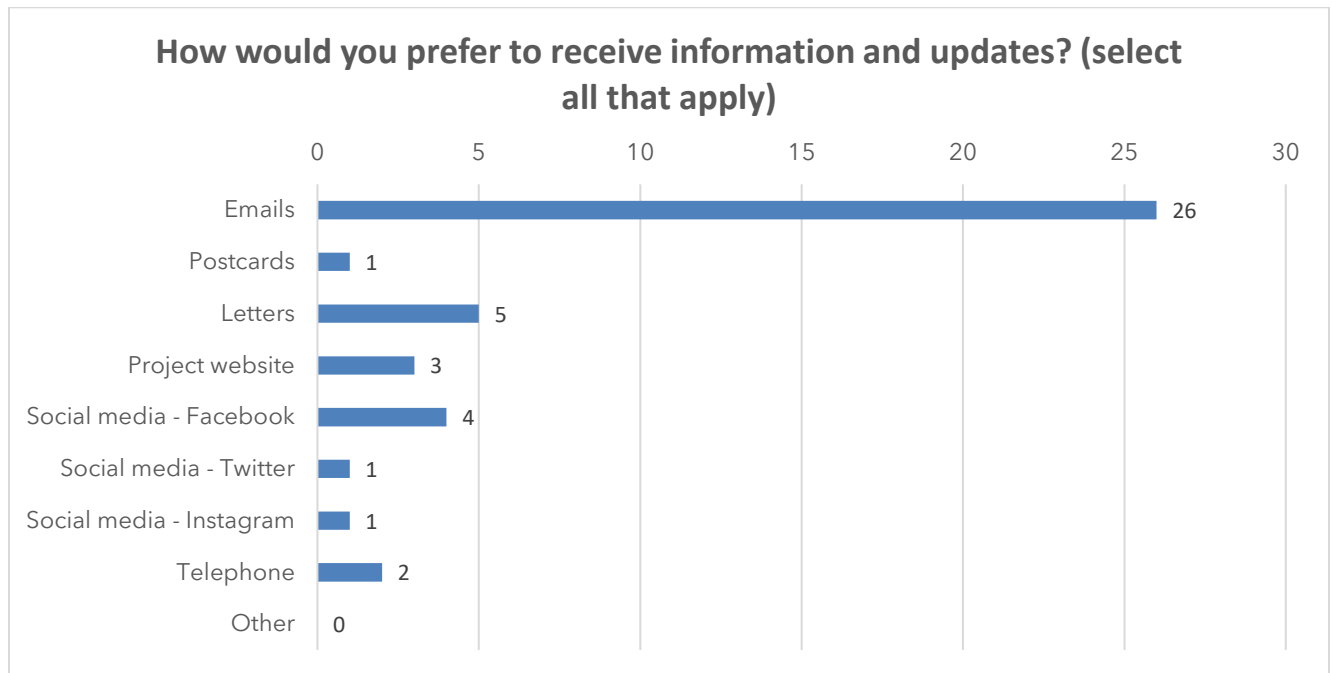


Figure 9. How would you prefer to receive information and updates?

3.1.12 Would you like to sign up for the project update emails?

The survey asked respondents if they would like to sign up for project update emails. 25 respondents (52%) chose yes and 23 respondents (48%) chose no.

3.2 Round 2

There were 28 respondents to the survey.

The first question in the survey asked, "do you have any concerns about the preferred route as shown on the previous page"? 11 respondents (39%) indicated no, 9 respondents answered yes (32%) and 8 respondents answered maybe (29%).

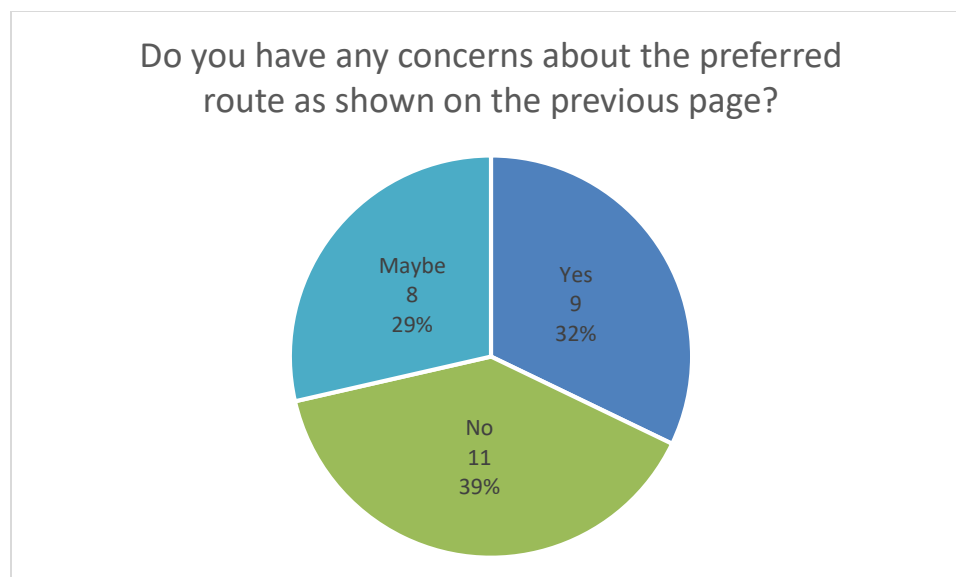


Figure 10. Do you have any concerns about the preferred route as shown on the previous page?

Concerns shared by participants asked why Manitoba Hydro did not consider a route that went around Portage la Prairie or why we were rerouting the segments of the line.

"Prefer to see a route round the north part of Portage where it is mainly farm land. no homes, no trees and out of Portage. Second option put the towers back in the original route. All the original destroyed towers, have been replaced except for on the native land. The hotel was built when the towers existed there, therefore the 30 metre excuses does not apply. Not sure what the real reason is for not putting up those towers. Replacing those couple of tower would save a lot of money. Concerns regarding the existing route are: the safety hazard along the highway, placing towers on unstable riverbanks, especially if there is flooding, cutting down old trees, does not make sense."

"The route goes across land that would be ideal for future development for the city and new homes. No one is going to want to build a half a million dollar home with a huge transmission line basically in the back yard."

3.2.1 Agriculture

The survey asked respondents if the information regarding agriculture addressed their concern. 14 respondents (52%) indicated yes, 8 respondents (30%) indicated no, and 5 respondents (18%) indicated partly.

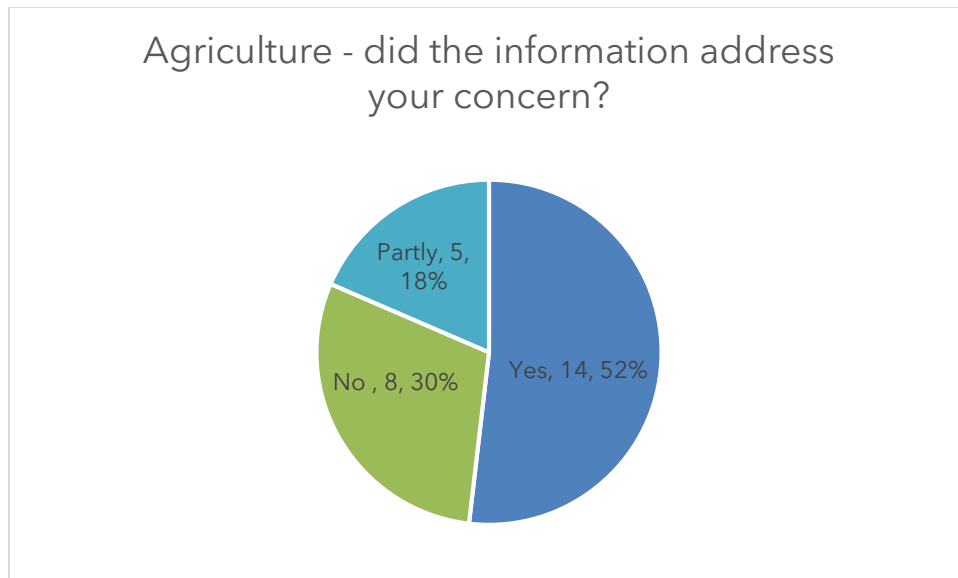


Figure 11. Agriculture - did the information address your concern?

The survey asked respondents if they can suggest further mitigation for agriculture. 7 respondents indicated yes (54%) and 6 respondents answered no (46%). The most common mitigation recommended was to find a different route:

"Find another route"

"Follow the routing of the temporary power line. Keep it out of the city."

"Leave the lines where they were and then this would not effect vegetable food production which should be considered valuable"

"This is running through a 3rd generation farm (my families Mayfair) and if the line can't go through long plain due to housing then why should it be allowed to go by ours, our migrant workers homes, my grandparents, aunts/uncles and neighbors homes"

One participant asked about landowner compensation: *"There is an impact to the future resale value of the land because of the new route of this line. How is that included in compensation?"*

The survey asked if there is anything else we missed. 5 respondents (38%) indicated yes and 8 respondents (62%) indicated no. The most common comments were to move the line. One participant asked, *"How do we run irrigation and grow vegetable row crops"*. Another shared concerns that local residents' voices may be not be

heard, “Communication with the residence affected Spring of 2021. A good start in the fall of 2020, but now it seems it is open to all the public to have their input and the voice of the local residents will be way overshadowed”.

3.2.2 Economic opportunities and benefits of the project

The survey asked respondents if the information regarding economic opportunities and benefits of the project addressed their concern. 18 respondents (67%) indicated yes, 5 respondents (18%) indicated no, and 4 respondents (15%) indicated partly.

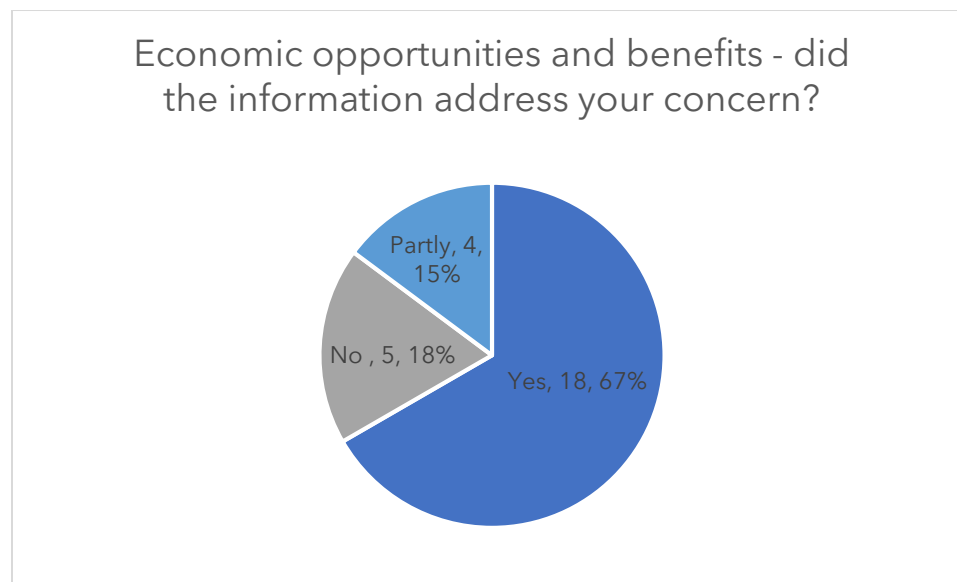


Figure 12. Economic opportunities and benefits - did the information address your concern?

The survey asked respondents if they can suggest further mitigation for economic opportunities and benefits. 2 respondents indicated yes (29%) and 5 respondents answered no (71%). Mitigation recommended included:

“Leave the lines where they were” and “The line is located near two reserves and may affect their plans for economic growth. If contractors are from “across Manitoba and Canada”, it will further alienate the First Nation people.”

The survey asked if there is anything else we missed. 3 respondents (38%) indicated yes and 5 respondents (62%) indicated no. Comments included:

“This needs to be a comments section, not yes or no. But short term financial impact doesn’t mitigate the long term loss of habitat”

"what businesses are we talking about?"

"How will you not destroy our business"

3.2.3 Fish and fish habitat

The survey asked respondents if the information regarding fish and fish habitat addressed their concern. 20 respondents (77%) indicated yes, 3 respondents (11%) indicated no, and 3 respondents (12%) indicated partly.

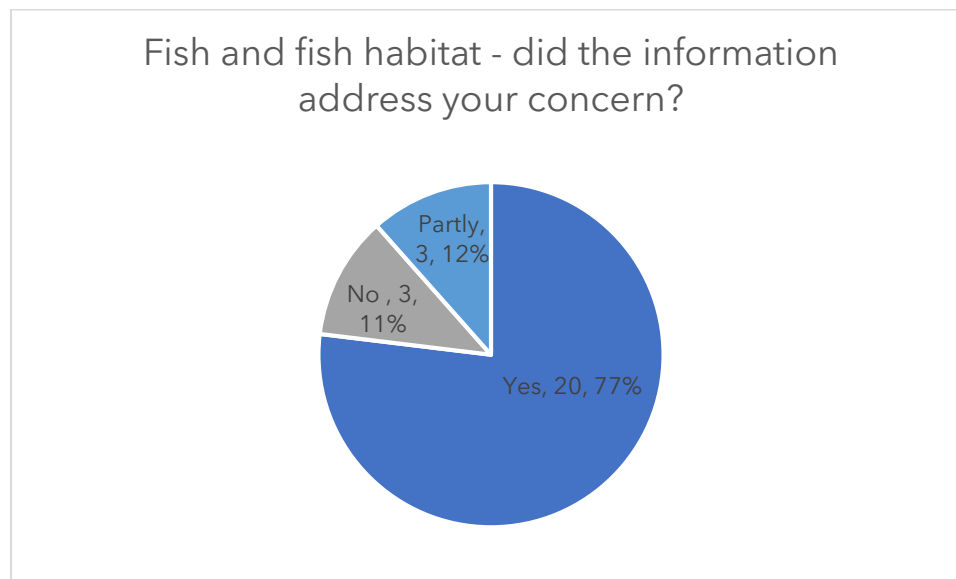


Figure 13. Fish and fish habitat - did the information address your concern?

The survey asked respondents if they can suggest further mitigation for fish and fish habitat. 2 respondents indicated yes (33%) and 4 respondents answered no (67%). Mitigation recommended included:

"You've had a dismal reputation for actually following through except to the barest minimum of effort in this respect before. Which outside local environmentally invested party will be onsite making sure you abide by the things you say?"

"It seems that you are environmentally conscious, however, you have never properly addressed the impact Manitoba hydro has had on lake Winnipeg. The Jenpeg site affects the whole lake as well as cross lake and Norway house."

The survey asked if there is anything else we missed. A comment was shared *"Oversight to make sure you do what you say you will do. You've bare bones'd too many environmental safeguards in the past for us to trust you just on a glib word in a*

survey”.

3.2.4 Human health

The survey asked respondents if the information regarding human health addressed their concern. 20 respondents (74%) indicated yes, 5 respondents (19%) indicated no, and 2 respondents (7%) indicated partly.

