

**SECOND AMENDMENT TO THE APPLICATION TO
THE OHIO POWER SITING BOARD
FOR A CERTIFICATE OF ENVIRONMENTAL
COMPATIBILITY AND PUBLIC NEED**

**OPSB CASE NO.
20-0145-EL-BTA**

**Amendment to Buckley Road-Fremont
Center 138 kV Transmission Line
Project #2
January 2020**

**American Electric Power
Ohio Transmission Company**



BEFORE THE OHIO POWER SITING BOARD
Certificate Application for Electric Transmission Facilities
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SECOND AMENDMENT CHANGE SUMMARY

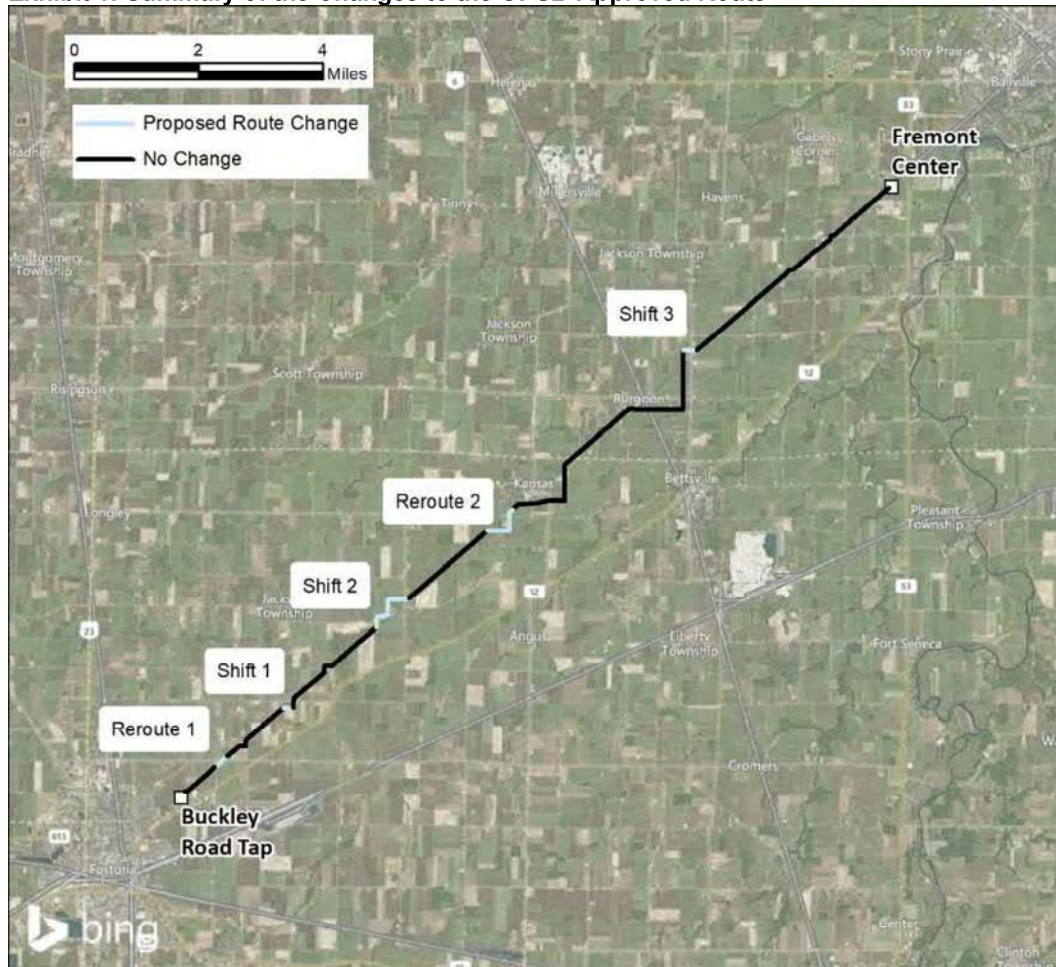
AEP Ohio Transmission Company, Inc. ("AEP Ohio Transco") submitted a Certificate Application to the Ohio Power Siting Board ("OPSB") on January 30, 2018, for the Buckley Road-Fremont Center 138 kV Transmission Line Rebuild Project ("Project") in Case No. 17-2085-EL-BTX. On September 20, 2018, the OPSB issued its Certificate of Environmental Compatibility and Public Need (certificate) for the Alternate Route (referred to as the OPSB-Approved Route or Approved Route herein). On September 26, 2019, AEP Ohio Transco submitted an amendment to the Application in Case No. 19-1780-EL-BTA. Approval of the first amendment remains pending.

The purpose of this second amendment is to document the changes to the Approved Route alignment and seek OPSB approval of the revised alignment. The revised alignment is referred to as the Second Amended Route.

As detailed engineering and right-of-way (ROW) acquisition of the transmission line progressed after submittal of the certificate application in January 2018 and the first amendment in September 2019, AEP Ohio Transco identified five additional changes to the Approved Route. These changes are categorized as engineering adjustments (within the 100-foot right-of-way (ROW) of the OPSB-approved alignment) and alignment reroutes (deviations outside the 100-foot ROW of the OPSB-approved alignment). An overview of the changes is provided in the following Exhibit 1 figure. Table 1 identifies the structure shifts associated with the engineering adjustments AEP Ohio Transco proposes as part of this Amendment Application.

Table 1	
Second Amendment Structure Shifts	
Structure	Distance from OPSB-Approved Centerline (feet)
31	37
32	41
57	67
58	61
59	9
60	11
61	14
62	33
63	29
64	27
65	85
66	78
67	71
68	63
151	23
152	28
153	32

Exhibit 1: Summary of the Changes to the OPSB-Approved Route



Alignment Reroutes

AEP Ohio Transco proposes two alignment reroutes along the OPSB-approved Route. Reroute 1 removes an angle structure, optimizes the transmission line alignment, avoids road right-of-way (ROW), and avoids clearing manicured screening trees. Reroute 2 minimizes visual impacts to residences and impacts to surrounding farm fields.

Exhibit 2: Reroute 1

Reroute 1 is approximately 0.3 mile long and occurs between Structures 9 and 14. This reroute makes use of the existing 69kV line corridor and removes Structure 10 from the alignment. An Easement Option is being coordinated with the landowner. This reroute avoids the clearing manicured trees, avoids the road ROW along North Township Road 45 and CR 592, removes a 90-degree turn, and optimizes structure alignment while utilizing the existing transmission line ROW. The tree line impacted by the OPSB-approved route currently provides a residential structure screening from North Township Road. A parcel that is currently impacted by the existing corridor is additionally impacted by this reroute, though there are no newly affected landowners. There are no additional environmental impacts. The reroute reduces tree clearing from 0.6 acre, which includes frontage trees on a residential property for the OPSB-Approved Route, to 0.3 acre along the proposed Reroute 1.

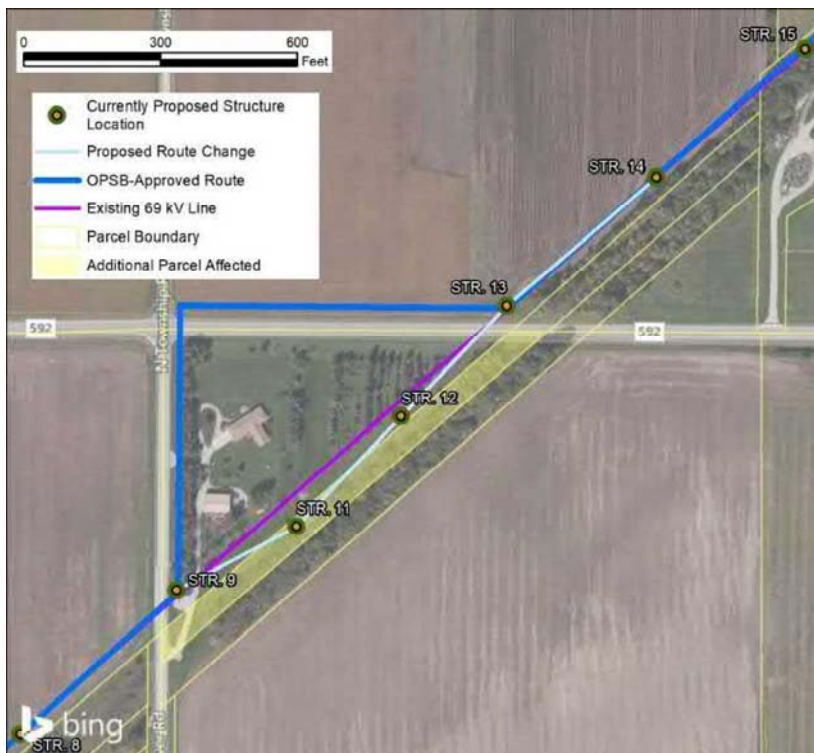
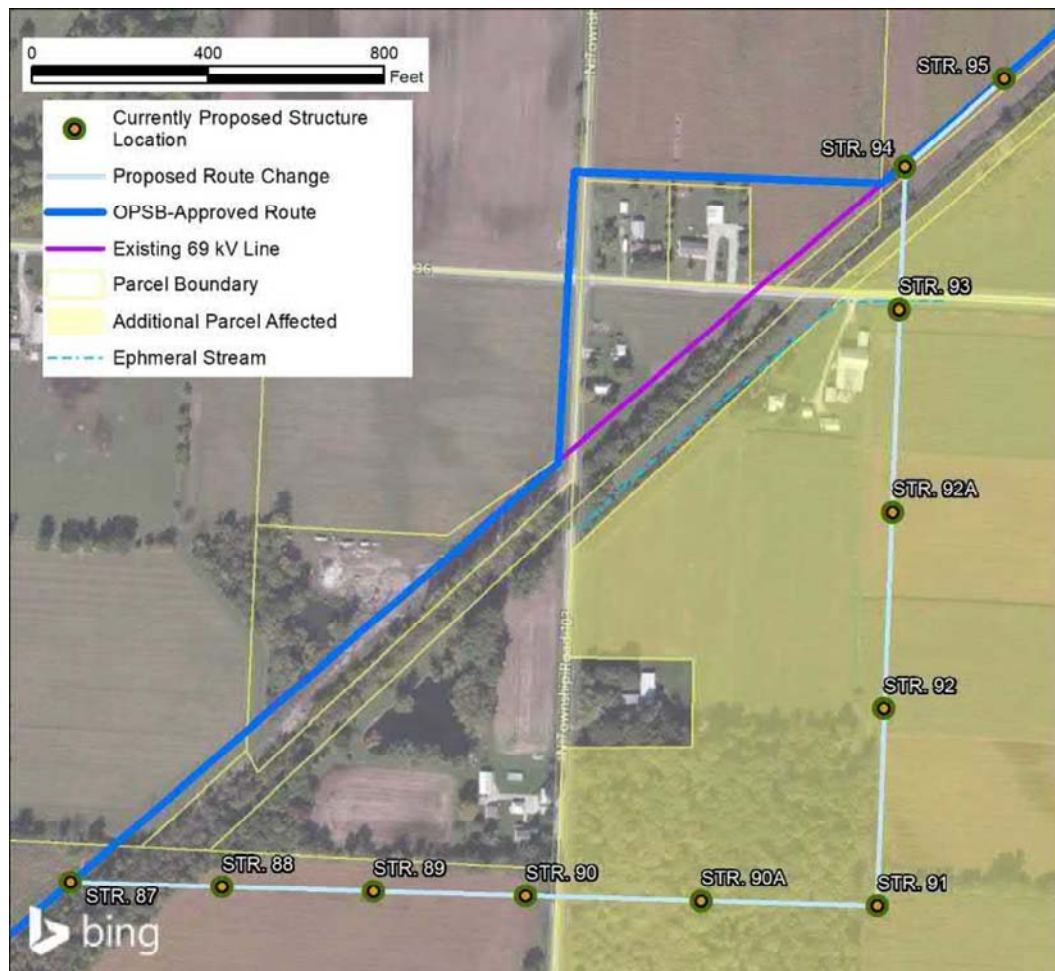


Exhibit 3: Reroute 2

Reroute 2 is approximately 0.7 mile long and occurs between Structures 87 and 95. This reroute was developed in coordination with the property owners within the area. The reroute is necessary to minimize visual impacts to residences and impacts to surrounding farm fields. The reroute creates a greater distance between the proposed line and residential properties and allows the Company to construct behind a tree-line buffer in certain locations. To minimize potential impacts to farm fields and farming operations, structures will be placed on the edge of farm fields. Structures 90A and 92A are new structures necessary to ensure ground clearances between structures 90-91, and 92-93. Three new parcels and two additional property owners are affected by the alignment change. Easement Options are being coordinated with the property owners affected. Between Structures 87-88 and 90-91, approximately 2.38 acres of tree clearing is required as compared to 0.54 acre of clearing on the OPSB-Approved Route. The proposed route change crosses one ephemeral stream, an unnamed tributary to Wolf Creek, which is mapped to the north of Structure 93 alongside W. Township Road 36.



Engineering Adjustments

Exhibit 4: Engineering Adjustment 1

Engineering Adjustment 1 is approximately 0.2 mile long and occurs between Structures 30 and 33. Structure 32A is being added along the centerline to lessen the span length between structures 32 and 33. The smaller span lengths are necessary to reduce the height of Structures 33 and 34 to comply with FAA clearance requirements for a nearby airport. Structure 32A was not a proposed structure on the OPSB-Approved route, and, therefore, was not included in Table 1. Structures 31 and 32 shifted 37 feet and 41 feet respectively to avoid an overhang easement and corresponding tree clearing on the adjacent residential property. This adjustment reduces impacts to residential properties by placing the structures on the edge of farm fields. There are no additional property owners affected by this shift, and there are no additional environmental impacts.

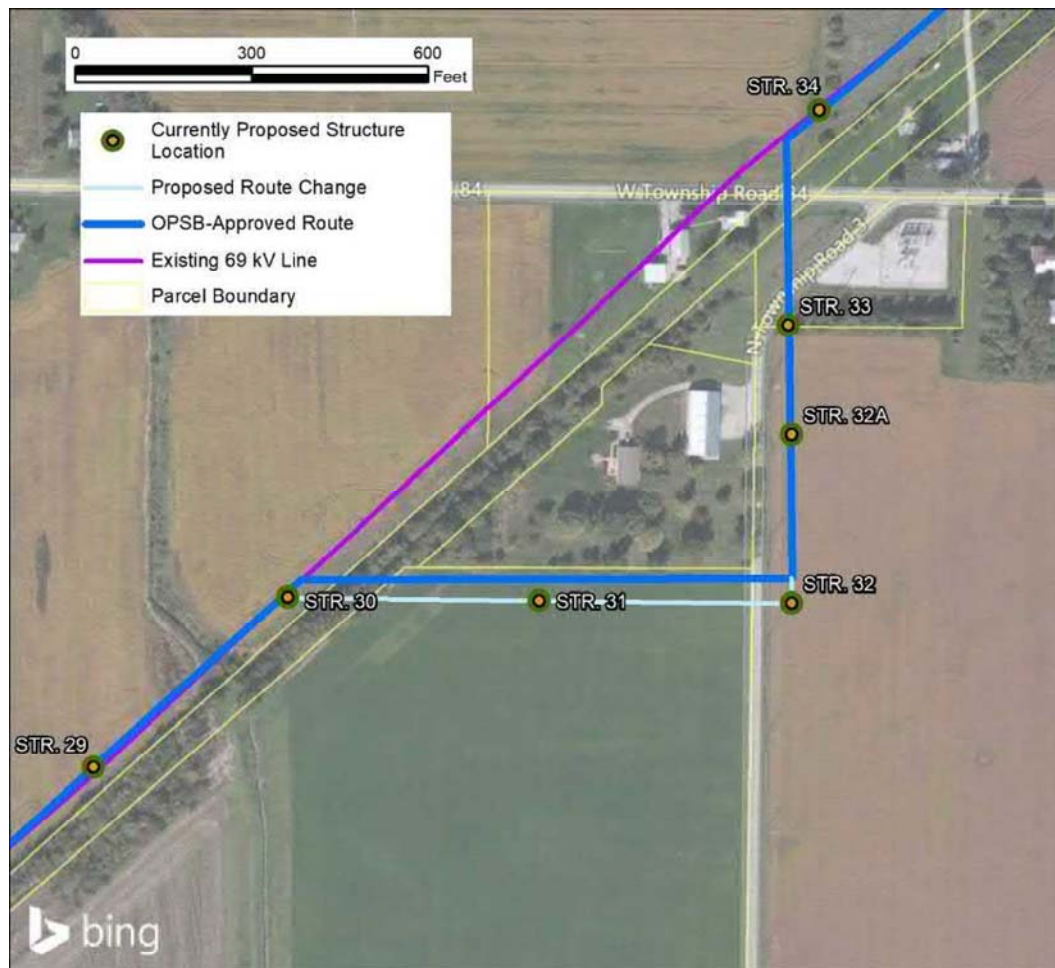


Exhibit 5: Engineering Adjustment 2

Engineering Adjustment 2 is approximately 0.9 mile long and occurs between Structures 57 and 69. The structure shifts range from 9 feet at Structure 59 to 85 feet at Structure 65. These shifts were necessary to reduce impacts to farming operations and to avoid a pipeline and existing distribution-line ROW. The Company shifted Structures 57-59 at the request of the landowner; there are no additional impacts anticipated as a result of these shifts. Additionally, after coordinating with the landowner, the Company shifted Structures 59-64 to position the structures along the landowner's property boundary. The Company shifted Structures 60-62 to provide a greater clearance to an existing distribution line. Structures 65-68 shifted north to allow operation of farming equipment between the structure locations and the property line. Easement Options have been secured for this adjustment. There are no additional property owners affected by this shift, and there are no additional environmental impacts.

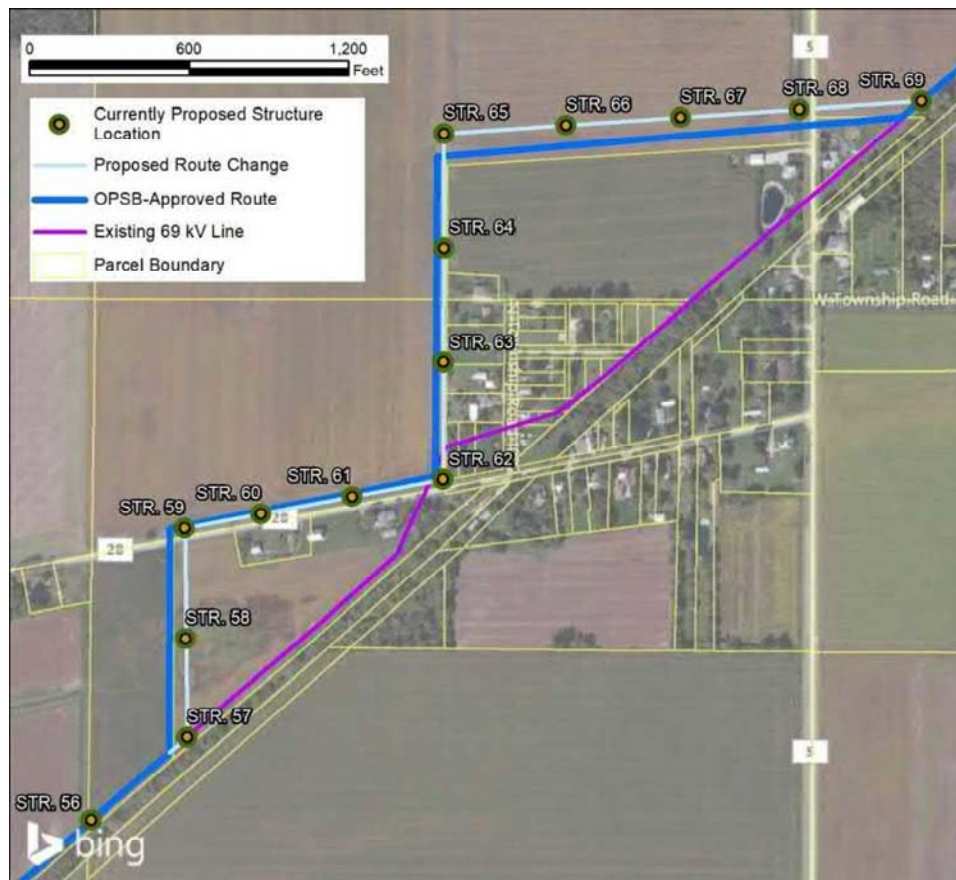
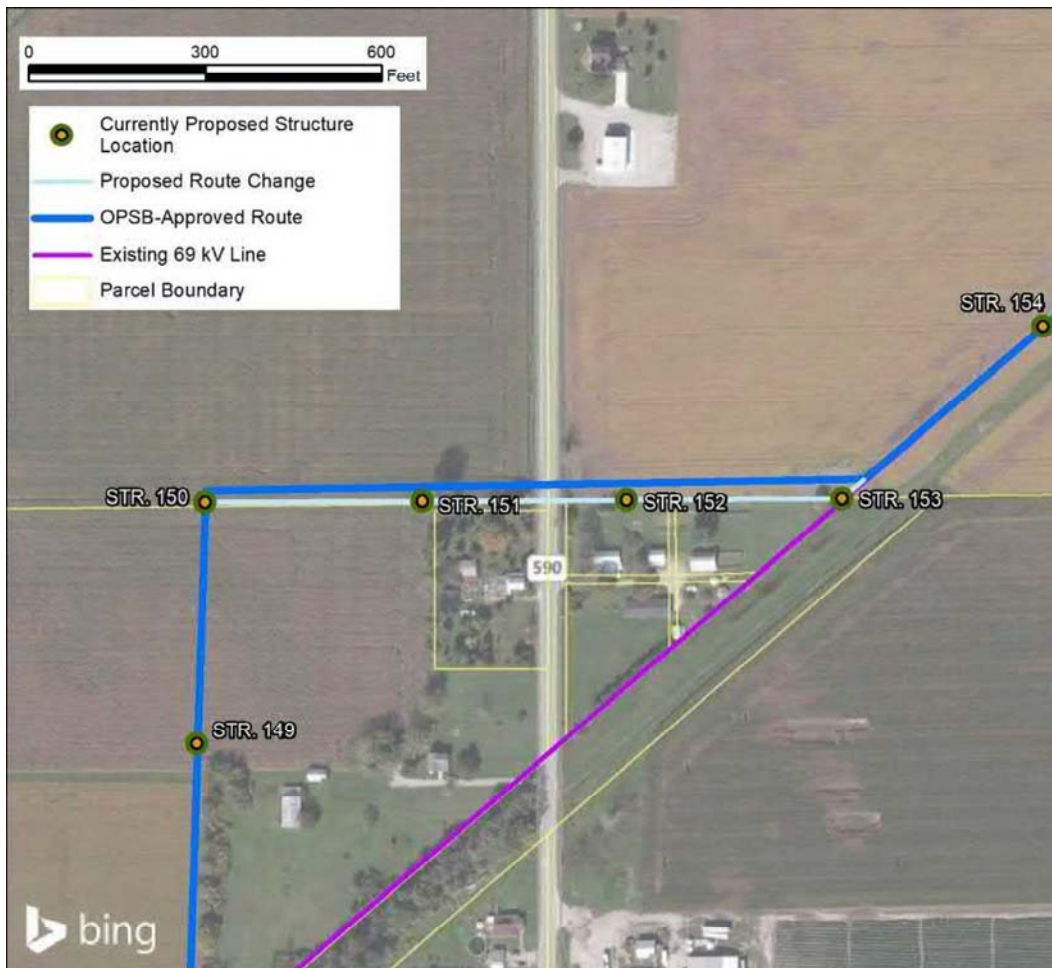