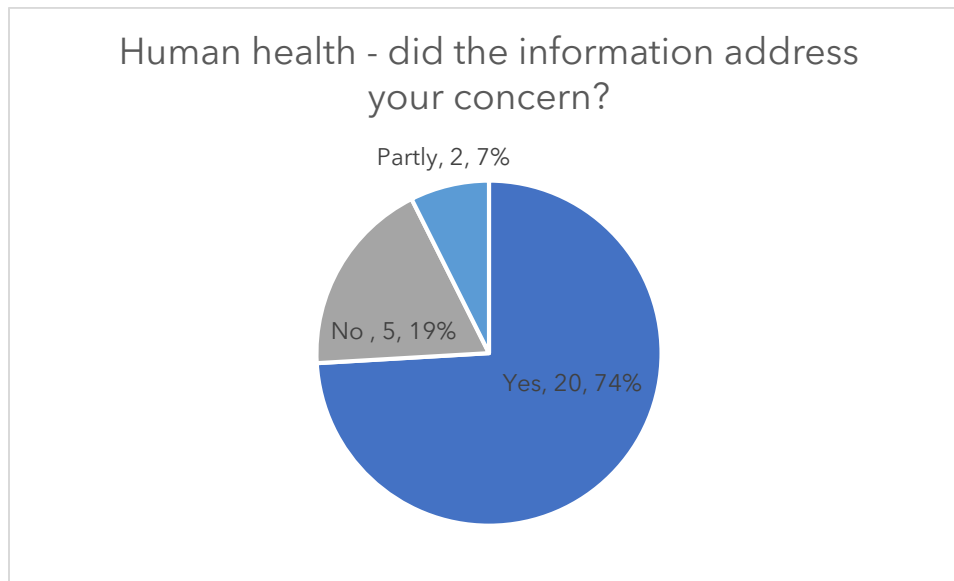


Figure 14. Human health - did the information address your concern?

The survey asked respondents if they can suggest further mitigation for human health. 4 respondents indicated yes (67%) and 2 respondents answered no (33%). Mitigation recommended was about Electric and Magnetic Fields (EMF) and requested changes to the route. EMF mitigation included:

“Even though you say you will notify us, sometimes your notices do not make it to your homes. The EMF levels are very scary, because of the harm they can do. You say the levels will be regulated, maybe at the beginning, but as time goes on the regulation side.”

“Thank you for addressing this. EMF levels vary however with current, so although it is true that appliances emit Electro Magnetic Fields they do not do it to the degree that these power lines will. It is known that an EMF does interfere with sleep. Lack of sleep affects both mental and physical health. So although the field produced is not a direct factor it is an indirect factor”.

Requests to change the route included:

"run the line south of the city" and "Leave the lines where they were. Who is going to help with my family's stress?"

The survey asked if there is anything else we missed. Comments included:

"I realize it may be hard to attain, but statistical data showing the effects of EM radiation levels may help."

"In your response could you mention how far away from the local residential area you are planning to put the lines?"

"Our family's stress and feeling of racism"

3.2.5 Visual quality

The survey asked respondents if the information regarding visual quality addressed their concern. 20 respondents (74%) indicated yes, 4 respondents (15%) indicated no, and 3 respondents (11%) indicated partly.

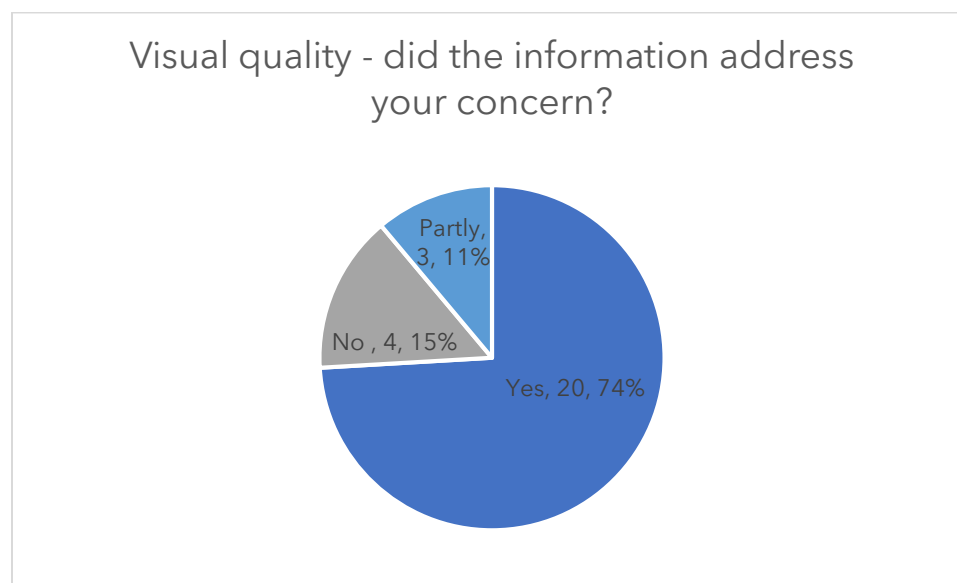


Figure 15. Visual quality - did the information address your concern?

The survey asked respondents if they can suggest further mitigation for visual quality. 4 respondents indicated yes (57%) and 3 respondents answered no (43%). Mitigation recommended was about moving the preferred route or rebuilding in the original line location:

"Placing the tower north of town can be out of sight of homes. A concern regarding railway lines was brought up. I'm sure there are lines that go over railroads elsewhere" and "Find another route".

"Stay on the already established route" and "Leave the towers set up the way it was".

The survey asked if there is anything else we missed. Comments included *"Stay on the land you already occupy"* and *"Prime developmental land"*.

3.2.6 Parks and recreation

The survey asked respondents if the information regarding parks and recreation addressed their concern. 21 respondents (78%) indicated yes, 5 respondents (18%) indicated no, and 1 respondent (4%) indicated partly.

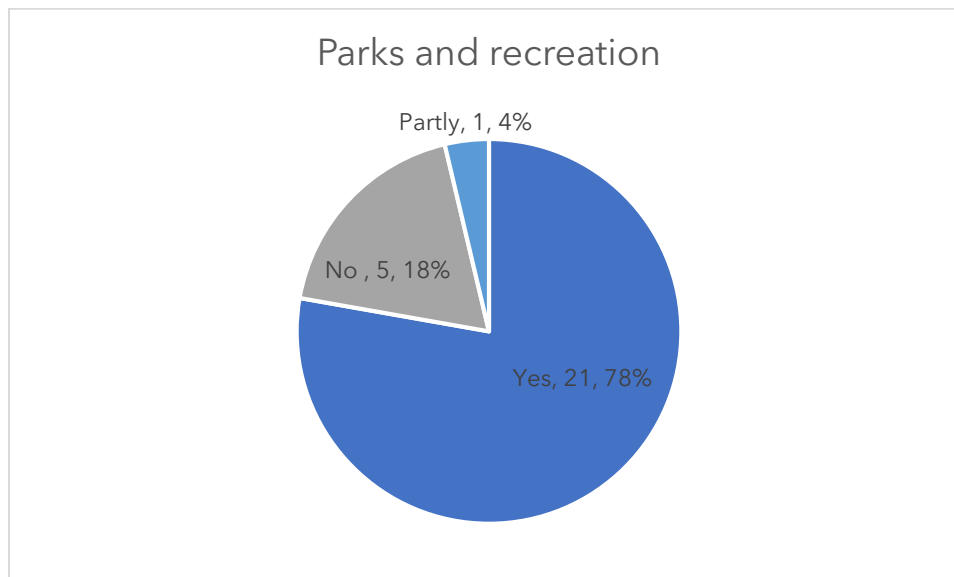


Figure 16. Parks and recreation - did the information address your concern?

The survey asked respondents if they can suggest further mitigation for parks and recreation. 3 respondents indicated yes (60%) and 2 respondents answered no (40%). Mitigation recommended included:

"Everyone understands about short term annoyance. What about the long term impact?"

"Keep the line out of Island Park. Keep the green space green."

"Leave the lines where they were"

The survey asked if there is anything else we missed. Comments included “You haven’t addressed the long term impact of any of these concerns so far except the agriculture ones” and “How do we farm our land with people on it How do family’s come out for a day of Strawberry picking.”

3.2.7 Property and residential development

The survey asked respondents if the information regarding property and residential development addressed their concern. 15 respondents (60%) indicated yes, 5 respondents (20%) indicated no, and 5 respondents (20%) indicated partly.

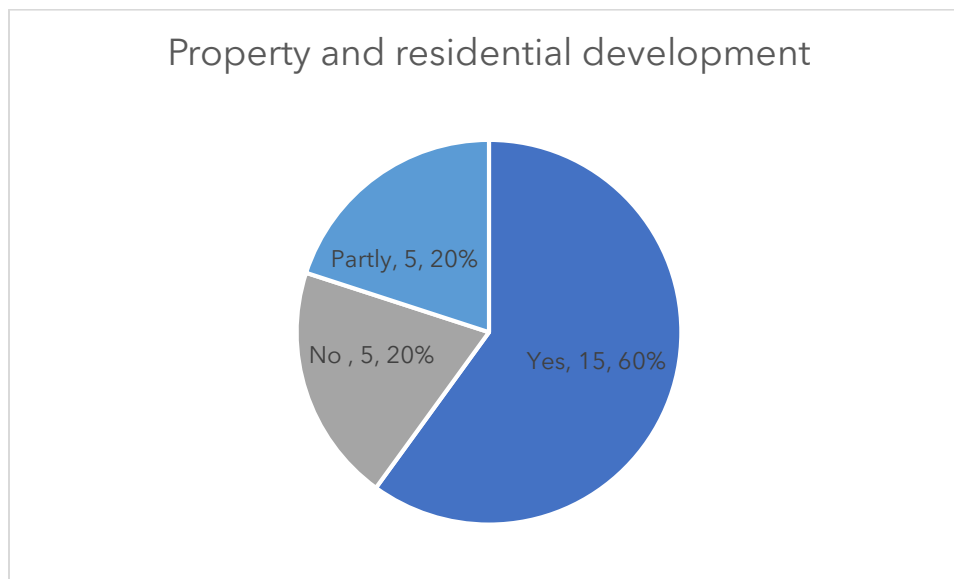


Figure 17. Property and residential development - did the information address your concern?

The survey asked respondents if they can suggest further mitigation for property and residential development. 7 respondents indicated yes (70%) and 3 respondents answered no (30%). Mitigation recommended included concerns with the project impacting development:

“In the Yellowquill Trail area there is so much crammed in here already - homes, water treatment plant, diversion, hydro station, water resource, highways dept, natural resources. We don't need anything else to add to the clutter.”

“The line would close the door on future development in the area. The line needs to go south of the city.”

“The potential new housing development in the East end of the city will be impacted.”

"Have an open discussion with all residential landowners within the proposed line to discuss future impacts and concerns"

"Leaving the lines where they were"

There were also recommendations that Manitoba Hydro hire an appraiser and redo research on changes to land values:

"You do your own reports. Could you perhaps hire an appraiser to assess the value difference? It would appear far less biased if you did."

"Redo your research on the impact of transmissions lines on land value!"

The survey asked if there is anything else we missed. Comments included *"I don't know what it is but I know you've missed something and so I'll say yes and not absolve you by saying I don't know or I'm not sure"* and *"Can you develop houses under the line"*.

Traditional practices, heritage and culture

The survey asked respondents if the information regarding traditional practices, heritage and culture addressed their concern. 21 respondents (81%) indicated yes, 3 respondents (11%) indicated no, and 2 respondents (8%) indicated partly.

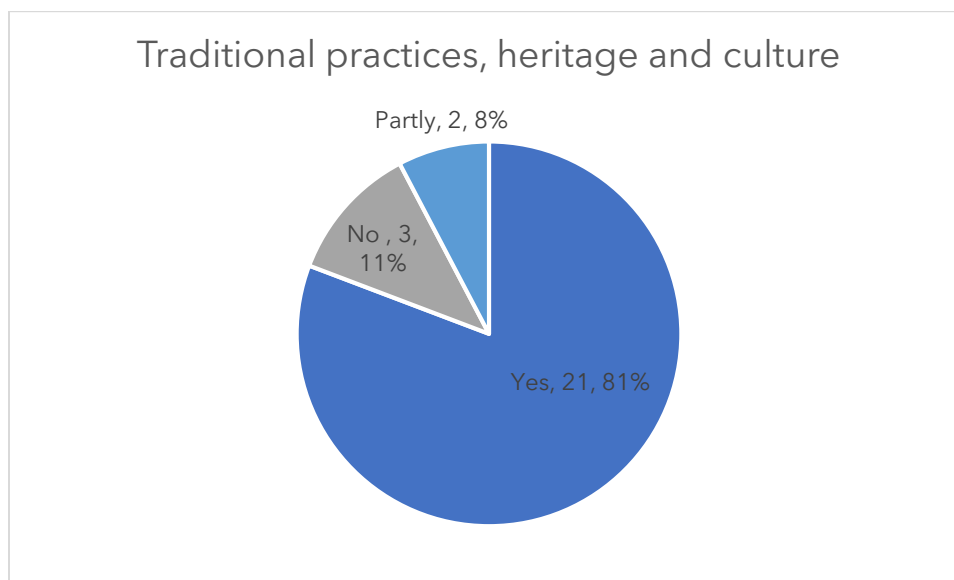


Figure 18. Traditional practices, heritage and culture - did the information address your concern?

The survey asked respondents if they can suggest further mitigation for traditional practices, heritage and culture. 2 respondents indicated yes (40%) and 3 respondents answered no (60%). Mitigation recommended included:

"The river and surrounding land, in the Yellowquill trail area, has been the site for early settlers and native homes. I grew up in the area and know that many arrowhead, and very ancient animal bones have been found along the riverbeds. Who knows what might be found if the area was investigated" and "Leave the lines where they were"

The survey asked if there is anything else we missed. Comments included *"Not going to give you a pass by saying no because you've only given partial info"* and *"What is traditional to one group. What is family tradition farming? Family's traditions of coming out Strawberry picking effects thousands of families"*.

Vegetation

The survey asked respondents if the information regarding vegetation addressed their concern. 20 respondents (80%) indicated yes, 2 respondents (8%) indicated no, and 3 respondents (12%) indicated partly.

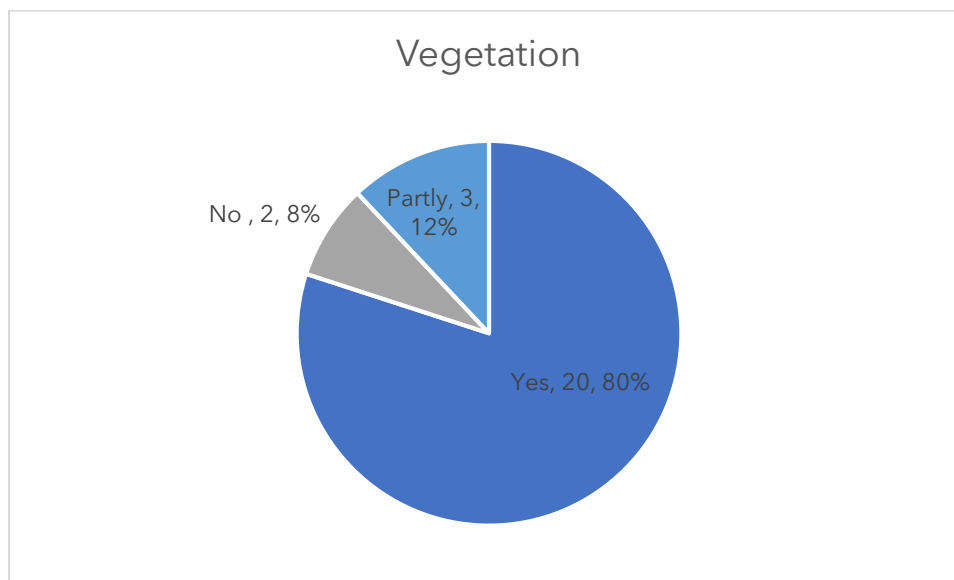


Figure 19. Vegetation - did the information address your concern?

The survey asked respondents if they can suggest further mitigation for vegetation. 2 respondents indicated yes (40%) and 3 respondents answered no (60%). Mitigation recommended included:

"You say the amount of vegetation removed has be taken into consideration, but it does not say exactly how much will be removed. A special concern is very old trees. The park area has beavers, duck, geese, small birds who depend on the vegetation habitat in the area. Humans keep encroaching on their homes."

"Leave the lines where they were there is no vegetation issues"

The survey asked if there is anything else we missed. Comments included *"This is a fly way for many geese, ducks and seagulls, from the diversion to crescent lake. They fly back and forth at least 4 times a day. More wires are going to result in bird/wire collisions therefore more broken wings - dead birds."*

"Not going to absolve you of responsibility by saying you haven't missed anything"

"How do we replace our vegetable and other row crops without the ability to irrigate".

Wildlife and wildlife habitat

The survey asked respondents if the information regarding wildlife and wildlife habitat addressed their concern. 21 respondents (84%) indicated yes, 2 respondents (8%) indicated no, and 2 respondents (8%) indicated partly.

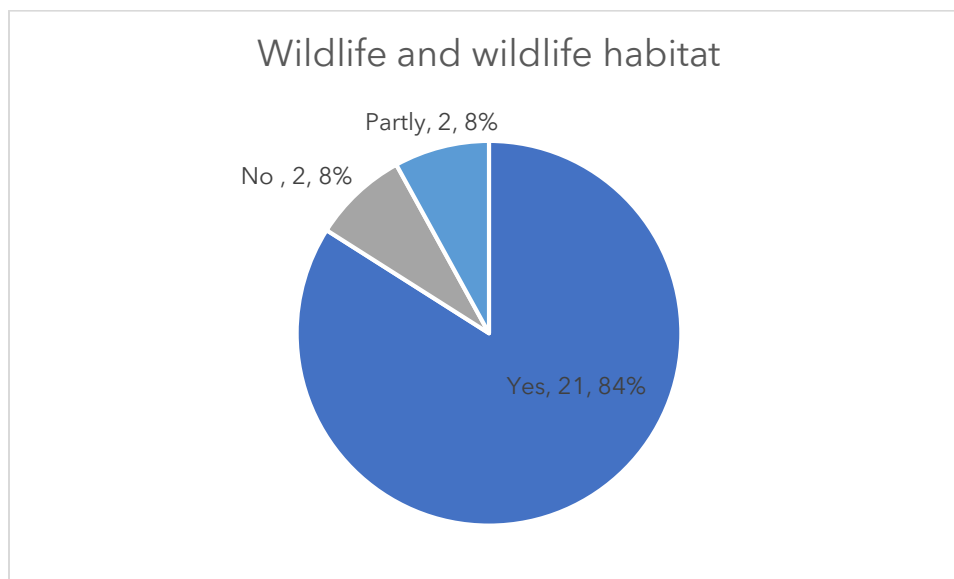


Figure 20. Wildlife and wildlife habitat - did the information address your concern?

The survey asked respondents if they can suggest further mitigation for wildlife and wildlife habitat. 3 respondents indicated yes (75%) and 1 respondent answered no

(25%). Mitigation recommended included:

"This is a fly way for many geese, ducks and seagulls, from the diversion to crescent lake. They fly back and forth at least 4 times a day. More wires are going to result in bird/wire collisions therefore more broken wings - dead birds. Not sure if the diverters will work. Animals and birds need more than low growing plants (grass??) The noise and movement of humans and machinery will scare the animals and birds away."

"What do you do when you find burrows and nests? You've given partial info again"

"Leave the lines where they were for many trees will be removed for a new location"

The survey asked if there is anything else we missed. Comments included:

"The park area is a good spot for birders, campers, fishermen, walkers and bikers. Putting a large tower in the park really spoils the area."

"Not going to absolve you of responsibility by saying no because I can't honestly answer this question with the partial info you've given"

3.2.8 Any additional comments

The survey asked if participants had any additional comments. Comments included, *"How will the landowners be compensated?"*

"When do you plan to get in contact again with the local residents? Your map that shows your preferred route does not give a clear indication of where your plans are. What should be added is landmarks such as roads, or the water treatment plant. This would remove confusion."

"How many years of lost ability to crop will we be paid out for a lifetime mine or my children's or my grandchild's"

"I've Emailed to register for the Mar 18th info session but haven't heard back."

4. Feedback portal feedback

4.1 Round 1

Table 4-1 includes the alternative and mitigative route segments, source and votes from the feedback portal. Table 4-2 includes the mitigative route segments, and date created. The alternative route segments with the most votes include Segment 1,

Segment 3, Segment 9 and Segment 11.

Table 4-1 Alternative or mitigative route segments and votes from the feedback portal

Alternative route segment name	Segment source	Number of Votes
Segment 1	Manitoba Hydro	3
Segment 2	Manitoba Hydro	1
Segment 3	Manitoba Hydro	3
Segment 4	Manitoba Hydro	2
Segment 5	Manitoba Hydro	2
Segment 6	Manitoba Hydro	0
Segment 7	Manitoba Hydro	2
Segment 8	Manitoba Hydro	0
Segment 9	Manitoba Hydro	3
Segment 10	Manitoba Hydro	0
Segment 11	Manitoba Hydro	3
Segment 12	Manitoba Hydro	0
Segment 13	Manitoba Hydro	0
Segment 14	Manitoba Hydro	0
Segment 15	Manitoba Hydro	2
Segment 16	Manitoba Hydro	0
Segment 17	Manitoba Hydro	0
Segment 18	Manitoba Hydro	2
The shortest route	Virtual portal user	0
Oct 27 Discussion Forum Participant Proposal	Discussion forum participant	0
Discussion Forum Route 1	Discussion forum participant	0
Alternative Segments BP6&7 Proposed Option by RM of Portage la Prairie Council	RM of Portage la Prairie Council	0

Table 4-2 Mitigative route segment and date created

Mitigative route segment	Segment source	Date mitigative route segment created
The shortest route	Virtual portal user	October 23, 2020
Oct 27 Discussion Forum Participant Proposal	Discussion forum participant	October 28, 2020
Discussion Forum Route 1	Discussion forum participant	October 27, 2020
Alternative Segments BP6&7 Proposed Option by RM of Portage la Prairie Council	RM of Portage la Prairie Council	November 13, 2020

Table 4-3 Alternative or mitigative route segment and comments from users	
Alternative or mitigative route segment	Comments from feedback portal users
Segment 1	RM of Portage la Prairie Council's Preferred Route. Landowner should have strongest say in this section. this route will have less impact monitor all segments of route heritage concerns
Segment 2	Moderately impacts use of land.
Segment 3	
Segment 4	RM of Portage la Prairie Council's Preferred Route. Landowner should have strongest say in this section.
Segment 5	Strongly impacts use of land heritage concerns monitor all segments of route
Segment 6	Moderately impacts use of land.
Segment 7	RM of Portage la Prairie Council's Preferred Route. Landowner should have strongest say in this section.
Segment 8	Moderately impacts use of land.
Segment 9	RM of Portage la Prairie Council's Preferred Route heritage concerns monitor all segments of route this route will have less impact
Segment 10	More large transmission towers within PTH 1A corridor causing safety issues.
Segment 11	RM of Portage la Prairie Council's Preferred Route

Table 4-3 Alternative or mitigative route segment and comments from users	
Alternative or mitigative route segment	Comments from feedback portal users
Segment 12	Major impact for existing residences along Yellowquill Trail.
Segment 13	More large transmission towers within PTH 1A corridor causing safety issues.
	Major impact to existing dog park and cemetery.
Segment 14	More large transmission towers within PTH 1A corridor causing safety issues.
Segment 15	RM of Portage la Prairie Council's Preferred Route
	less impact monitor heritage concerns
Segment 16	More large transmission towers within PTH 1A corridor causing safety issues.
Segment 17	More large transmission towers within PTH 1A corridor causing safety issues.
Segment 18	RM of Portage la Prairie Council's Preferred Route
	less impact along spillway monitor heritage concerns on all aspects
Oct 27 Discussion Forum Participant Proposal	Will strongly impact replacement of the spillway and expansion of the cells in the future.
Discussion Forum Route 1	Major impact to existing agriculture landowners, future cemetery expansion, golf course, Yellowquill School, residences north of Cottonwood and skewed intersection.
	shorter route heritage concerns

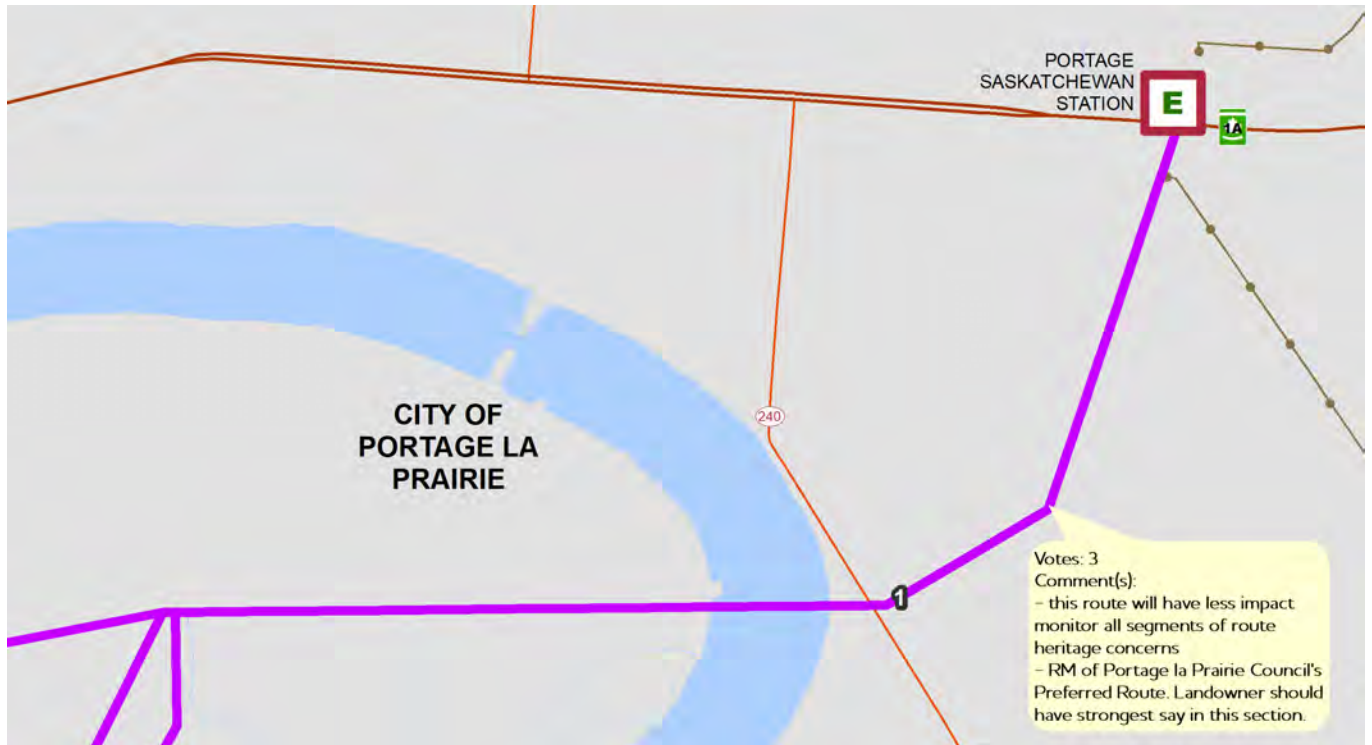


Figure 21 Segment 1 feedback portal comments



Figure 22 Segments 3-8 feedback portal comments

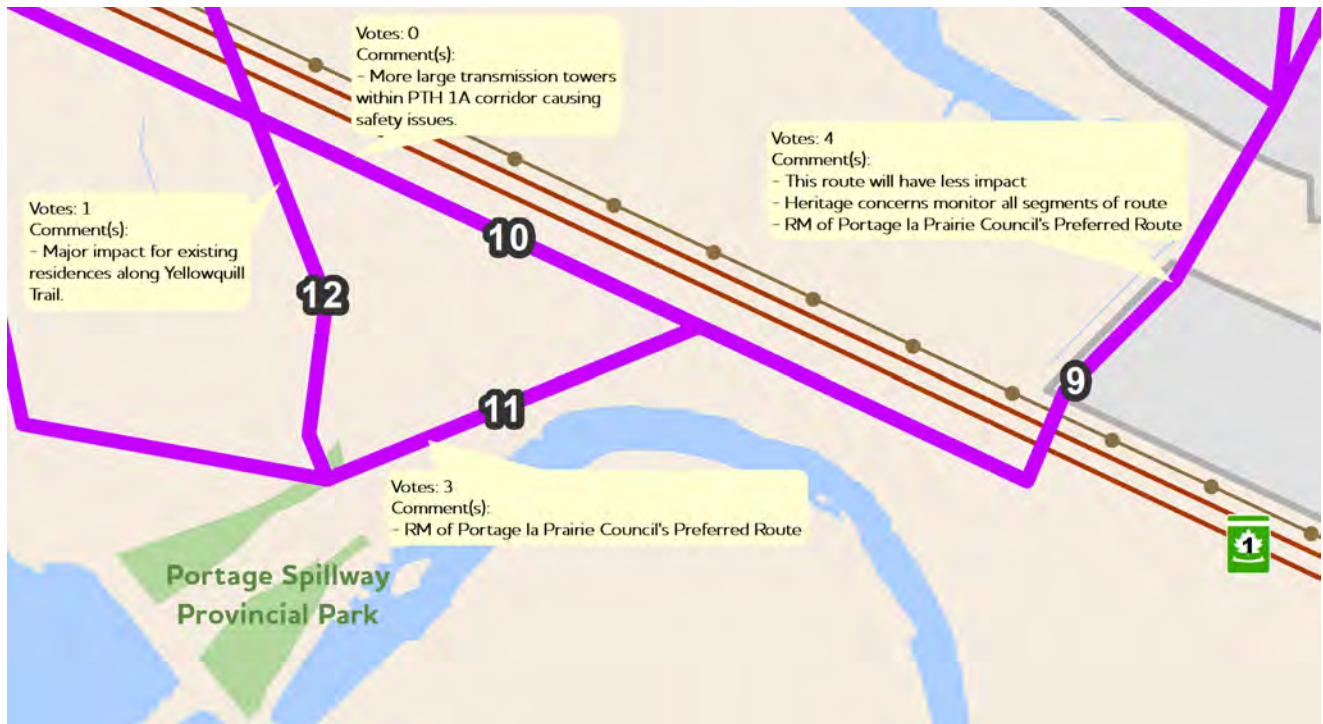


Figure 23 Segments 9-12 feedback portal comments



Figure 24 Segments 13-18 feedback portal comments

4.2 Round 2

Table 4-4 Round 2 feedback portal participant features of interest and comments

Feature of interest identified by participants	Participant comment
Significant property value impact and loss of enjoyment	If the western-most route is chosen it will loom over the treeline across the lake summer and winter disrupting the views and changing the nature of our properties' enjoyment. There are at least 14 east 13 homes who would be impacted to some degree
Western most route concern	Lost enjoyment of property for 12+ property owners
Loss of value impact; western route of concern	The placement of hydro lines will seriously impact upon the neighboring property value in terms of aesthetics, and impact upon the natural wildlife habitats. In a nutshell, they will be a tremendous eye-sore.
Alternative routes for bp6/bp7	We live on Pine Cres and the western most route would greatly reduce our enjoyment of our view out our living room window and from our yard across the lake, therefore we are opposed to this route. We take no position on the other 3 most eastern routes
Request to revisit the preferred line established earlier	Preferred route selection avoids Yellowquill Trail / all reserve property / detriment to Pine Crescent and uses existing towers /route on Island Farm. Stays well away from riverbank engineering issues. Shorter than the preferred route identified.
Transmission line reroute	Re-routing along the shore of Crescent Lake is not only at a determine to property owners, who risk losing value, aesthetics, but also will impact the wild life and will cost significantly more only to appease one demographic at the expense of others
Request to revisit the	My family of five lives on Pine Crescent. We

Table 4-4 Round 2 feedback portal participant features of interest and comments	
preferred line established earlier	bought our property because of the country feel both in the back yard and our front yard. We prefer the Brandon Avenue then south on existing roadway.
Request to revisit the preferred line established earlier	We think the country feel of our view will be negatively impacted with looming towers and lines in view.
Resident preferred choice	Segment 1 to Segment 5 to Segment 9.