Exhibit 6: Engineering Adjustment 3

Engineering Adjustment 3 is approximately 0.2 mile long and occurs between Structures 150 and 153. The alignment shift was developed after coordination with the property owner, and is necessary to shift the alignment closer to the edge of the property line. This shift minimizes impacts to farming operations. Easement options have been obtained on the affected parcels. There are no additional property owners affected by this shift, and there are no additional environmental impacts.



4906-5-02 PROJECT SUMMARY AND APPLICANT INFORMATION**(A) PROJECT SUMMARY AND FACILITY OVERVIEW**

Text provided in the January 30, 2018 Application filing remains unchanged.

(1) General Purpose of the Facility

Text provided in the January 30, 2018 Application filing remains unchanged.

(2) General Location, Size, and Operating Characteristics

The proposed Project will be located in Jackson and Liberty Townships of Seneca County and Jackson and Ballville Townships of Sandusky County. It will extend from the existing Allendale Switches to Structure 254 on the existing Allendale-Fremont Center 69 kV transmission line for a total length of approximately 15.4 miles. The Project will consist of supporting structures and conductors for a combination of 8 double-circuit structures connecting to Waverly Switch (approximately 0.6 mile), and single-circuit structures (approximately 14.8 miles). This Project will consist of 69 kV transmission circuits built with the capability to operate at 138 kV when needed in the future. Structure type will vary based on topography. All proposed structures are anticipated to average ~~75~~ 85 feet in height with a proposed average span of ~~430~~ 500 feet. A Project overview is provided in Revised Figure 02-1.

(3) Suitability of the Preferred and Alternate Routes

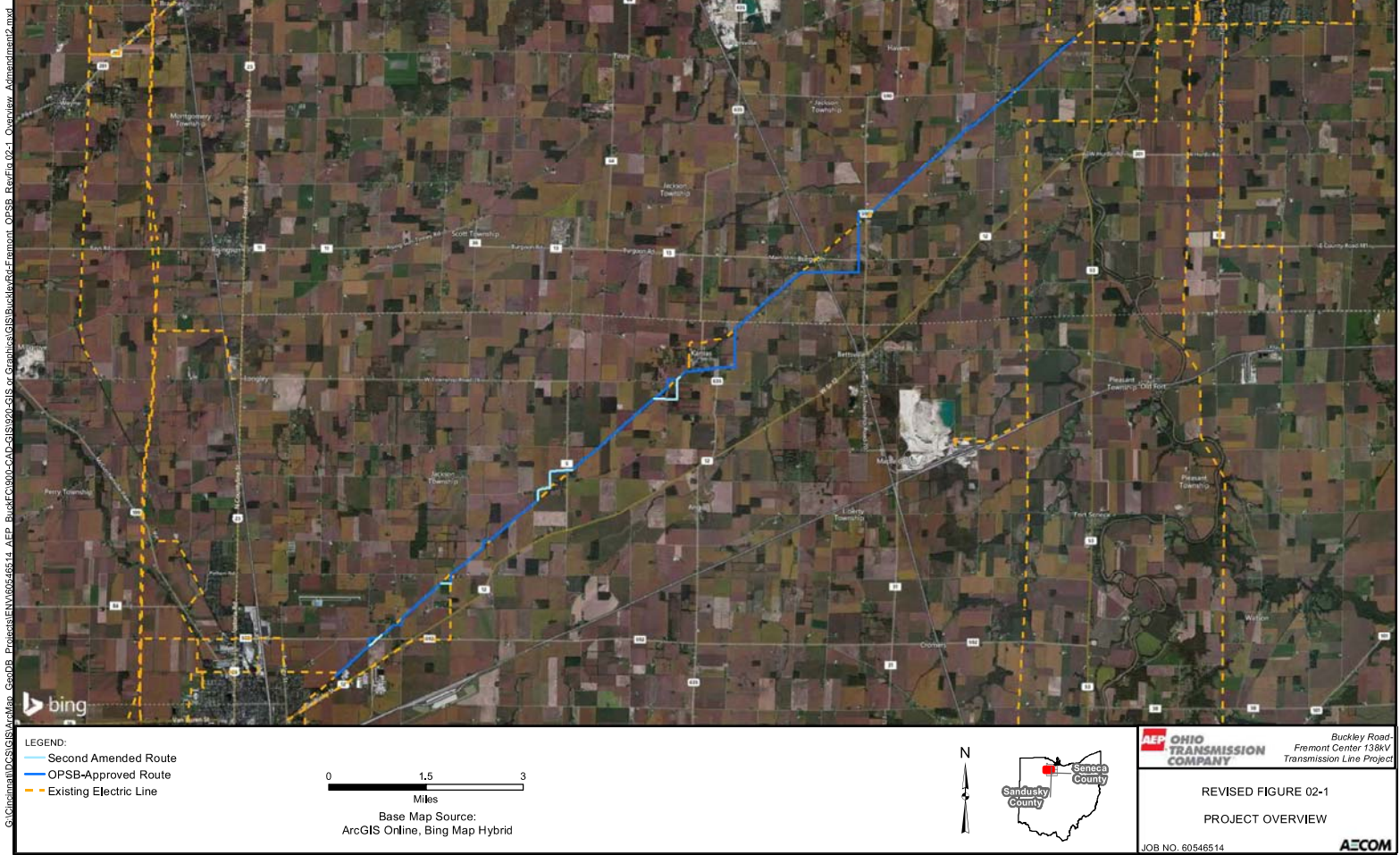
Text provided in the January 30, 2018 Application filing remains unchanged.

(4) Project Schedule Summary

AEP Ohio Transco started construction on approved portions of the transmission line in early 2019, with an estimated in-service date in the fourth quarter of 2020. Revised Figure 03-1 provides additional details regarding the proposed Project schedule.

(B) APPLICANT INFORMATION

Text provided in the January 30, 2018 Application filing remains unchanged.



Project Schedule

Buckley Road-Fremont Center 138 kV Transmission Line Rebuild Project

[illegible]

4906-5-03 REVIEW OF NEED AND SCHEDULE**(A) NEED FOR PROPOSED FACILITY**

Text provided in the January 30, 2018 Application filing remains unchanged.

(B) REGIONAL EXPANSION PLANS

Text provided in the January 30, 2018 Application filing remains unchanged.

(C) SYSTEM ECONOMY AND RELIABILITY

Text provided in the January 30, 2018 Application filing remains unchanged.

(D) OPTIONS TO ELIMINATE THE NEED FOR THE PROPOSED PROJECT

Text provided in the January 30, 2018 Application filing remains unchanged.

(E) FACILITY SELECTION RATIONALE

Text provided in the January 30, 2018 Application filing remains unchanged.

(F) FACILITY SCHEDULE**(1) Schedule Gantt Chart**

The major scheduled activities associated with the Preferred and Amended Alternate Routes, and Rebuild Sections are shown in bar chart form on **Revised Figure 03-1**.

(2) Impact of Critical Delays

Text provided in the January 30, 2018 Application filing remains unchanged.

4906-5-04 ROUTE ALTERNATIVES ANALYSIS

Text provided in the January 30, 2018 Application filing remains unchanged. **Revised Figures 04-1A through 04-1G** provide maps of the siting constraints specific to the Approved Route and proposed Engineering Adjustments.