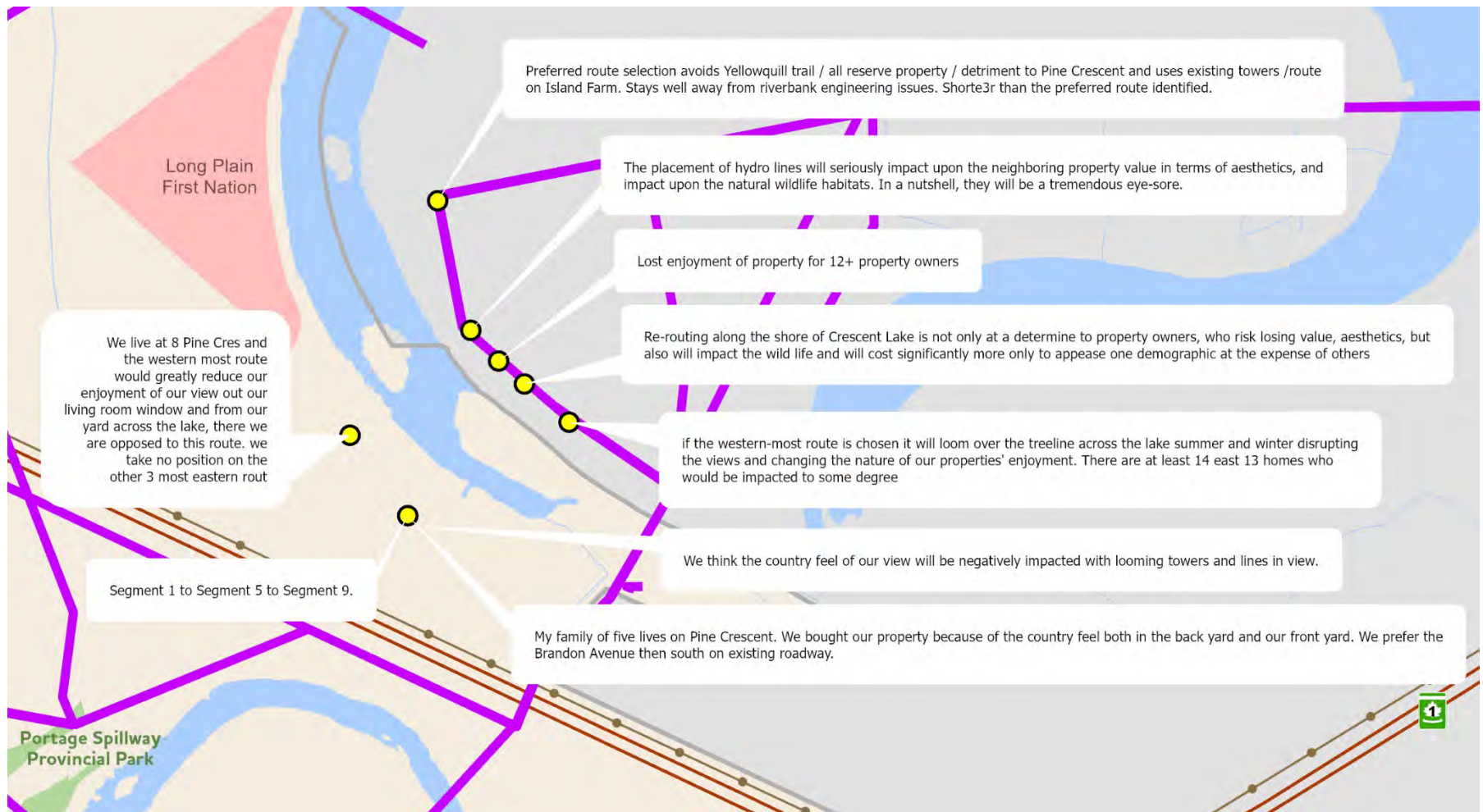


Figure 25 Round 2 feedback portal comments

Appendix A Round 1 information sheet

Brandon-Portage la Prairie (BP6/BP7)

Transmission line replacement project

In October 2019, a powerful storm ripped through southern Manitoba. A mix of freezing rain, wet snow, and high winds caused extensive damage to Manitoba Hydro's system unlike anything seen before and left thousands of customers without power.

Portage la Prairie and surrounding communities were some of the hardest hit. In the days to follow, crews worked tirelessly and in challenging conditions to rebuild hundreds of kilometres of distribution lines and sections of the transmission network to restore power as quickly as possible.

Now, work is continuing on some of the large-scale repairs and rebuilds in the area, including one double circuit transmission line between Brandon and Portage la Prairie (referred to as BP6/BP7).

What is happening?

Some sections of the BP6/BP7 transmission line need to be entirely rebuilt with permanent replacements.

For the sections that need to be rebuilt, Manitoba Hydro is considering different routes as development beside the line has grown and requirements for right-of-way widths have increased since the line was first built over half a century ago.

Where is it?

The following map shows the sections of BP6/BP7 that need to be rebuilt and rerouted (in green) and the alternative route segments (in purple) currently under review.

Feedback received through engagement will help determine the preferred route.



A steel tower in the Portage la Prairie area left crumpled by the storm.



Map of the Portage la Prairie area showing sections of BP6/BP7 that need to be rebuilt and rerouted.

Why is it necessary?

Over 50 towers on BP6/BP7 were damaged by the storm. As a temporary solution to quickly restore power to affected customers in the area, a smaller, wood pole transmission line was installed along the Trans-Canada Highway. Now, Manitoba Hydro needs to rebuild permanent replacements for the damaged sections to ensure it can continue to reliably serve the growing electricity needs of the area into the future.

Are regulatory approvals required?

Yes. This project requires approval as a Class 2 development under The Environment Act. An environmental assessment for the rebuilt sections of BP6/BP7 will be conducted and a report will be submitted to Manitoba Conservation and Climate for approval.

How will the new route be decided?

Routing is a key part of the environmental assessment process. Data gathering, on the ground fieldwork, technical and environmental considerations, as well as input from landowners, Indigenous communities, interested parties, and the public, will help inform the preferred route for the rebuilt sections of BP6/BP7.

When will the work happen?

The tentative schedule (subject to change) is:

- Fall 2020 – Round 1 (Identify & evaluate alternative route segments)
- Winter 2020 – Round 2 (Select preferred route)
- 2021 – File environmental assessment report for regulatory review
- 2022 – Construction start, if regulatory approval is received.

For more information:

Visit www.hydro.mb.ca/bp67 to learn more and sign-up for updates. Send your questions to LEAprojects@hydro.mb.ca or call 1-877-343-1631.

Available in accessible formats upon request.

We want to hear from you

There are a number of opportunities for you to learn more about this work, ask questions, voice your concerns, and provide feedback to help inform our routing and plans.

Online survey

Go to www.hydro.mb.ca/bp67 to tell us what you think about the proposed alternative route segments. Survey closes on November 20.

Virtual information sessions

Join us for a virtual information session on:

- October 26 at 7:00 pm
- October 27 at 4:00 pm
- November 3 at 12:00 pm
- November 4 at 7:00 pm

To register, e-mail LEAprojects@hydro.mb.ca or call 1-877-343-1631.

Online feedback portal

Take part in our online feedback portal as an interactive way to comment on the alternative route segments, share suggestions, and identify points of interest in the area. Go to www.hydro.mb.ca/bp67 to get started.

Appendix B Round 1 postcard

Brandon-Portage la Prairie (BP6/BP7): Transmission line replacement project

Alternative routes for sections of BP6/BP7 under review

We are planning repairs to a double circuit transmission line between Brandon and Portage la Prairie (BP6/BP7) that sustained major damage in the October 2019 storm. Some sections need to be entirely rebuilt and rerouted since development beside the line has grown and requirements for right-of-way widths have increased since the line was first built.

Online feedback portal

Comment on the alternative route segments, share suggestions, and identify points of interest in the area, in our feedback portal at www.hydro.mb.ca/bp67

Join us for a virtual information session:

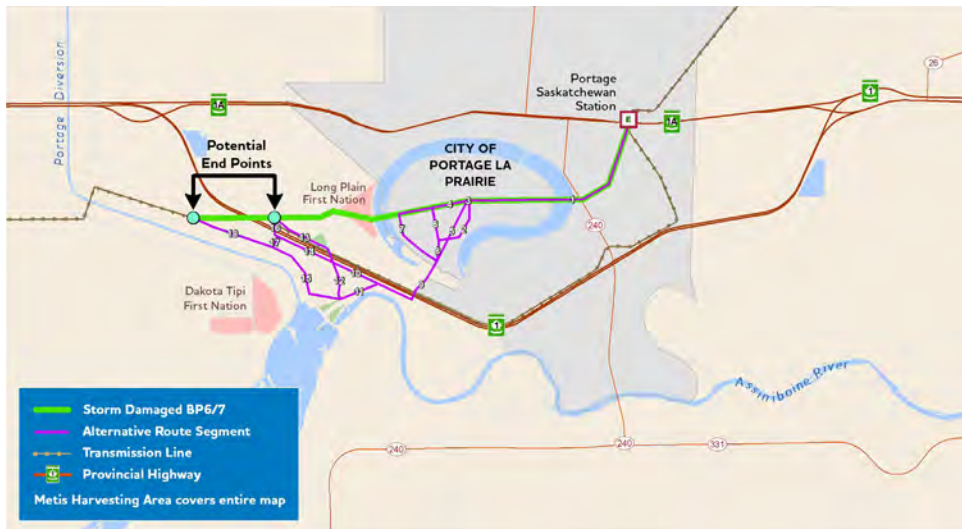
- October 26 at 7:00 pm
- October 27 at 4:00 pm
- November 3 at 12:00 pm
- November 4 at 7:00 pm

Email LEAprojects@hydro.mb.ca or call 1-877-343-1631 to register.

Stay connected

Learn more and sign-up for updates at www.hydro.mb.ca/bp67 or connect with us: LEAprojects@hydro.mb.ca or 1-877-343-1631

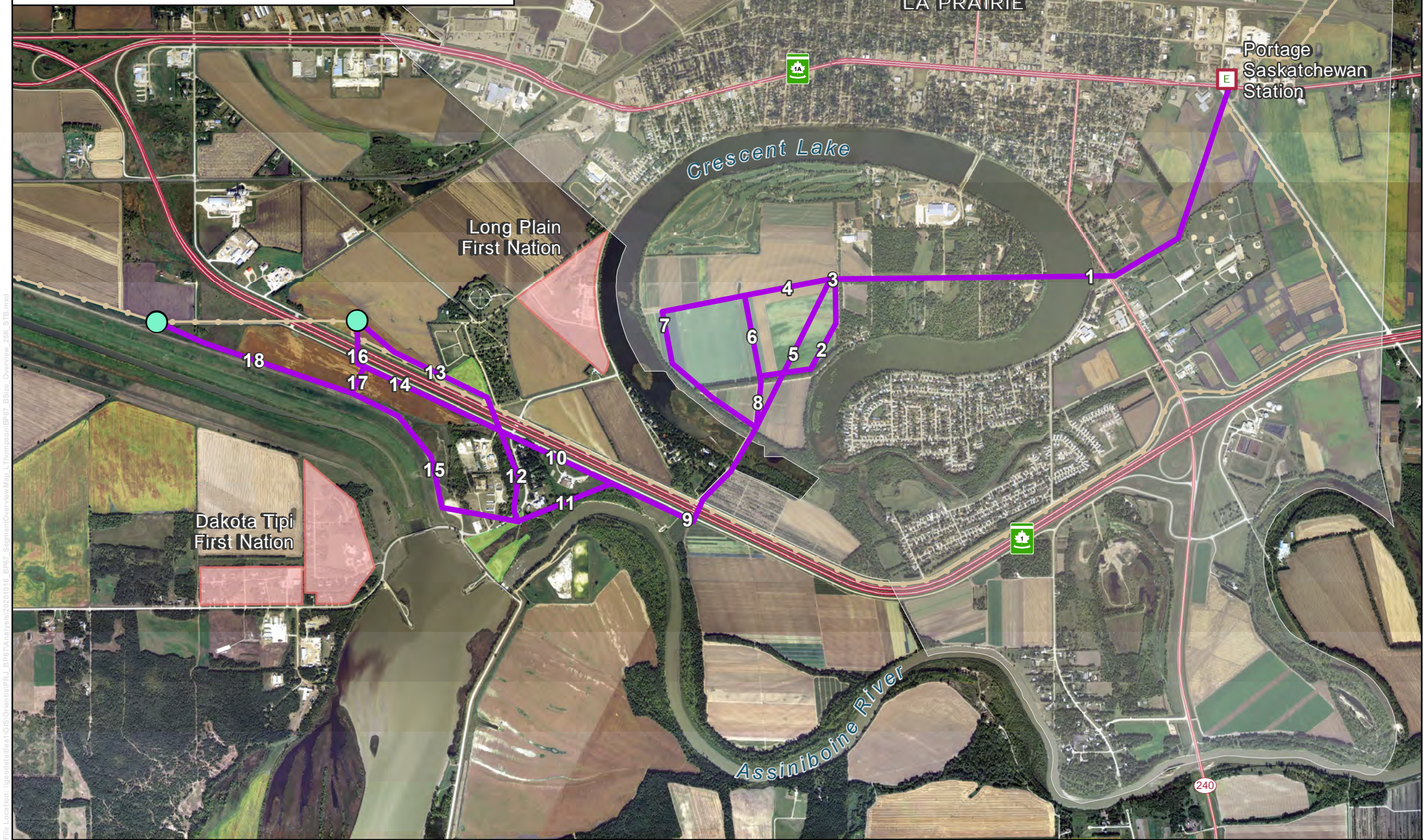
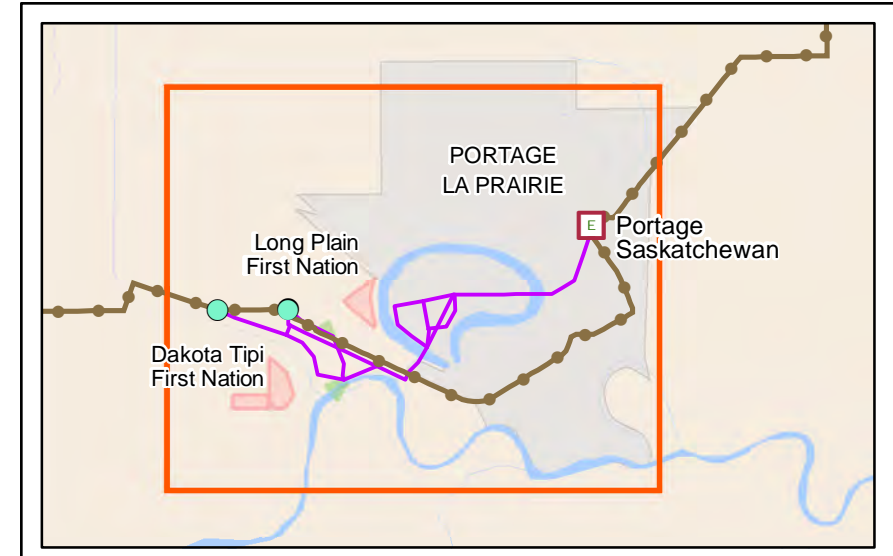




The sections of BP6/BP7 that need to be rebuilt and rerouted (in green) and alternative route segments (in purple). Feedback received through engagement will help determine the preferred route.

Available in accessible formats upon request.

Appendix C Alternative route segments map



Brandon–Portage la Prairie (BP6/BP7) Transmission Line Replacement Project

Project Infrastructure

- Potential End Point
- Alternative Route Segment

Existing Infrastructure

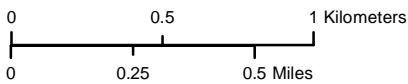
- Electrical Station
- Transmission Line
- Trans Canada Highway
- Road

Landbase

- City
- Provincial Park
- First Nation

Metis Harvesting Area covers entire map

Coordinate System: UTM Zone 14N NAD83
Data Source: MBHydro, ProvMB, NRCAN
Date: October 16, 2020



1:25,000

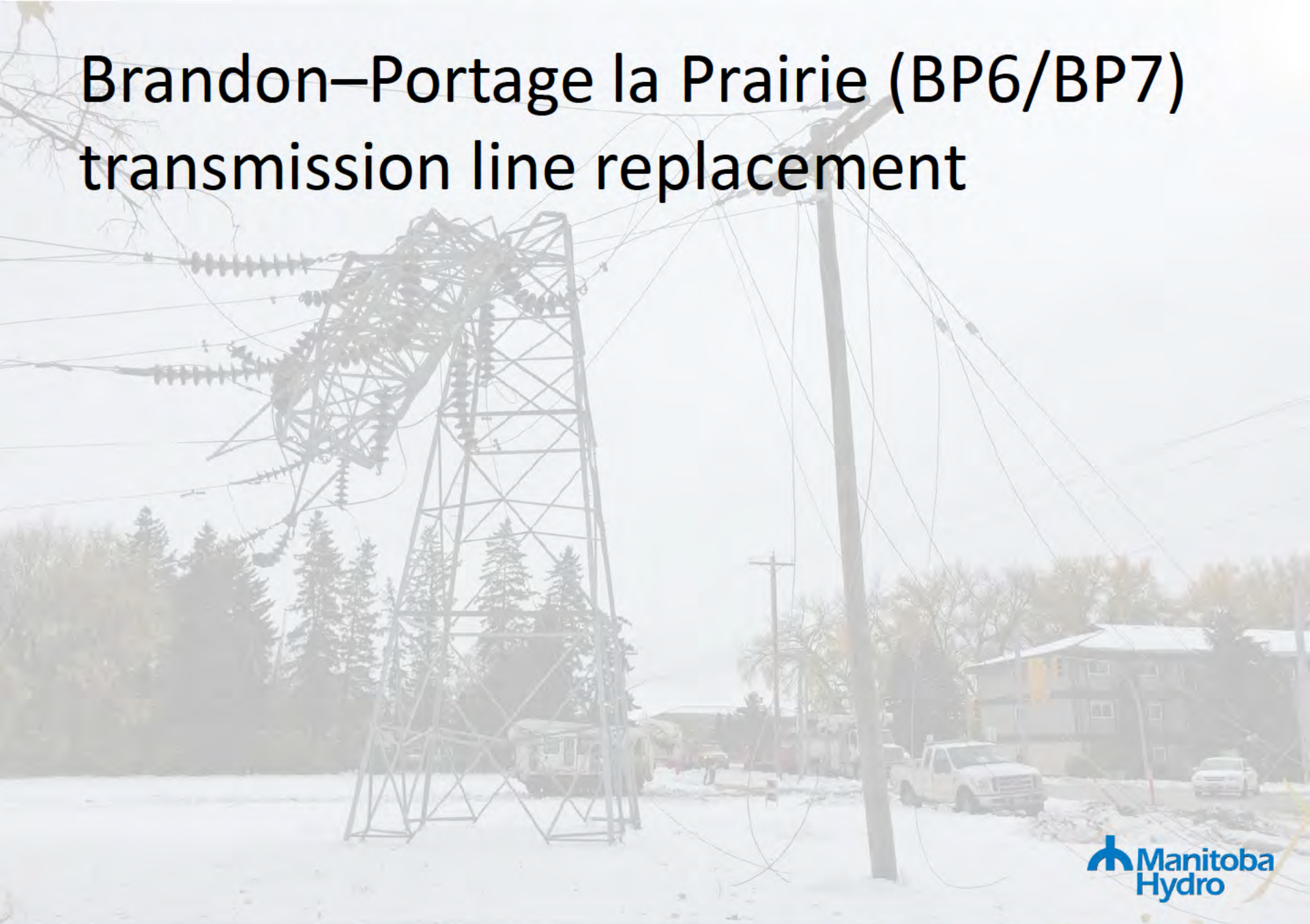
Alternative Segments BP6/7 Overview

Draft: For Discussion Purposes Only

Available in accessible formats upon request

Appendix D Round 1 virtual information session presentation

Brandon–Portage la Prairie (BP6/BP7) transmission line replacement



Meeting outline

- Welcome
- Introductions
- Project presentation by Manitoba Hydro
- Discussion of alternative route segments
- Questions and answers
- Next steps and project timeline

Why is this project needed?

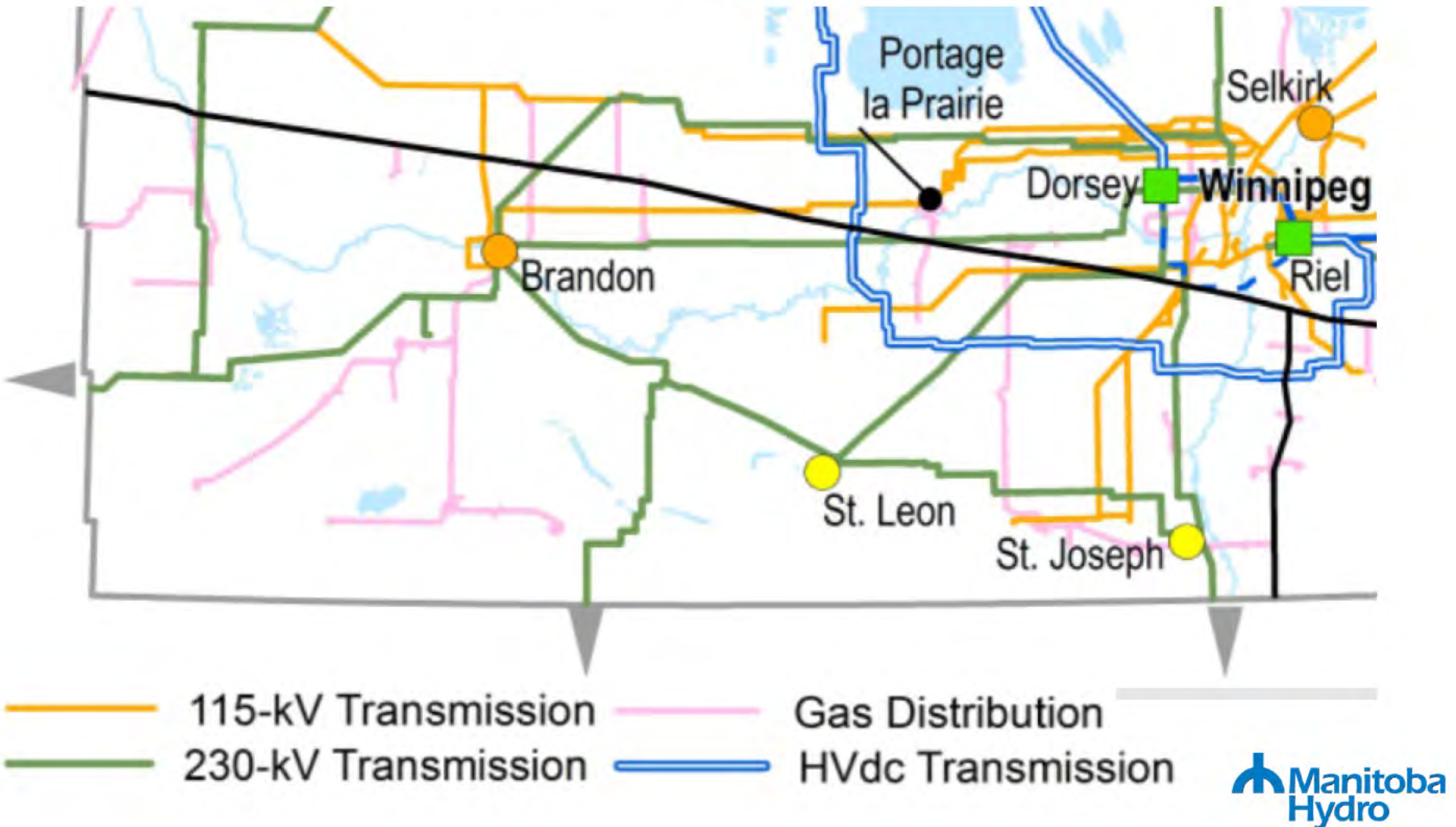
The October 2019 brought freezing rain, wet snow, and high winds that caused extensive damage to our system.

Our crews worked tirelessly and in challenging conditions to restore power to over 184,000 customers.

Damaged tower in Portage la Prairie



System purpose



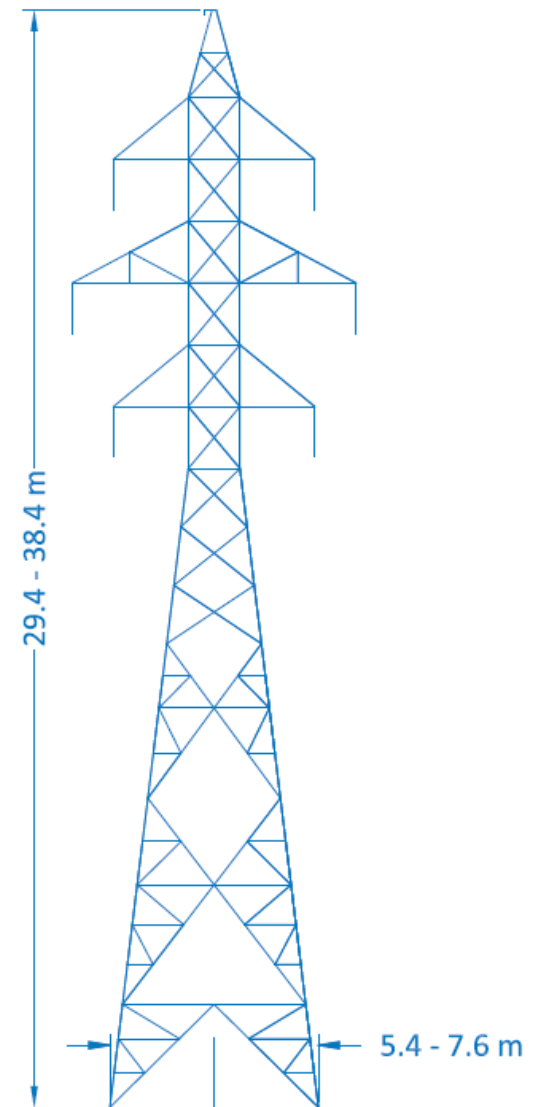
What will it look like?