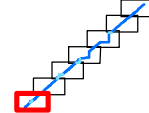
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- LEGEND:
- Second Amended Route
 - OPSB-Approved Route
 - Proposed Structure Location
 - Preliminary Access Road
 - 1,000-foot Buffer of Routes
 - Existing Electric Line
 - Commercial
 - Outbuilding
 - Residence
 - Incorporated Place Boundary (city, village, town)
 - Soil Association

0 1,000 2,000
Feet

Base Map Source:
ArcGIS Online, Bing Map Hybrid

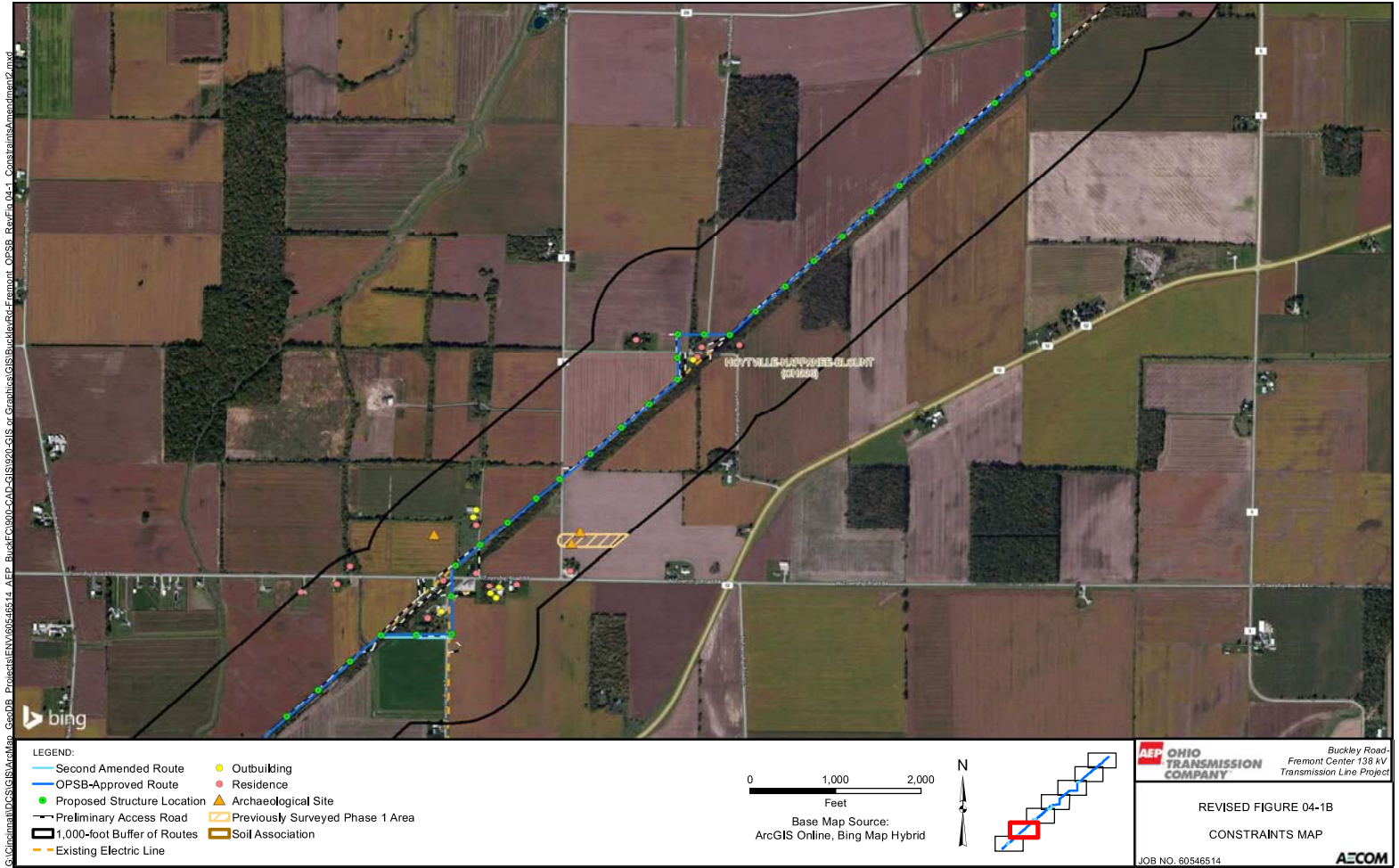


AEP OHIO TRANSMISSION COMPANY
Buckley Road-
Fremont Center 138 kV
Transmission Line Project

REVISED FIGURE 04-1A
CONSTRAINTS MAP

JOB NO. 60546514

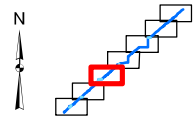
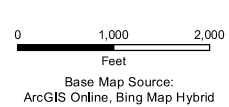
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- LEGEND:
- Second Amended Route
 - OPSB-Approved Route
 - Proposed Structure Location
 - Preliminary Access Road
 - 1,000-foot Buffer of Routes
 - Existing Electric Line
 - Outbuilding
 - Residence
 - Soil Association






Buckley Road-
Fremont Center 138 kV
Transmission Line Project

REVISED FIGURE 04-1C
CONSTRAINTS MAP

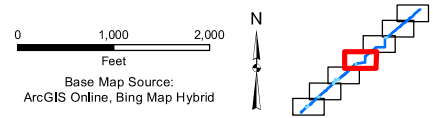
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- LEGEND:
- Second Amended Route
 - OPSB-Approved Route
 - Proposed Structure Location
 - Preliminary Access Road
 - 1,000-foot Buffer of Routes
 - Existing Electric Line
 - Commercial
 - Outbuilding
 - Residence
 - Cemetery
 - Incorporated Place Boundary (city, village, town)
 - Soil Association






Buckley Road-
Fremont Center 138 kV
Transmission Line Project

REVISED FIGURE 04-1D

CONSTRAINTS MAP

JOB NO. 60546514





LEGEND:

- Second Amended Route
- OPSB-Approved Route
- Proposed Structure Location
- Preliminary Access Road
- 1,000-foot Buffer of Routes
- Existing Electric Line
- Church
- Commercial
- Outbuilding
- Residence
- Historic Site
- Incorporated Place Boundary (city, village, town)
- Soil Association

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Feet

Base Map Source:
ArcGIS Online, Bing Map Hybrid

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AEP OHIO TRANSMISSION COMPANY

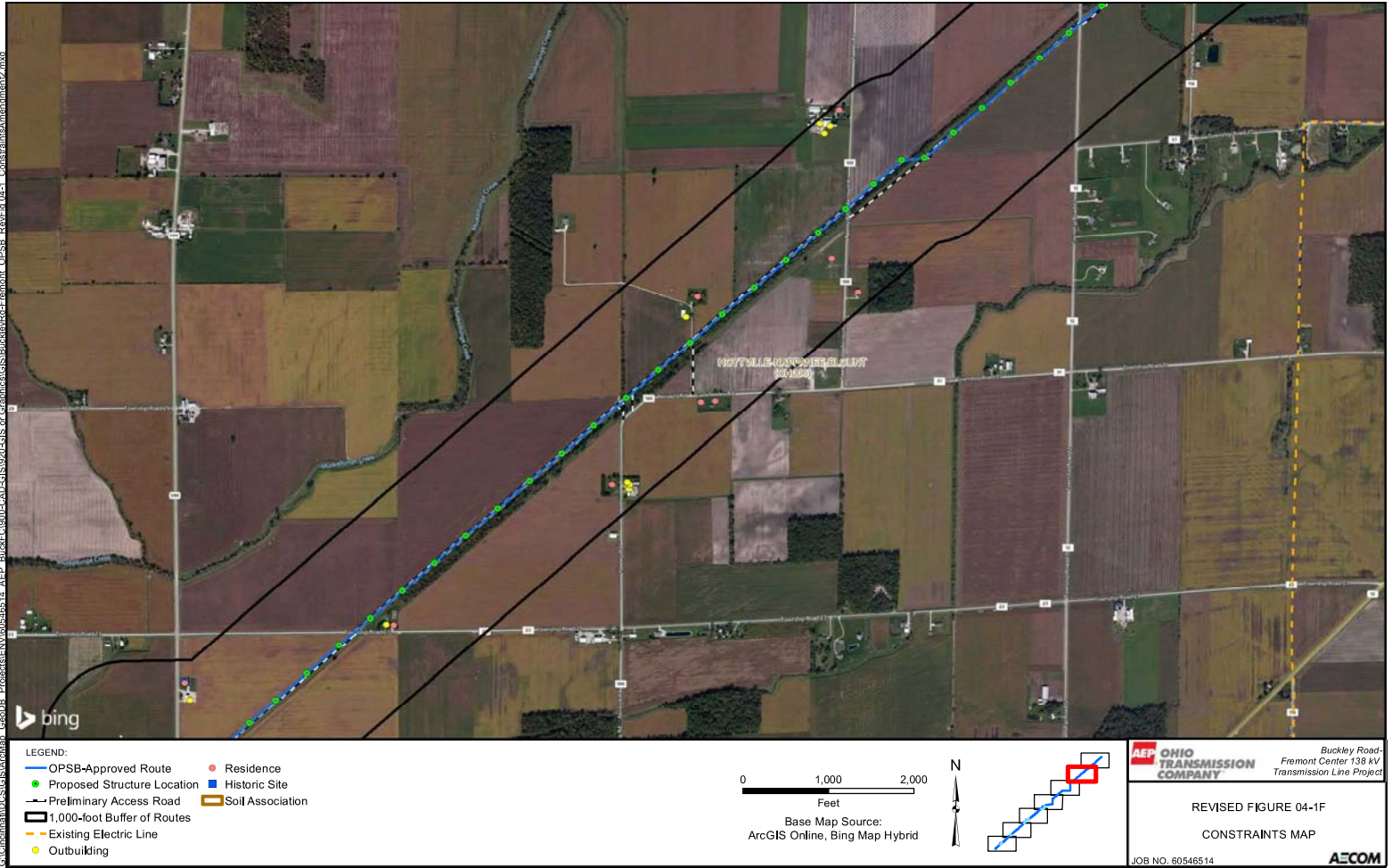
Buckley Road-
Fremont Center 138 kV
Transmission Line Project