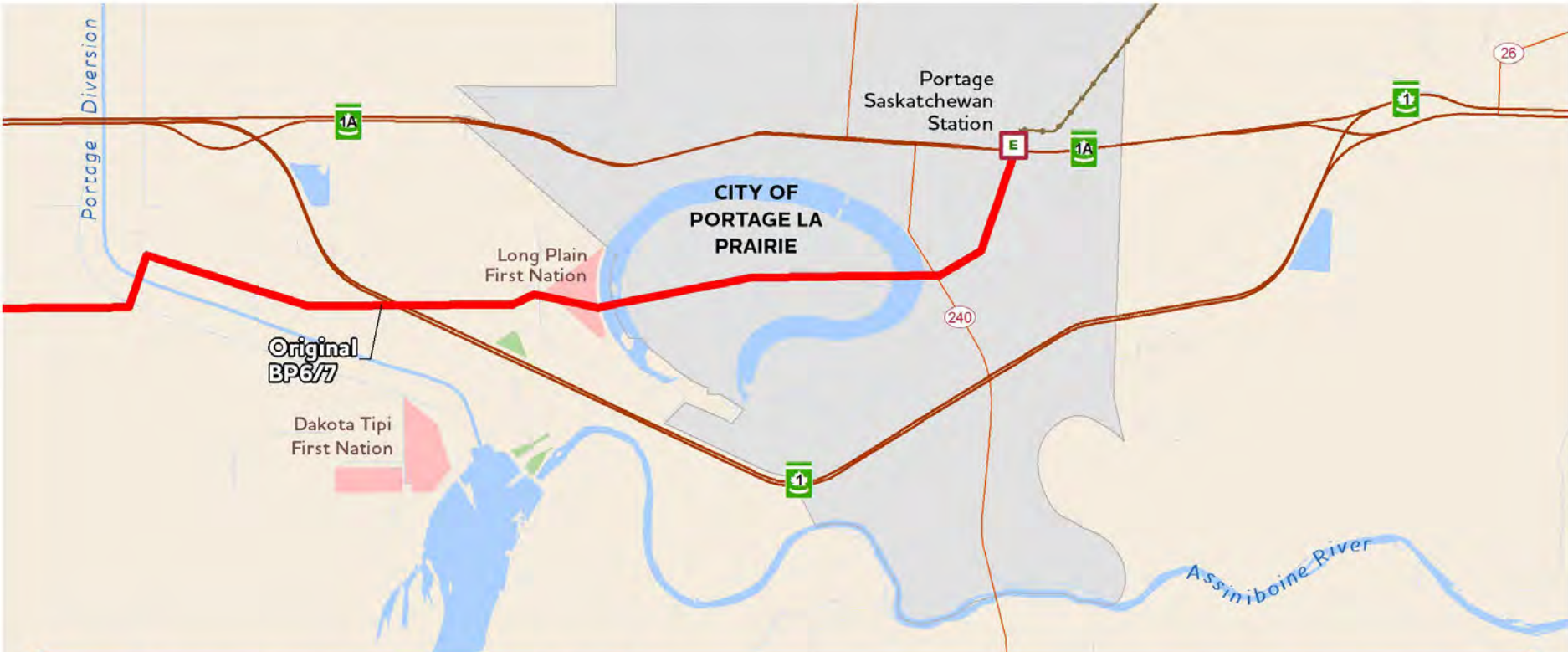
Self supporting steel lattice towers

Two sets of 3 conductors

30-38 m tall

5.5 – 8 m wide at base

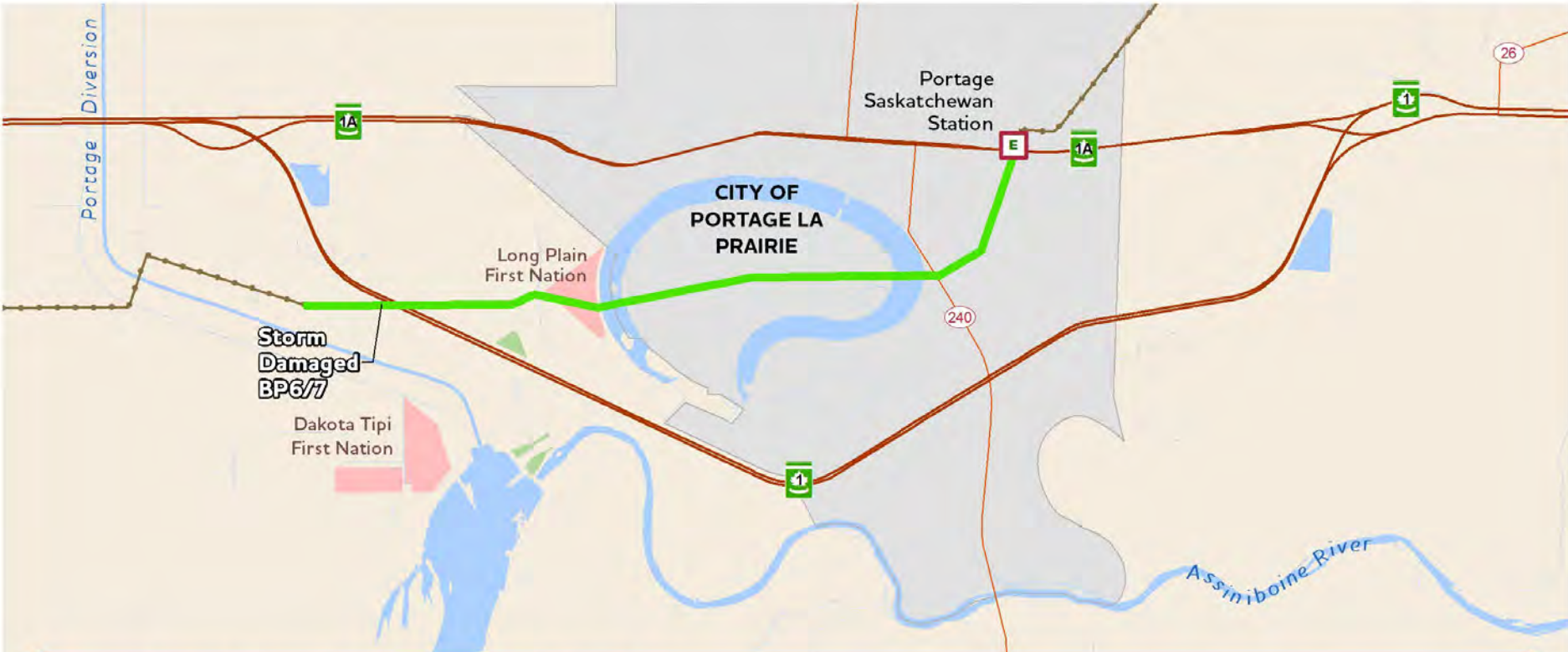









- Original BP6/7
- Transmission Line
- Provincial Highway
- First Nation
- City
- Provincial Park

Metis Harvesting Area covers entire map

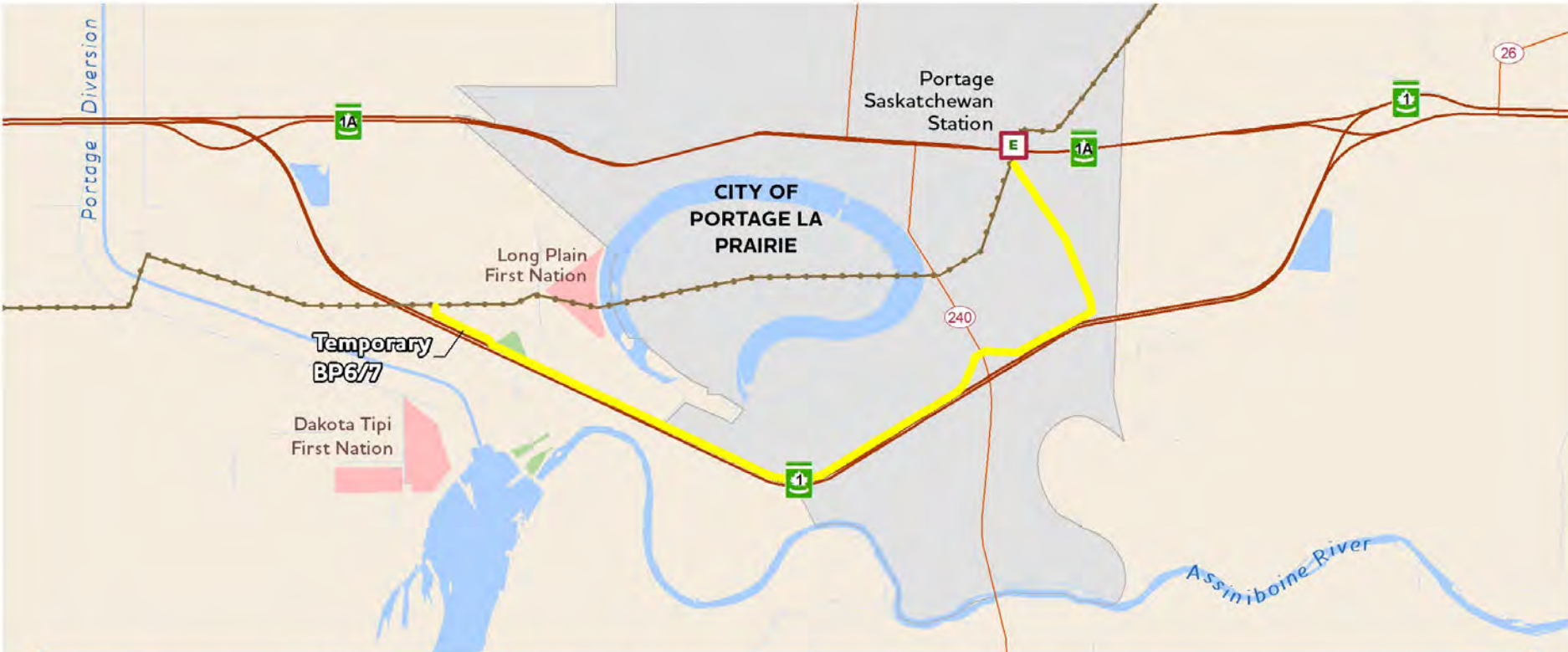
The original BP6/BP7 transmission line was built between 1949 – 1964. The purpose of this 115kV transmission line is to carry power from Portage la Prairie to Brandon.



- | | |
|---|---|
|  Storm Damaged BP6/7 |  First Nation |
|  Transmission Line |  City |
|  Provincial Highway |  Provincial Park |

Metis Harvesting Area covers entire map

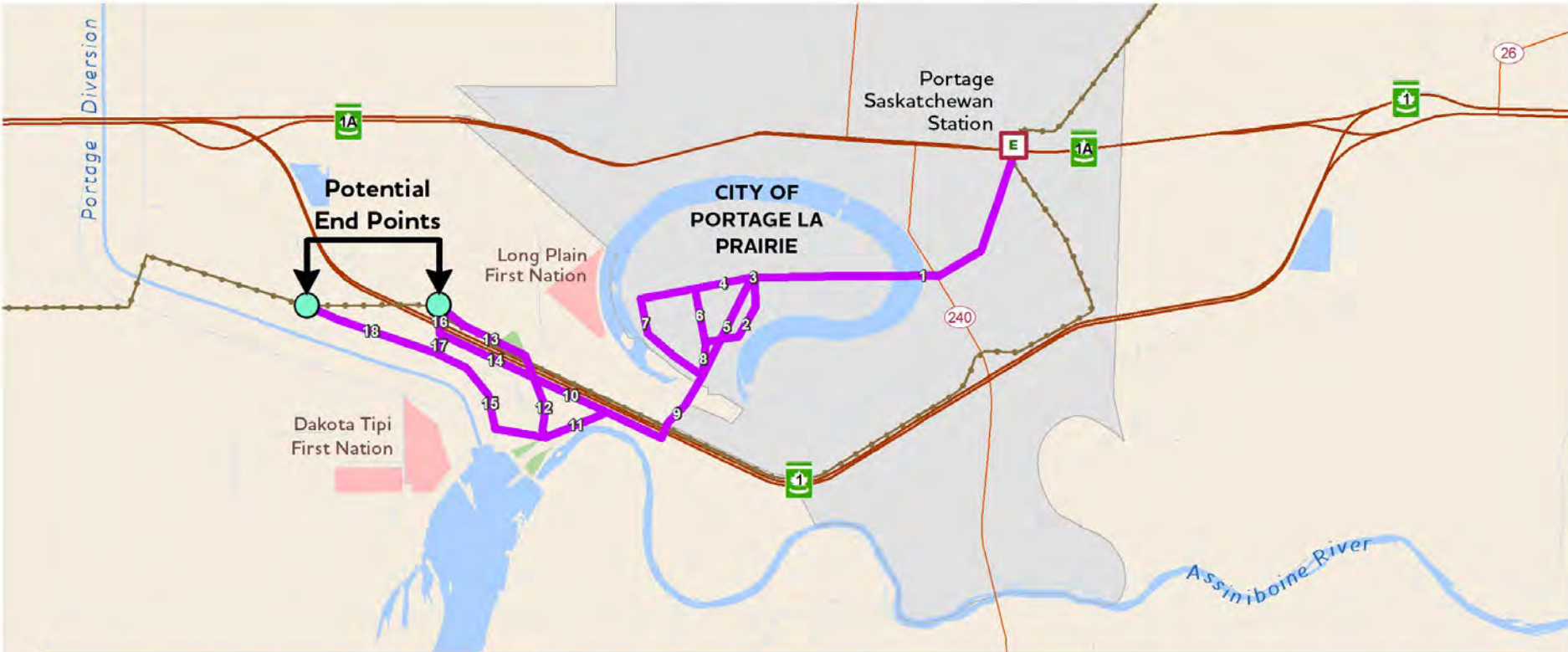
In October 2019, a storm caused extensive damage to Manitoba Hydro's system in the Portage la Prairie area. The damage included over 50 structures of the BP6/BP7 transmission line.



- | | |
|--|---|
|  Temporary BP6/7 |  First Nation |
|  Transmission Line |  City |
|  Provincial Highway |  Provincial Park |

Metis Harvesting Area covers entire map

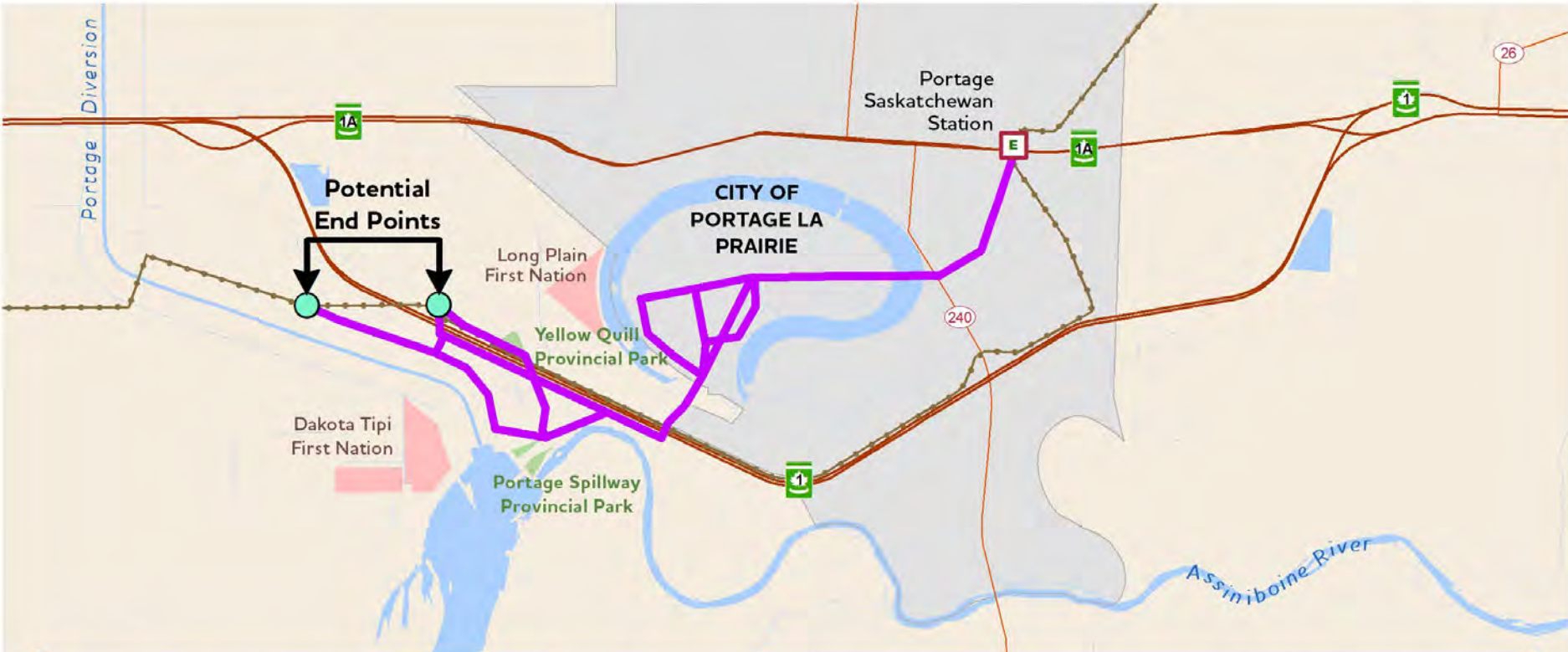
A temporary single-circuit wood pole transmission line along the Trans-Canada Highway was installed to temporarily maintain reliability but we need to plan and rebuild a permanent replacement for the damaged sections.



- | | | | |
|--|---------------------------|--|-----------------|
| | Alternative Route Segment | | First Nation |
| | Transmission Line | | City |
| | Provincial Highway | | Provincial Park |

Metis Harvesting Area covers entire map

Alternative route segments have been constructed to form various route combinations from start to finish. Feedback received through engagement will assist in determining the final preferred route.



- | | |
|---|---|
|  Alternative Route Segment |  First Nation |
|  Transmission Line |  City |
|  Provincial Highway |  Provincial Park |

Metis Harvesting Area covers entire map

Data gathering, on the ground fieldwork and the input of technical specialists, Indigenous communities, landowners, the public, and interested parties will help inform the final placement of the transmission line route.

Discussion

- General questions and concerns?
- Location specifics - segments
- Resources
 - [online feedback portal](#)
 - [map](#)

How does information inform decisions?



Design



Location



Mitigation

Round 1

- Alternative route segments: fall 2020

Round 2

- Preferred route: winter 2020
-

Anticipated next steps

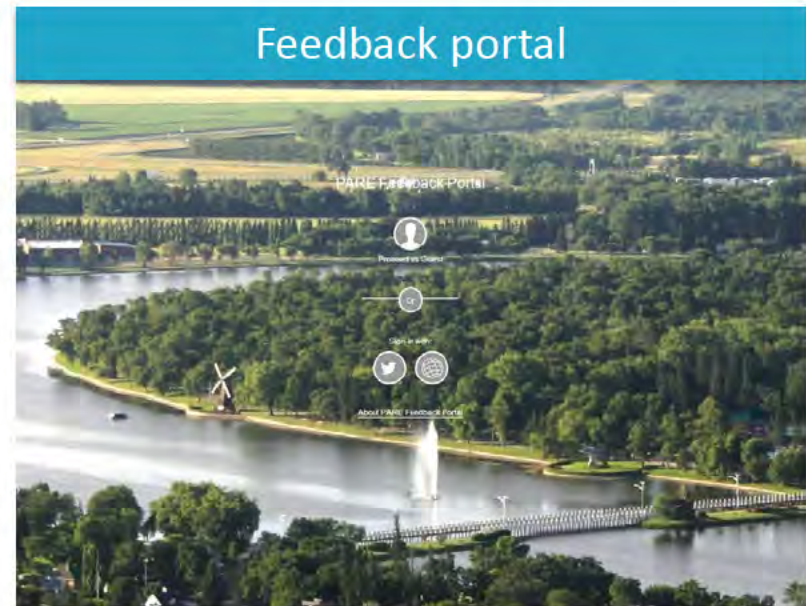
- File environmental assessment report: early 2021
- Regulatory review: 2021
- Construction start, if regulatory review is received 2022

We want to hear from you

Online survey and feedback portal

Tell us what you think about the proposed alternative route segments. The survey closes on November 20.

www.hydro.mb.ca/bp67



Thank you

The project team wants to hear from you.