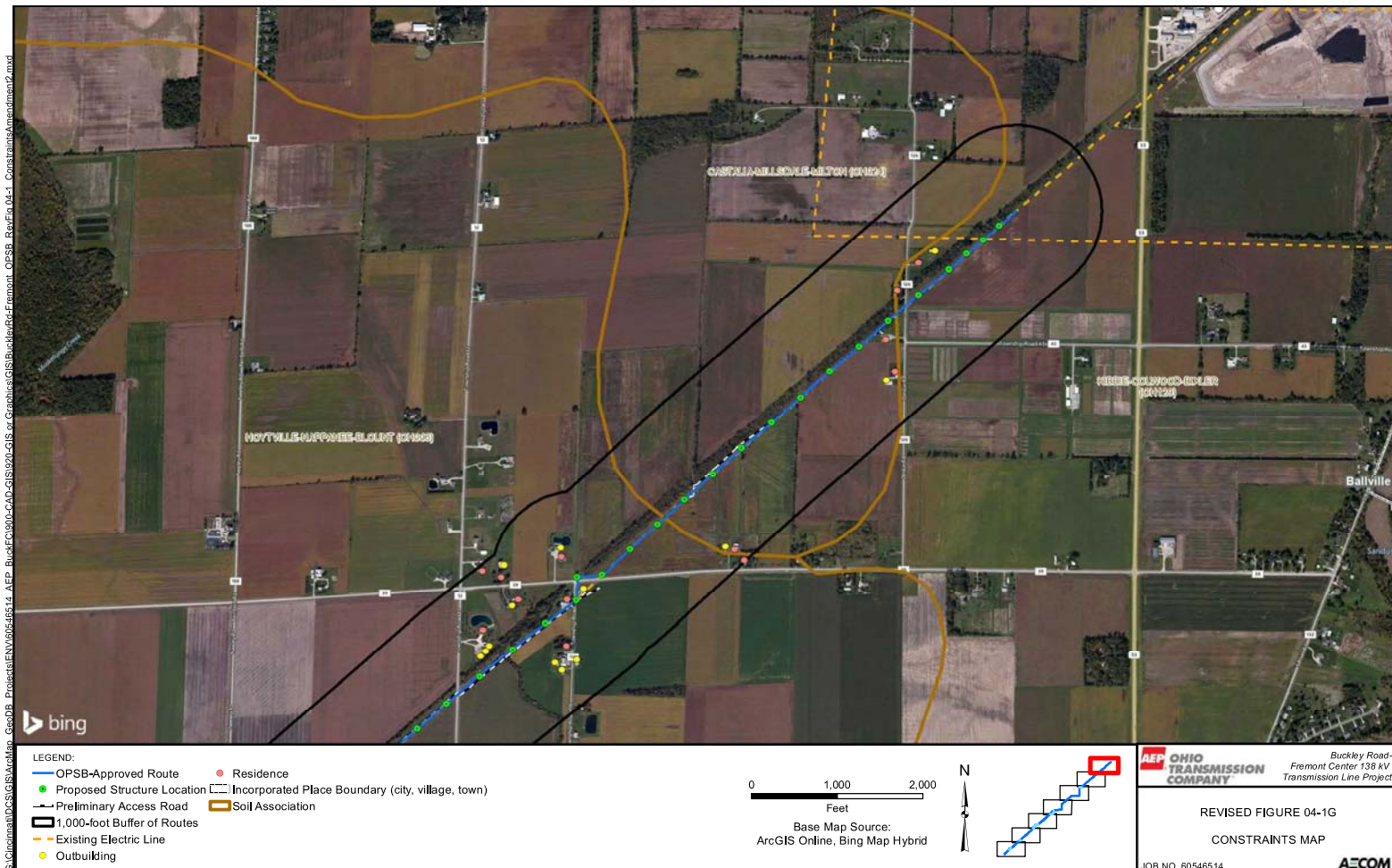
REVISED FIGURE 04-1E
CONSTRAINTS MAP

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4906-5-05 PROJECT DESCRIPTION**(A) DESCRIPTION OF PROJECT AREA****(1) Geography and Topography**

Text provided in the January 30, 2018 Application filing remains unchanged. Maps at 1:24,000-scale showing the Approved Route and proposed Engineering Adjustments for the Project are presented as **Revised Figures 05-1A through 05-1D**.

(2) Transmission Acreage, Length, and Properties Crossed

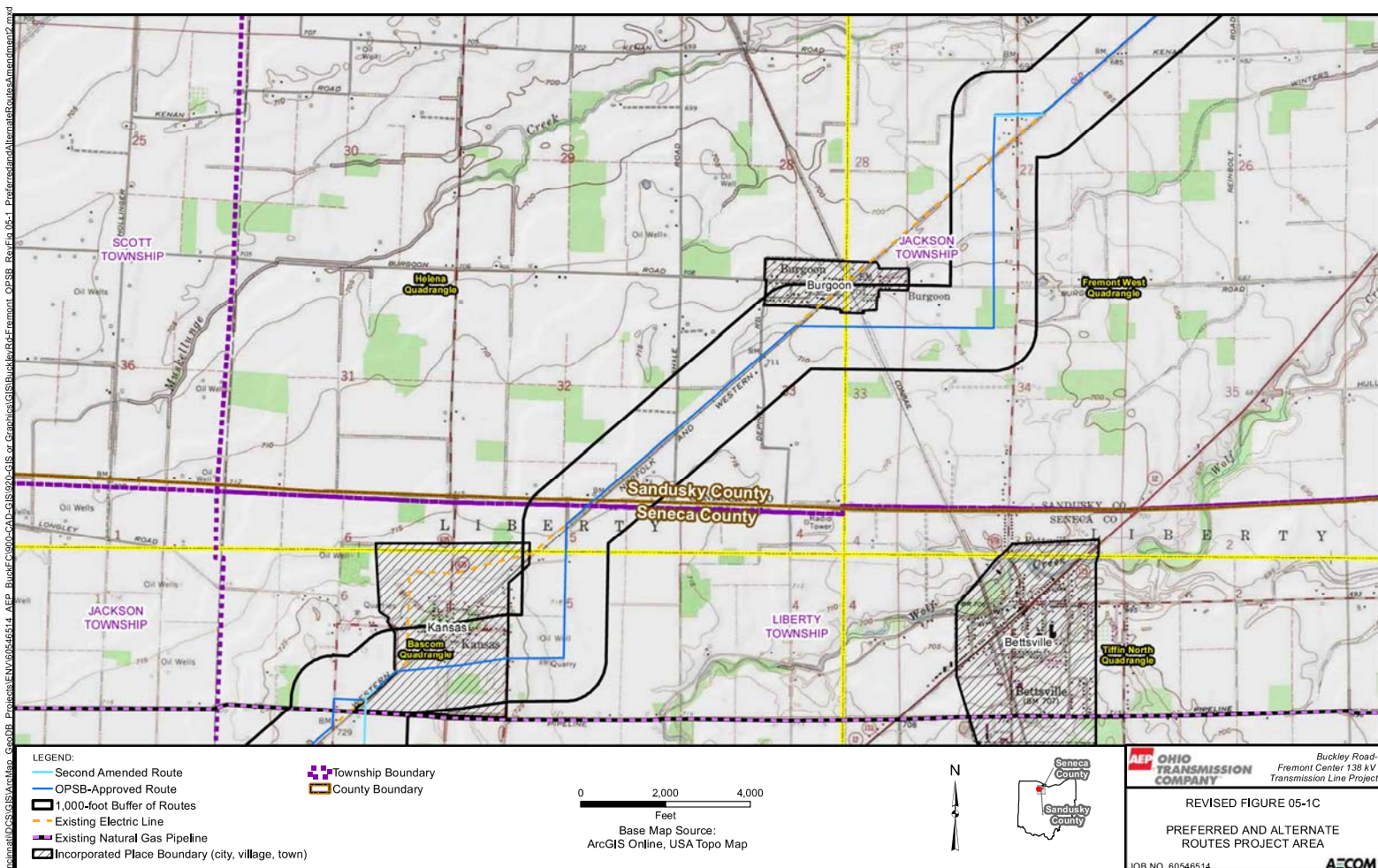
Text provided in the January 30, 2018 Application filing remains unchanged.

(B) LAYOUT AND CONSTRUCTION

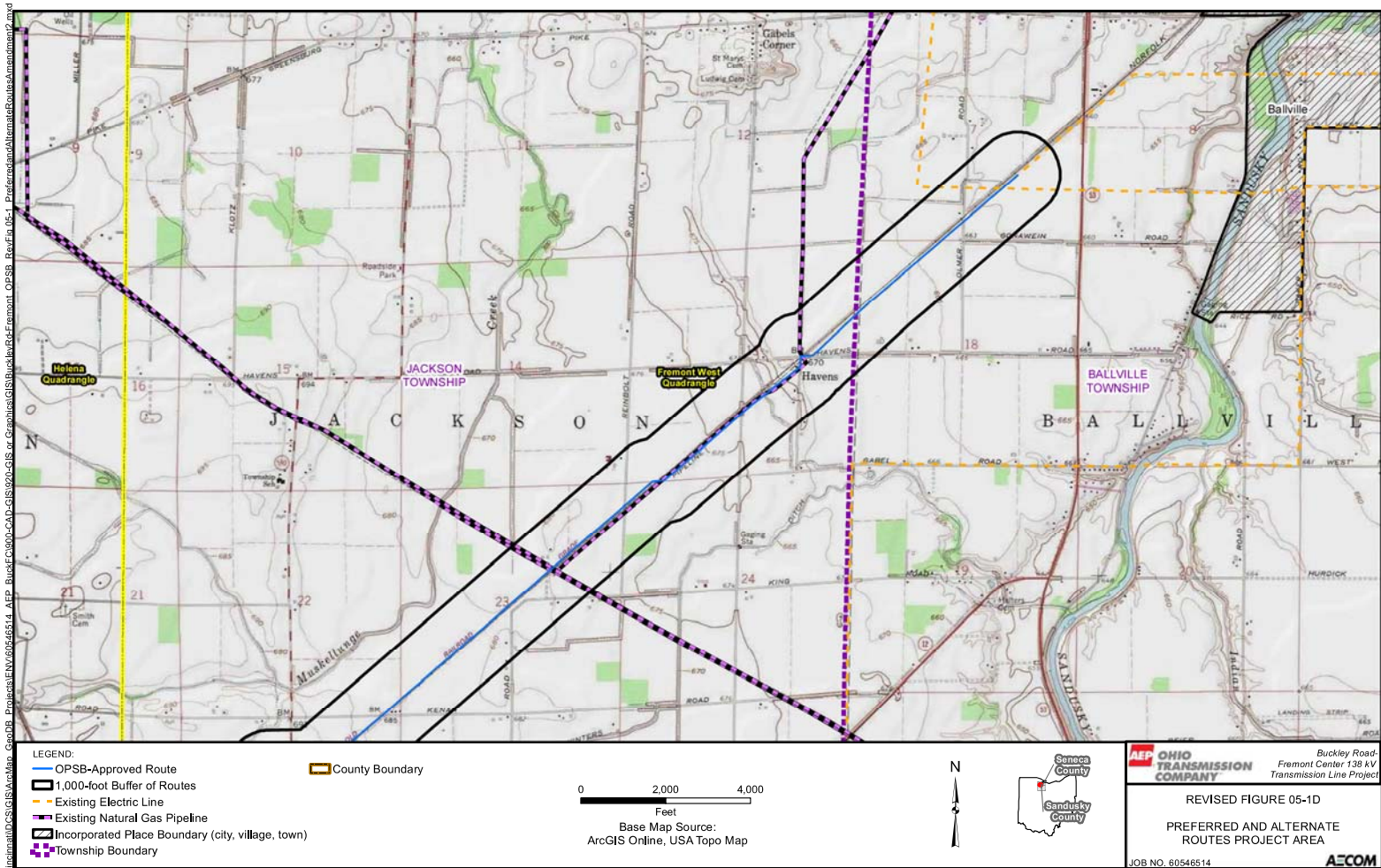
Text provided in the January 30, 2018 Application filing remains unchanged.