For more information about BP6/BP7 and to sign up for email notices, please visit

www.hydro.mb.ca/bp67

Appendix E Round 1 what we heard summary

Brandon–Portage la Prairie (BP6/BP7) transmission line replacement project

Engagement summary

Portage la Prairie and surrounding communities were some of the hardest hit by the powerful storm that struck southern Manitoba in October 2019. Now, work is continuing on some of the large-scale repairs and rebuilds in the area, including a double circuit transmission line between Brandon and Portage la Prairie (referred to as BP6/BP7). To learn more, visit www.hydro.mb.ca/bp67

This fall, landowners, Indigenous communities, local residents, and interested parties were invited to participate in an engagement process for the project. This feedback, along with input from other studies, will help inform final routing and design, which we expect to share more details on in the coming months. The following are some key insights from our engagement.

Key engagement themes

Proximity to homes

Participants shared concerns about impacts to their homes and neighbourhoods, such as decreased property values and loss of natural habitat.

Health and safety

Participants shared concerns about living near high voltage transmission lines and traffic collision risks with routing near the Trans-Canada Highway.

Culture and heritage

Participants shared concerns about potential cultural and archaeological sites on Crescent Island and near Fort la Reine and the Yellowquill Trail.

Engagement activities

Online survey & feedback portal

4 virtual information sessions

10 virtual meetings with interested parties

11 virtual meetings with four Indigenous communities and one organization



Traditional land and harvesting

Participants suggested measures be taken to protect medicinal vegetation in the area and wildlife populations that are sources of food and for traditional practices.

Recreational activities

Participants shared concerns about potential impacts to recreational areas and activities, such as the local dog park and fishing areas.

Key survey findings

Personal property

50% said impacts to their personal property is a top priority for them.

Project need

47% said the project being planned because of the October 2019 storm is a top consideration for them.

Environmental assessment underway

An environmental assessment report, including the final preferred route for the rebuilt sections of BP6/BP7, will be submitted to Manitoba Conservation and Climate for approval before construction work can begin.

Reliability

38% agree the project is necessary to improve reliability of electricity to customers in the area.

The view

31% said impacts to the view from their home or look of their community is a top priority for them.

For more information:

LEAprojects@hydro.mb.ca
1-877-343-1631
hydro.mb.ca/bp67

Available in accessible formats upon request.

Appendix F Round 2 information sheet

Brandon-Portage la Prairie (BP6-BP7)

Transmission line replacement project

Round 2: Preferred route

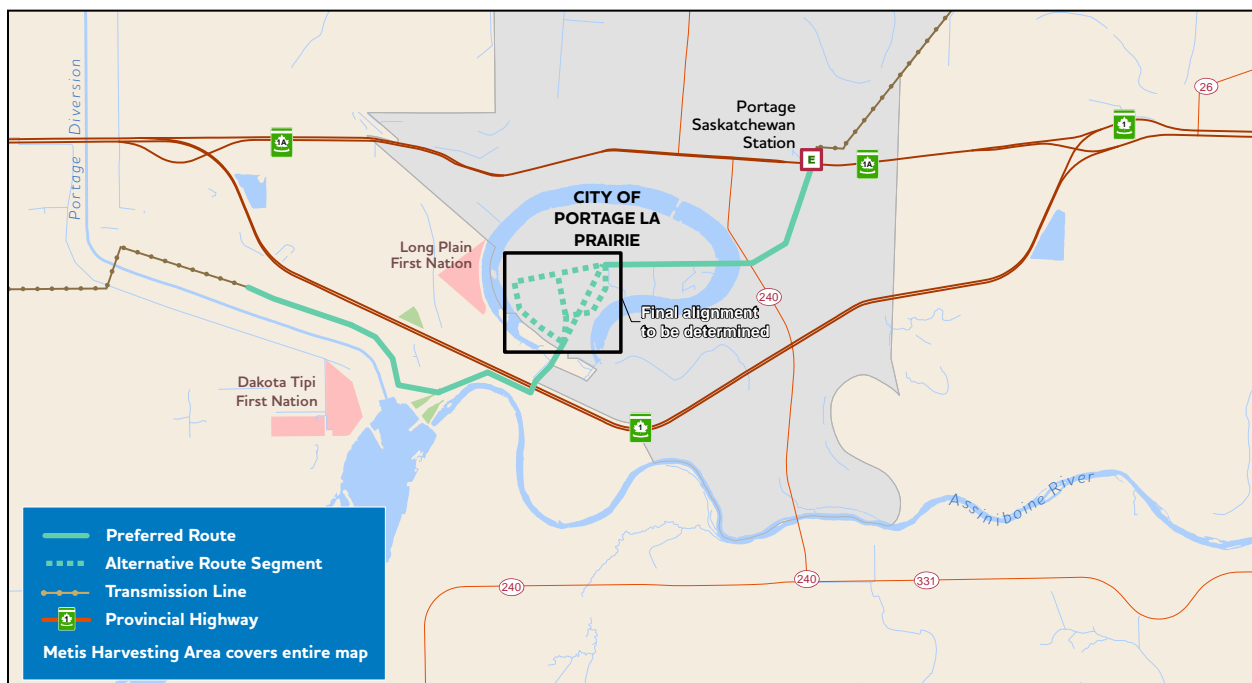
What is it and why do we need it?

Portage la Prairie and surrounding communities were some of the hardest hit by the powerful storm that ripped through southern Manitoba in October 2019. Now, work is continuing on some of the large-scale repairs and rebuilds in the area, including a double circuit transmission line between Brandon and Portage la Prairie (referred to as BP6/BP7).

Due to the extent of the damage, some sections of BP6/BP7 in Portage la Prairie need to be entirely rebuilt with permanent replacements to ensure it can continue to reliably serve the area's growing electricity needs into the future. Manitoba Hydro has considered different routes for these rebuilt sections as development beside the line has grown and requirements for right-of-way widths have increased since it was first built over half a century ago.

Preferred route for BP6/BP7

Round 1 of Manitoba Hydro's engagement on this project kicked off in fall 2020, where several alternative route segments for BP6/BP7 were presented for feedback. Alternative routes were evaluated based on feedback and information collected through our environmental assessment processes to help us determine a preferred route. The preferred route aims to balance different interests and local concerns, and to limit overall effects of the transmission line. Read our [What we heard summary](https://www.hydro.mb.ca/bp67) at www.hydro.mb.ca/bp67 for more detail on how local feedback was considered in the selection of the preferred route.



The preferred route (solid green line) and alternative route segments yet to be determined (in black box).

Have your say on the preferred route

Round 2 of engagement is now underway. We welcome you to ask questions, voice your concerns, and provide feedback on the preferred route to help inform our final route and plans.

Virtual information sessions

Join us for a virtual information session on:

- March 16, 2021 at 7:00 pm
- March 17, 2021 at 12:00 pm

To register, e-mail LEAprojects@hydro.mb.ca or call 1-877-343-1631.

Online survey

Go to www.hydro.mb.ca/bp67 to complete our survey.

Online feedback portal

Check out our online feedback portal to comment on the preferred route and see what others are saying. Go to www.hydro.mb.ca/bp67 to get started.

What's next?

Round 2 of engagement will conclude in March 2021, and any final refinements necessary will be made to the preferred route. The final preferred route for the rebuilt sections of BP6/BP7 will be presented in an environmental assessment report submitted to Manitoba Conservation and Climate for review and approval before construction work can begin. Part of this process includes a public review period for local residents, Indigenous communities, interested parties, and the public to share their concerns and ask questions about the report. Manitoba Hydro will continue to share information as these processes progress.

When will the work happen?

The tentative schedule (subject to change) is:

- Round 1 – Identify & evaluate alternative routes: fall 2020
- Round 2 – Select preferred route: March 2021
- File environmental assessment report for regulatory review: 2021
- Construction start, if regulatory approval is received: 2022

For more information:

Visit www.hydro.mb.ca/bp67 to learn more and sign-up for updates. Send your questions to LEAprojects@hydro.mb.ca or call 1-877-343-1631.

Appendix G Round 2 postcard

Preferred route selected for transmission line replacement in Portage la Prairie

Engagement underway for BP6/BP7 preferred route

Thank you to everyone who participated in our first round of engagement for the BP6/BP7 transmission line replacement project in Portage la Prairie. A preferred route has been identified that aims to balance local concerns and limit overall effects.

A second round of engagement is now underway. Share your thoughts or concerns on the preferred route to help inform our final route and plans.

We want to hear from you

Fill out our online survey or comment on the preferred route in our interactive feedback portal at: www.hydro.mb.ca/bp67

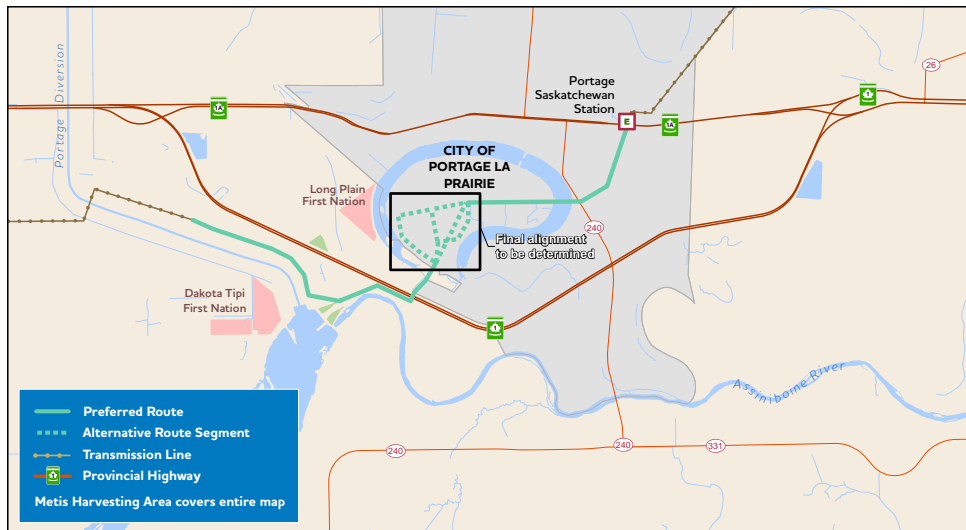
Join us for a virtual information session:

- March 16, 2021 at 7:00 pm
- March 17, 2021 at 12:00 pm

Email LEAprojects@hydro.mb.ca or call 1-877-343-1631 to register.

Stay connected

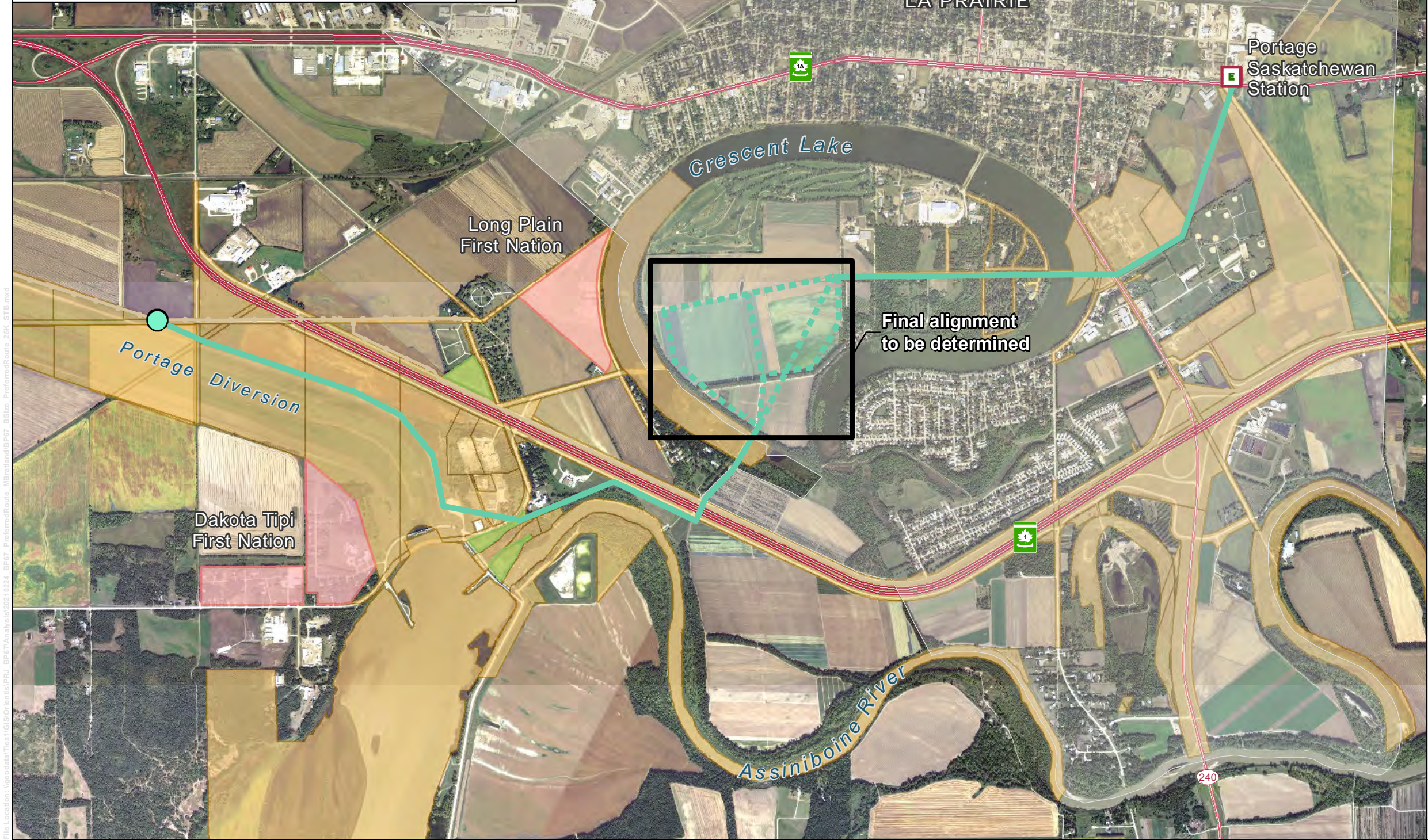
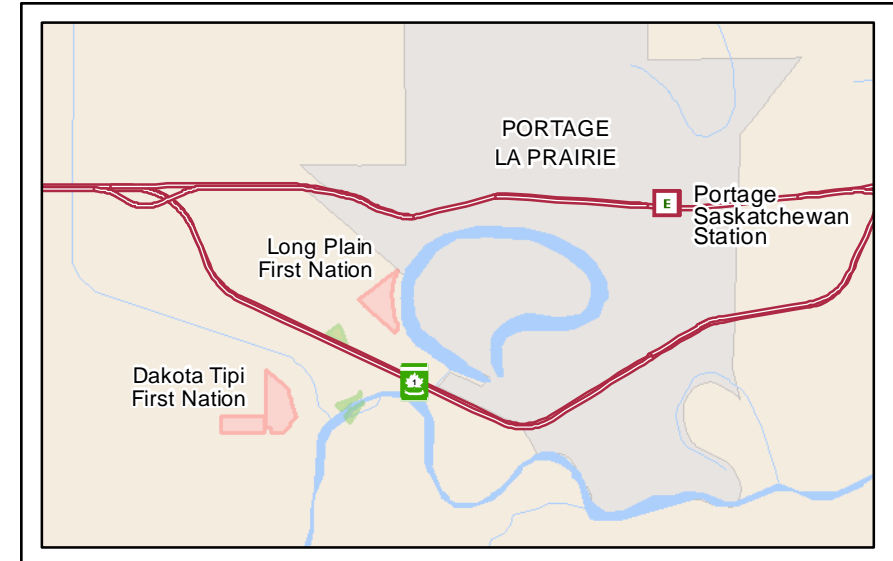
Learn more and sign-up for updates at www.hydro.mb.ca/bp67 or connect with us: LEAprojects@hydro.mb.ca or 1-877-343-1631



The preferred route (solid green line) and alternative route segments yet to be determined (in black box).