(C) TRANSMISSION EQUIPMENT

Text provided in the January 30, 2018 Application filing remains unchanged.



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4906-5-06 ECONOMIC IMPACT AND PUBLIC INTERACTION

Text provided in the January 30, 2018 Application filing remains unchanged

4906-5-07 HEALTH AND SAFETY, LAND USE, AND REGIONAL DEVELOPMENT

(A) HEALTH AND SAFETY

Text provided in the January 30, 2018 Application filing remains unchanged.

(B) LAND USE

(1) Proposed Routing Alignments and Existing Land Uses

Maps at 1:12,000-scale, including the area 1,000 feet on either side of the Approved Route and proposed Engineering Adjustments are presented as **Revised Figures 04-1A** through **04-1G**. These maps include proposed and existing substations, land uses, road names, structures, and incorporated areas and population centers. Identified land use features are described below. **Revised Table 07-6** provides the existing land uses identified within 100 and 1,000-feet of the Preferred and Alternate Routes.

Residential: Residences were estimated based on review of aerial photography and county parcel data.

Preferred Route: Text provided in the January 30, 2018 Application filing remains unchanged.

Second Amended Alternate Route: There are 192 ~~493~~ residences identified within 1,000 feet of the Alternate Route, two ~~four~~ of which are within 100 feet. An additional 92 residences were identified within 1,000 feet of the Second Amended Alternate Route's corresponding Rebuild Sections, none of which are within 100 feet.

**REVISED TABLE 07-6
SUMMARY OF LAND USE FACTORS OF THE
PREFERRED AND ALTERNATE ROUTES**

Route Alternatives				
	Rebuild Sections*		Preferred	Second Amended Alternate
	Preferred	Second Amended Alternate		
Length (miles)	12.8	<u>10.6</u> 10.8	2.6	<u>6.0</u> 5.9
% of Length in or Adjacent to Existing Roads Rights-of-way	0	0	1%	17%
% of Length in or Adjacent to Existing Transmission Line Rights-of-way	100%	100%	77%	6%
	Features within 100 feet of Route Alternatives			
Threatened and Endangered Species	0	0	0	0
Previously Recorded Historic Structures (OHI)	0	0	1	0
Previously Recorded Archaeological Sites	0	0	0	0

Route Alternatives				
	Rebuild Sections*		Preferred	<u>Second Amended Alternate</u>
	Preferred	<u>Second Amended Alternate</u>		
National Register of Historic Places (NRHP) Sites	0	0	0	0
Residences	0	0	<u>11</u>	<u>2-4</u>
Other sensitive land uses*	0	0	0	0
Features within 1,000 feet of Route Alternatives				
Threatened and Endangered Species	0	0	0	0
Historic Structures (OHI)	0	0	4	2
Archaeological Sites	2	2	1	1
NRHP Sites	0	0	0	0
Residences	102	92	199	<u>192</u> 193
Other sensitive land uses**	0	0	1	2

* The corresponding rebuild sections for the Preferred and Alternate Routes are not identical. The Preferred Route utilizes additional existing centerline.

** Other sensitive land uses include airports, parks, State forests, golf courses, schools, hospitals or clinics, churches, and cemeteries.

* Other sensitive land uses include airports, parks, State forests, golf courses, schools, hospitals or clinics, churches, and cemeteries.

(2) Impact of Construction

Residential: The closest residence to the Rebuild Sections is on Parcel Number 100700000600 in Sandusky County. The residence is approximately 140 feet from the Rebuild Section centerline. The closest residence to the Preferred Route is Parcel number G25000406160200 in Seneca County. The residence is approximately 60 feet from the Preferred Route centerline. The closest residence to the Second Amended Alternate Route is Parcel number H28000450280000 ~~141300000300~~ in Seneca ~~Sandusky~~ County. The residence is approximately 100 ~~70~~ feet from the Second Amended Alternate Route centerline. No residences are expected to be removed due to construction of the Preferred or Second Amended Alternate Routes, or the Rebuild Sections, and no individuals are expected to be required to relocate.

(3) Structures***(a) Structures within 200 feet of Proposed ROW:***

Preferred Route: Text provided in the January 30, 2018 Application filing remains unchanged.

Second Amended Alternate Route: ~~Fifty-two~~ ~~Fifty-four~~ structures were identified within 200 feet of the proposed ROW of the Second Amended Alternate Route between 5 and 200 feet away. These structures include ~~32~~ ~~34~~ single-family residences and 20 outbuildings. No buildings were identified within the Alternate Route ROW. An additional 18 structures were identified within 200 feet of the proposed ROW of the corresponding Second Amended Alternate Route Rebuild Sections between 0 and 190 feet away. These structures include seven single-family residences, one multi-family residence, nine outbuildings, and two commercial buildings. One of the outbuildings is located within the proposed ROW of the Rebuild Section and is being negotiated for removal with the property owner.

(b) Structures to be destroyed, acquired, or removed and owner compensation: Text provided in the January 30, 2018 Application filing remains unchanged.

(C) AGRICULTURAL LAND USE AND DISTRICTS**(1) Agricultural Land and Districts Map**

(a) Agricultural Land Use: Agricultural land use along the Preferred and Second Amended Alternate Routes, as well as the Rebuild Sections, consists of pasture and hay fields and row crops. Agricultural land is shown on Revised **Figures 07-1A through 07-1G**.

(b) Agricultural District Land: AEP Ohio Transco's consultant contacted the Seneca and Sandusky County auditors via phone on ~~December 15, 2017~~ December 18, 2019 to obtain information on Agricultural District land. Sixty-four agricultural district land parcels were identified within 1,000 feet of the Project, 25 of which are crossed, as shown on Revised **Figures 07-1A through 07-1G**.

(2) Acreage and Impacts

Text provided in the January 30, 2018 Application filing remains unchanged.

(D) REGIONAL LAND USE PLANS

Text provided in the January 30, 2018 Application filing remains unchanged.

(E) CULTURAL IMPACTS OF THE PROPOSED PROJECT

Text provided in the January 30, 2018 Application filing remains unchanged.



LEGEND:

- Second Amended Route
- OPSB-Approved Route
- Existing Electric Line
- Row Crop
- Agricultural District Land

0 1,000 2,000
Feet

Base Map Source:
ArcGIS Online, Bing Map Hybrid

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AEP OHIO TRANSMISSION COMPANY

Buckley Road-
Fremont Center 138 kV
Transmission Line Project

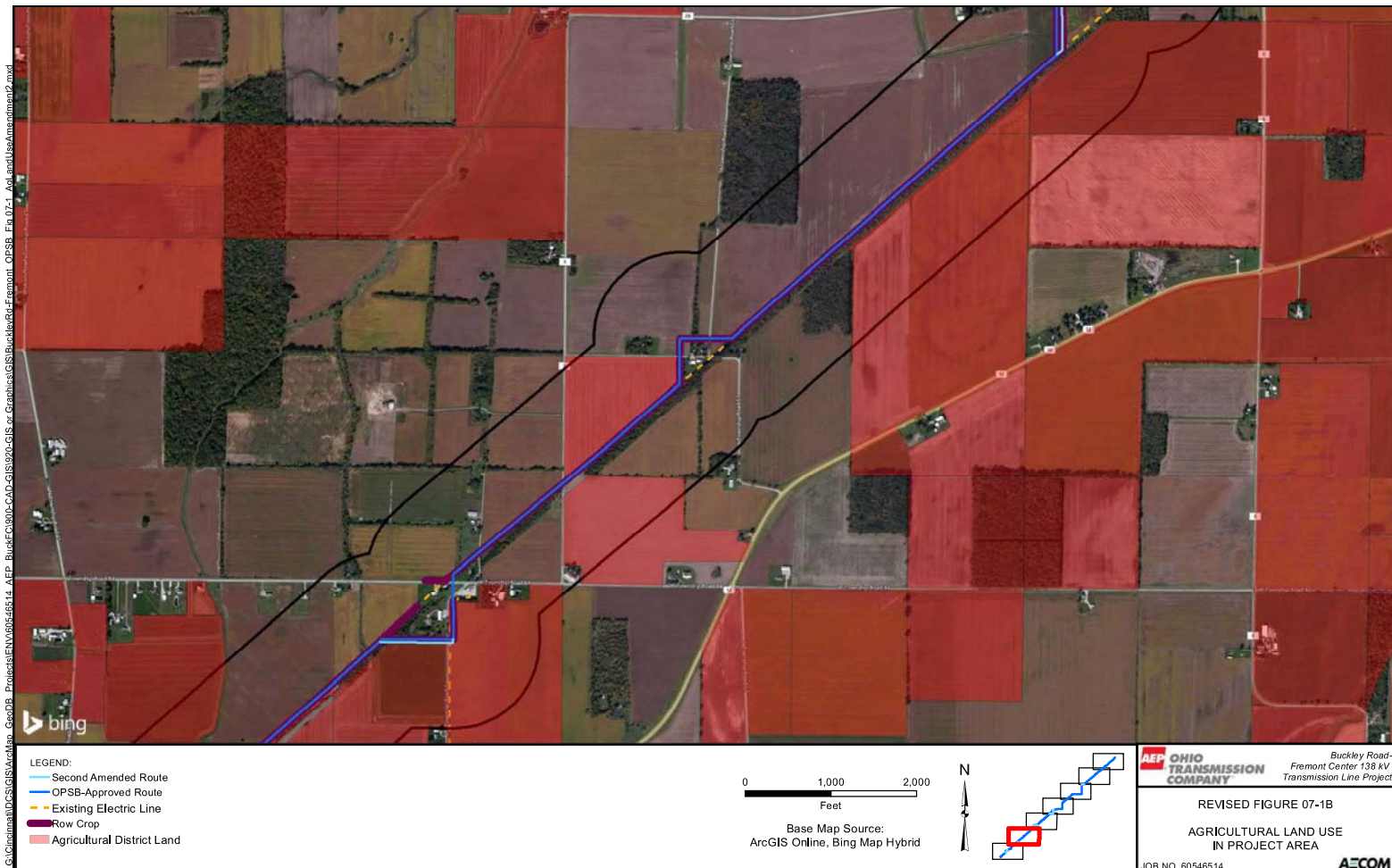
REVISED FIGURE 07-1A

AGRICULTURAL LAND USE
IN PROJECT AREA

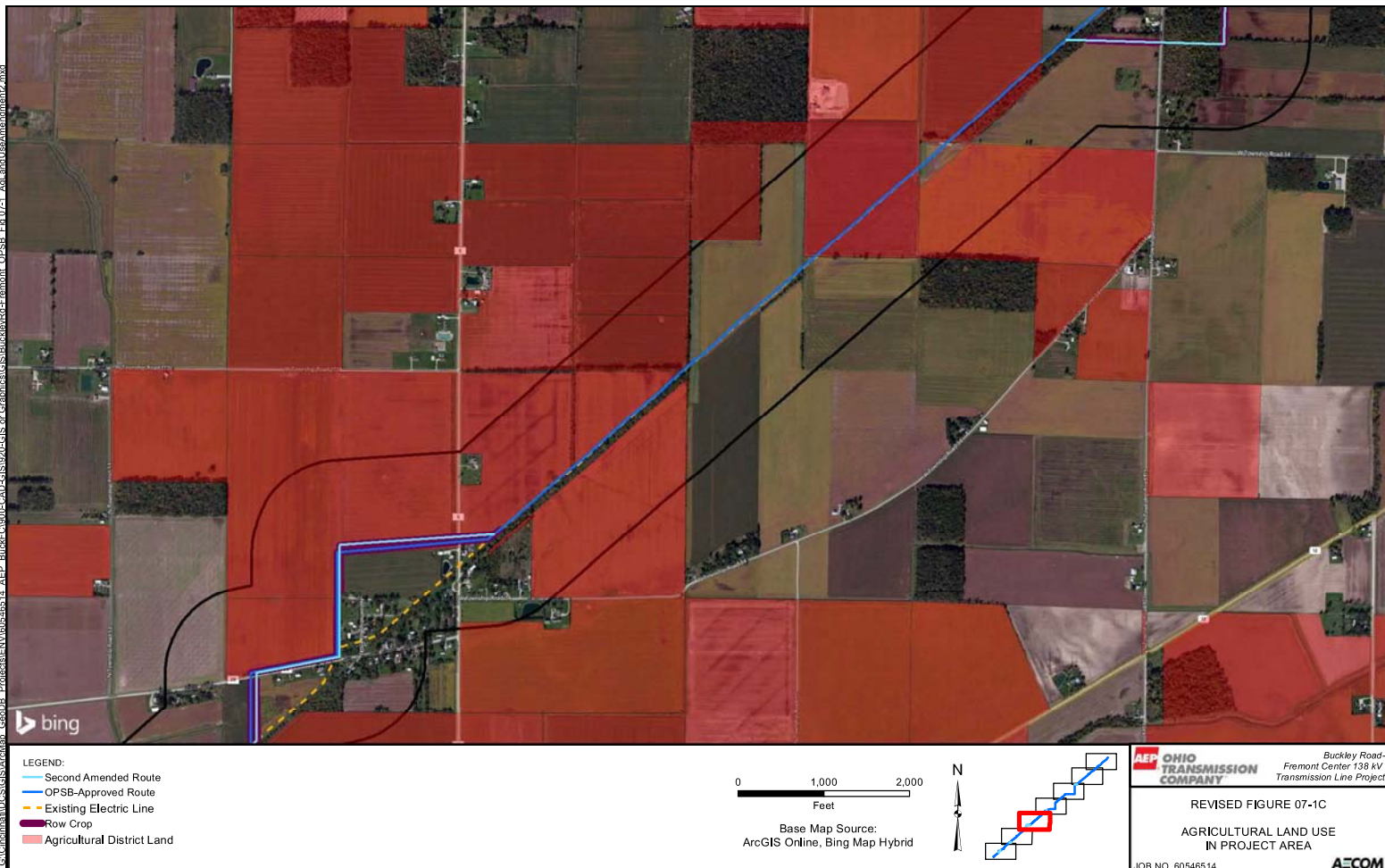
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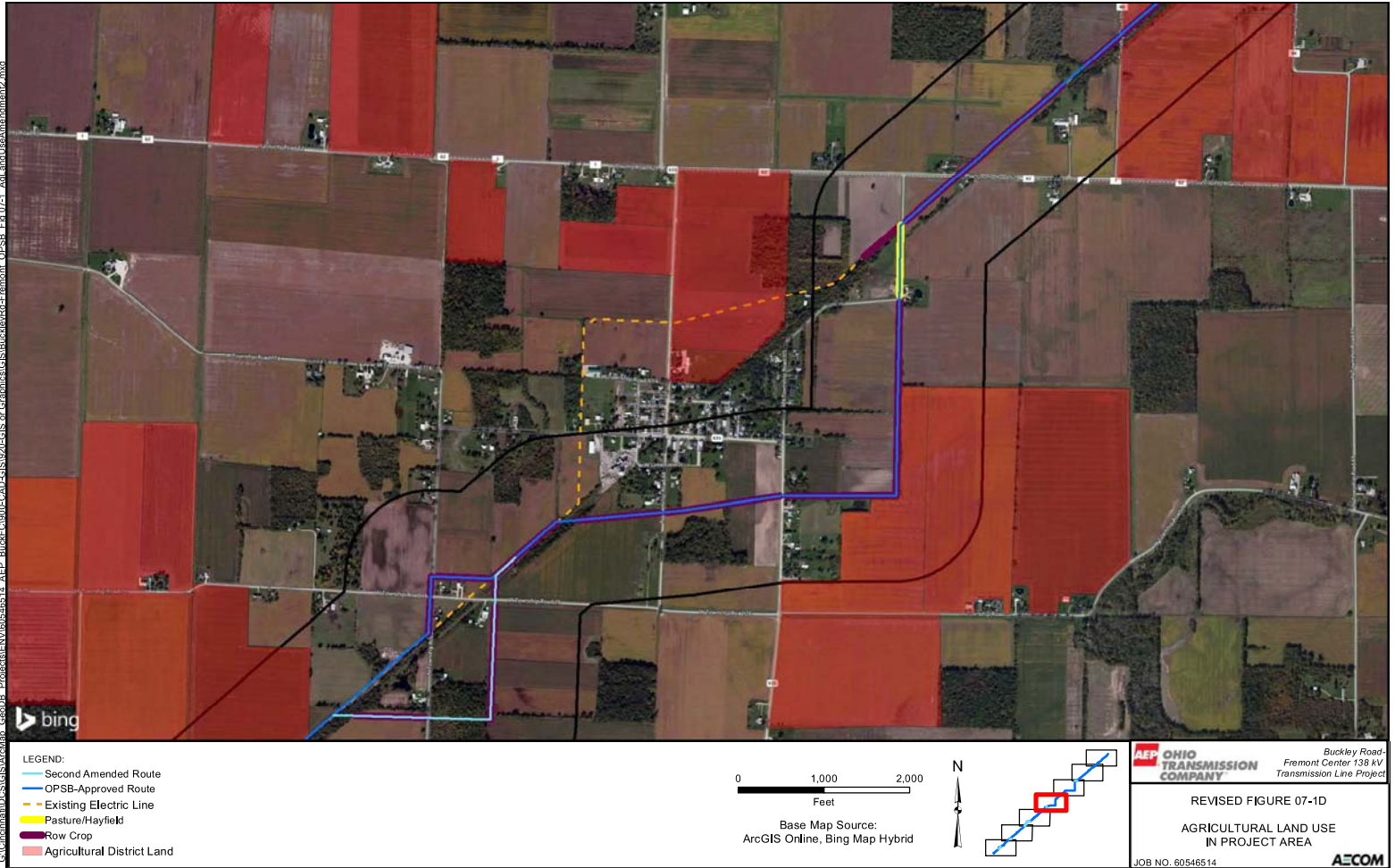
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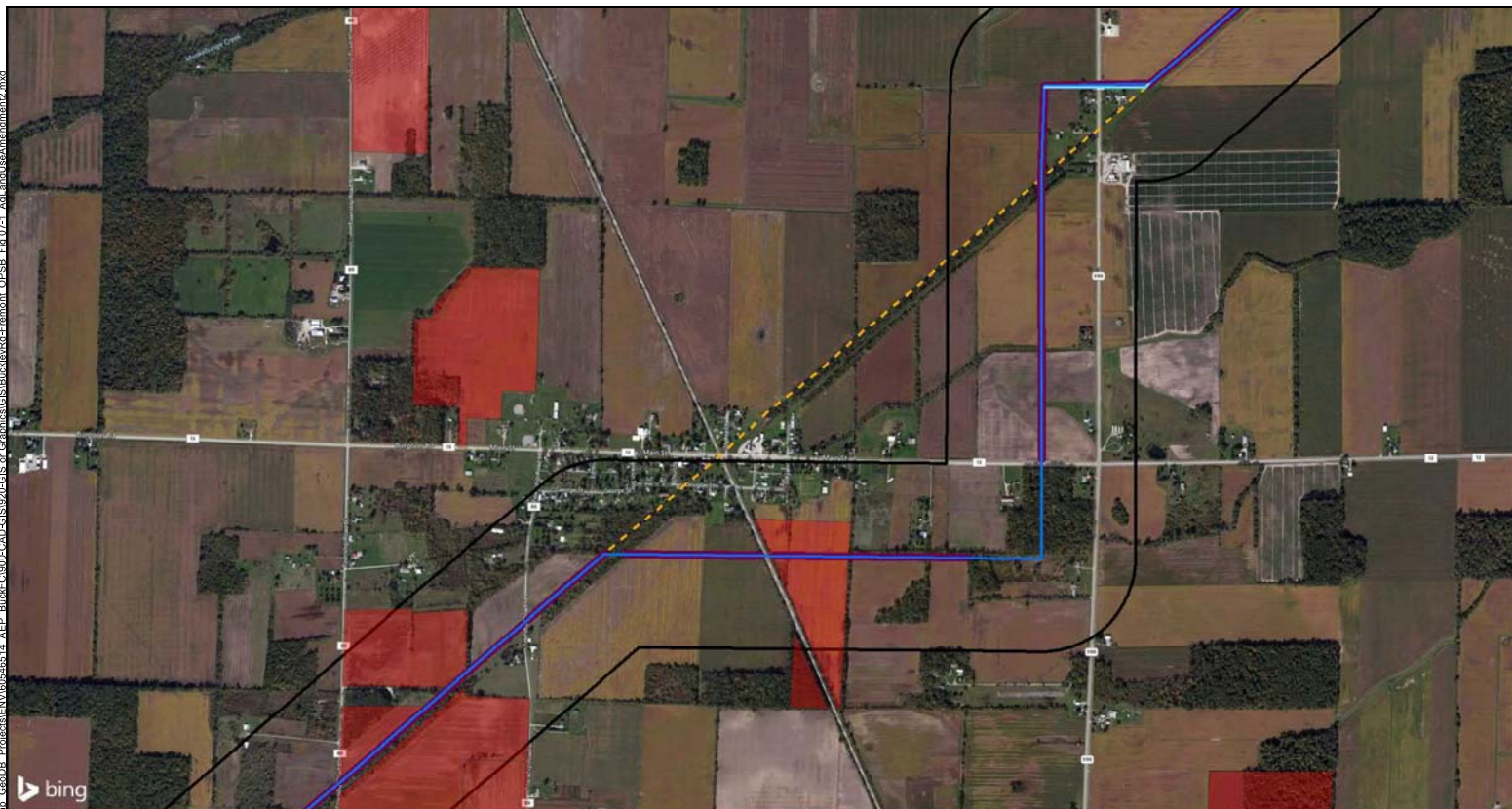