Available in accessible formats upon request.

Appendix H Preferred route map



**Brandon–Portage la Prairie (BP6/BP7)
Transmission Line Replacement Project**

Project Infrastructure

- Destination Point
- Alternative Route Segment
- Preferred Route Segment

Existing Infrastructure

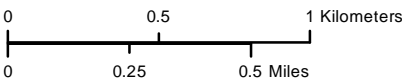
- Electrical Station
- Transmission Line
- Trans Canada Highway
- Road

Landbase

- City
- Provincial Park
- First Nation
- Crown Land

Metis Harvesting Area covers entire map

Coordinate System: UTM Zone 14N NAD83
Data Source: MBHydro, ProvMB, NRCAN
Date: March 2, 2021



Preferred Route

Draft: For Discussion Purposes Only

Appendix I Round 2 virtual information session presentation

Round two – preferred route

*Brandon–Portage la Prairie (BP6/BP7)
transmission line replacement*

Outline

- Project description
 - Tower design
- Round one engagement
 - What we heard
- How we consider routing feedback
- Preferred route
- Next steps



Why is this project needed?

The October 2019 brought freezing rain, wet snow, and high winds that caused extensive damage to our system. Due to the extent of the damage, some sections of BP6/BP7 in Portage la Prairie need to be entirely rebuilt with permanent replacements to ensure it can continue to reliably serve the area's growing electricity needs into the future.

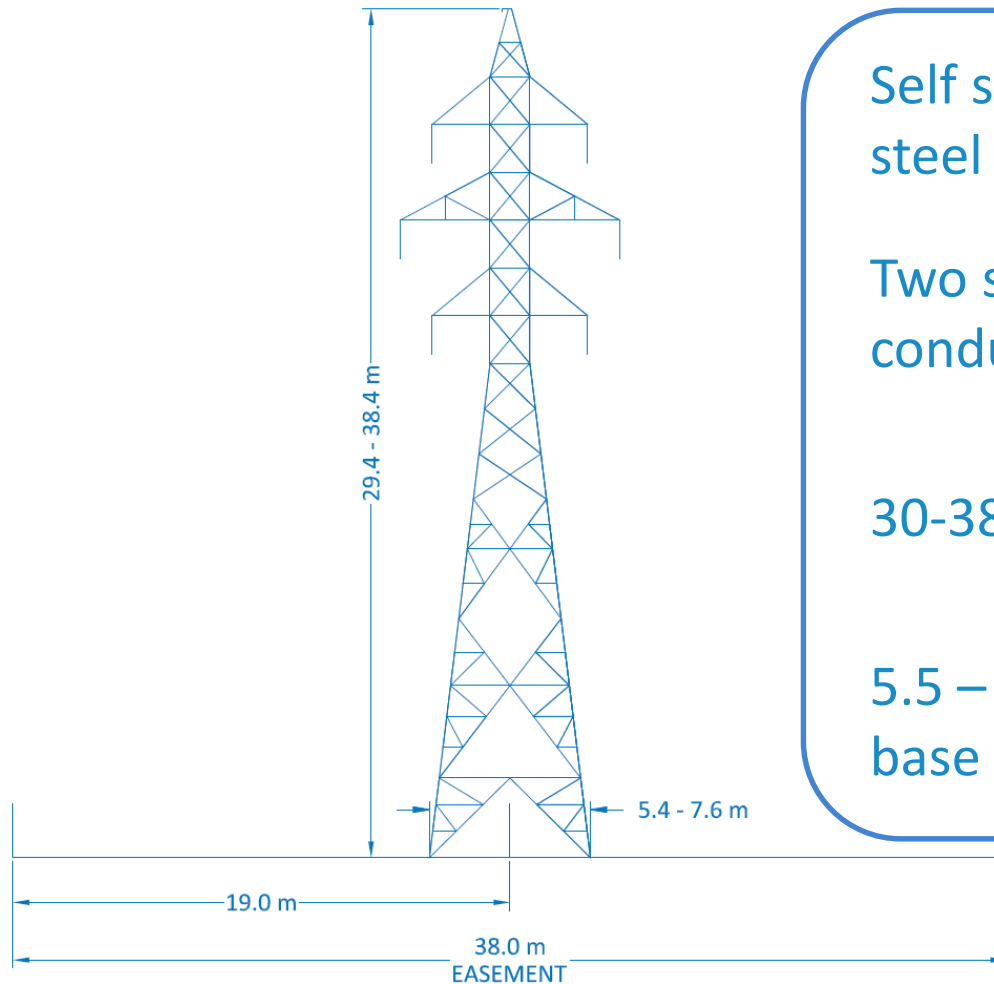
Manitoba Hydro has considered different routes for these rebuilt sections as development beside the line has grown and requirements for right-of-way widths have increased since it was first built over half a century ago.

Damaged tower in Portage la Prairie



Tower design

Across field



Self supporting
steel lattice towers

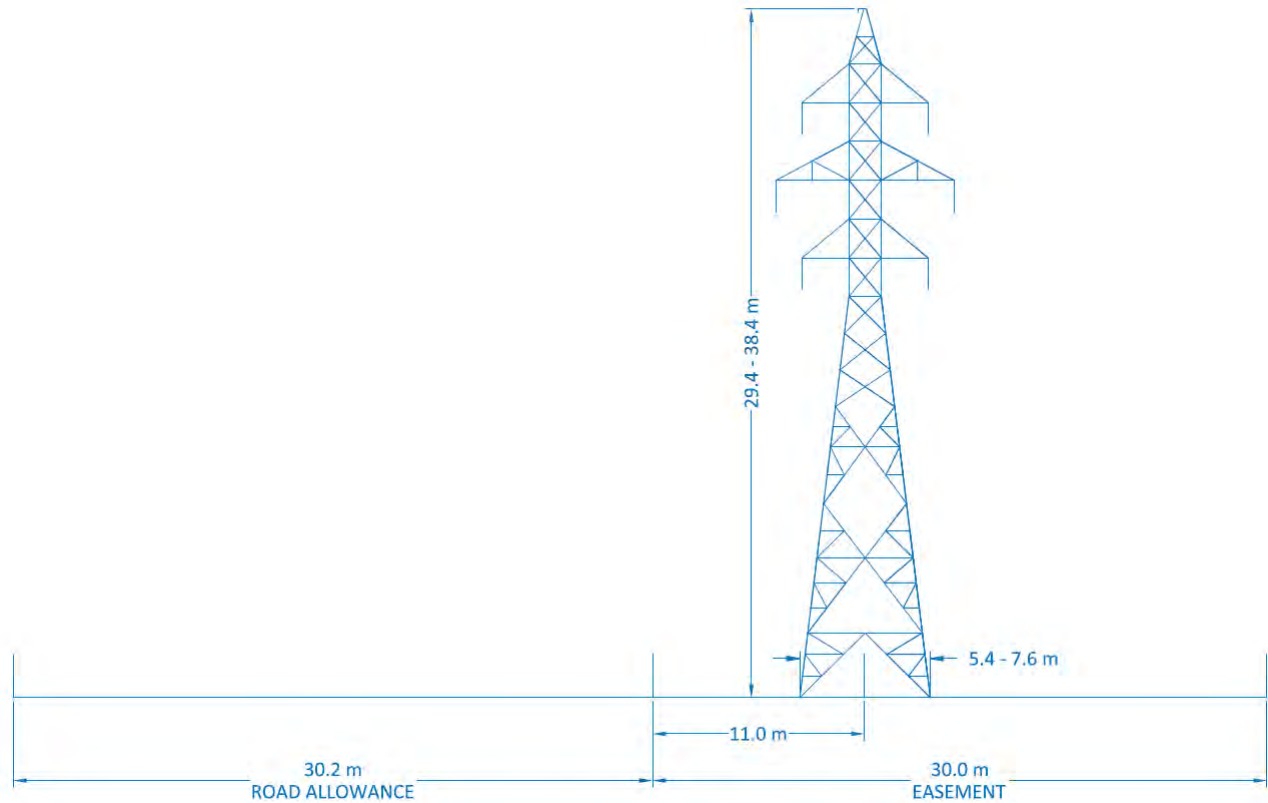
Two sets of 3
conductors

30-38 m tall

5.5 – 8 m wide at
base

Tower design

Next to road allowance



Round one engagement

Engagement activities

Online survey & feedback portal

4 virtual information sessions

10 virtual meetings with interested parties

11 virtual meetings with four Indigenous communities and one organization



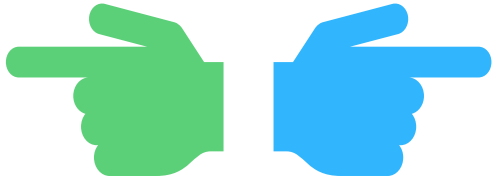
What we heard

Key concerns:

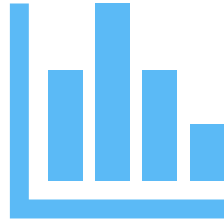
- Proximity to homes
- Health and safety
- Culture and heritage
- Traditional land and harvesting
- Recreational activities



How do we consider routing feedback?



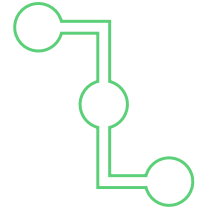
We sometimes hear opposing preferences



Dozens of routing options are considered by experts with different specialties.






The community ranking was determined by representatives from Indigenous communities and representatives from the rural municipality, city and planning district



The preferred route is routed in a manner that aims to limit overall effects. Those effects are considered in detail.

Brandon–Portage la Prairie (BP6/BP7) Transmission Line Replacement Project





Project Infrastructure

-  Destination Point
-  Alternative Route Segment
-  Preferred Route Segment

Existing Infrastructure

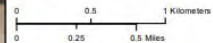
-  Electrical Station
-  Transmission Line
-  Trans Canada Highway
-  Road

Landbase

-  City
-  Provincial Park
-  First Nation
-  Crown Land

Metis Harvesting Area covers entire map

Coordinate System: UTM Zone 14N NAD83
Data Source: MBHydro, ProvMB, NRCAN
Date: March 2, 2021



Preferred Route

Draft: For Discussion Purposes Only

How did concerns influence what is assessed for the project?

We assess matters considered important to those affected by a project:

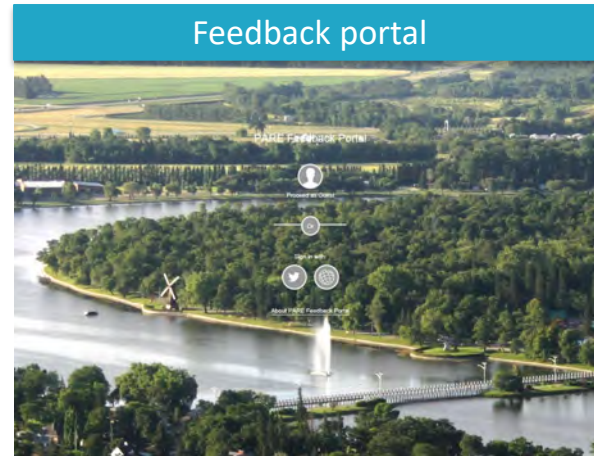
- Agriculture
- Economic opportunities
- Fish and fish habitat
- Human health
- Parks and recreation
- Property value and future planned development and visual quality
- Traditional practices, heritage and culture
- Vegetation
- Wildlife and wildlife habitat

We want to hear from you

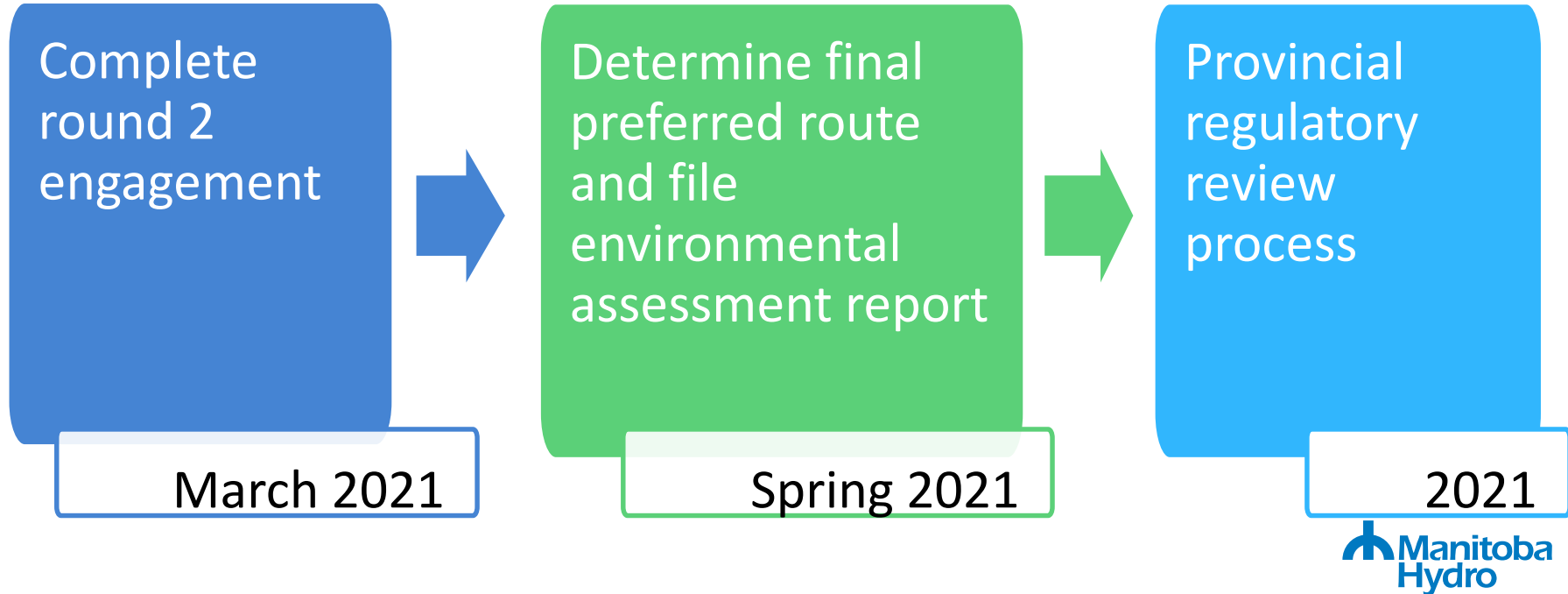
Online survey and feedback portal

Tell us what you think about the preferred route. The survey closes on March 18.

www.hydro.mb.ca/bp67



Next steps



Discussion

- General questions and concerns?
- Location specifics - segments
- Resources
 - [online feedback portal](#)
 - [map](#)

Thank you

The project team wants to hear from you.

For more information about BP6/BP7 and to sign up for email notices, please visit www.hydro.mb.ca/bp67



Available in accessible formats upon request