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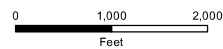




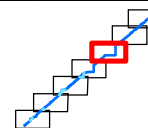
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- LEGEND:
- Second Amended Route
 - OPSB-Approved Route
 - Existing Electric Line
 - Row Crop
 - Agricultural District Land



Base Map Source:
ArcGIS Online, Bing Map Hybrid



AEP OHIO TRANSMISSION COMPANY
Buckley Road-
Fremont Center 138 kV
Transmission Line Project

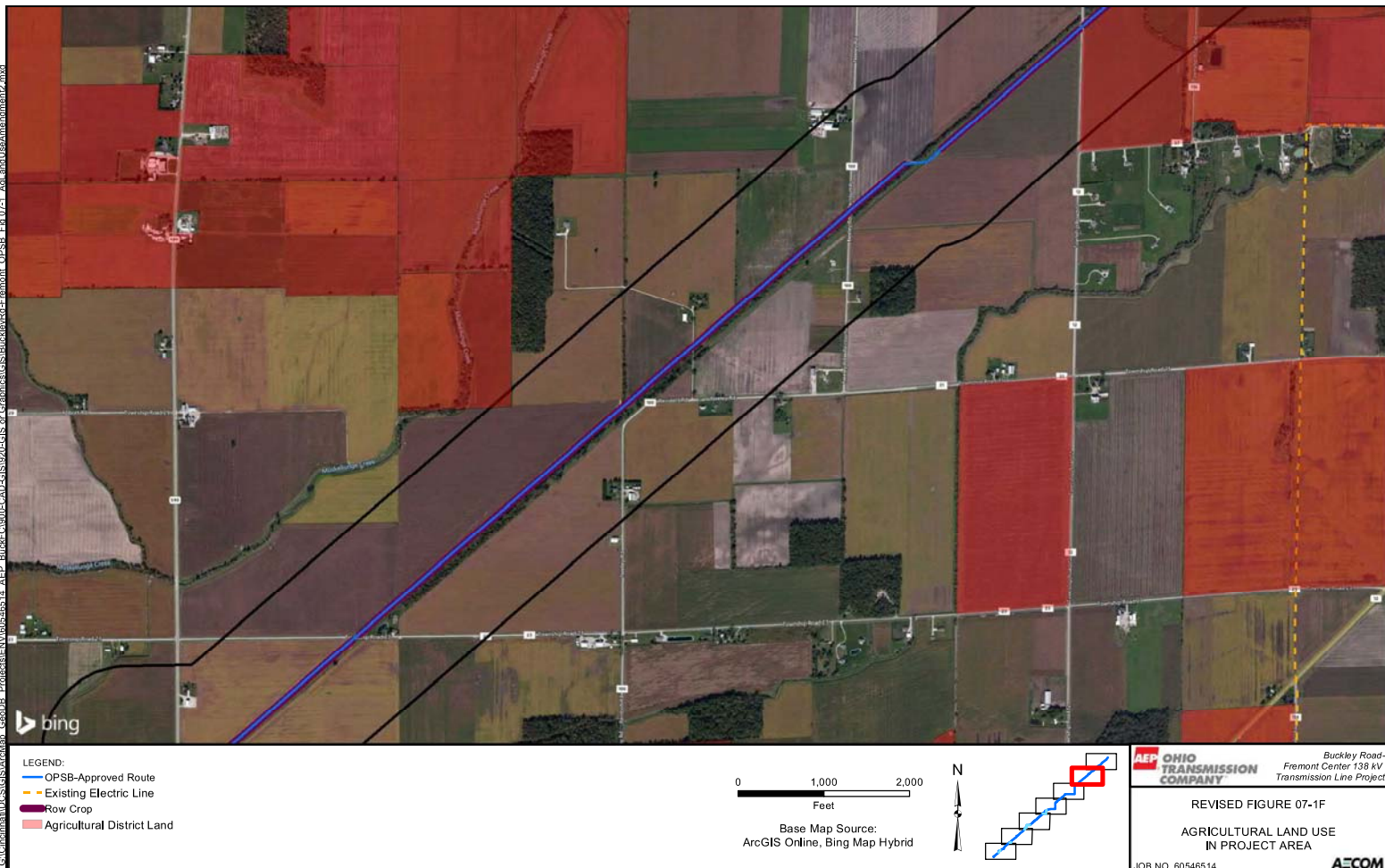
REVISED FIGURE 07-1E

AGRICULTURAL LAND USE
IN PROJECT AREA

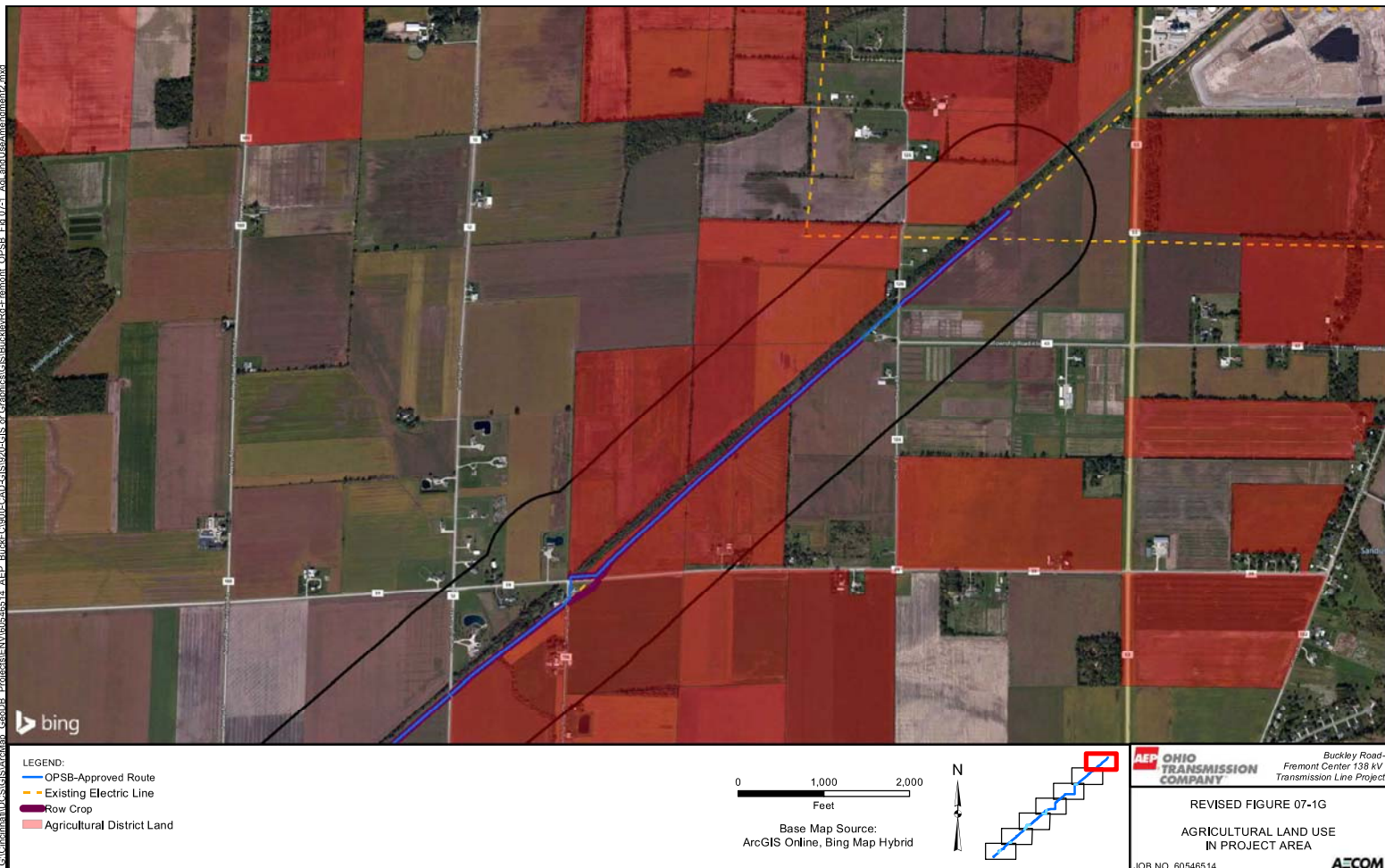
JOB NO. 60546514



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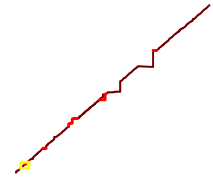
4906-5-08 ECOLOGICAL INFORMATION AND COMPLIANCE WITH PERMITTING REQUIREMENTS

Text provided in the January 30, 2018 Application filing remains unchanged. Maps at a scale of 1:24,000 illustrating areas within 1,000 feet of the Approved Route and proposed changes are presented as **Revised Figures 05-1A through 05-1D**. The proposed route alignments, including proposed turning points, are also presented in **Revised Figures 05-1A through 05-1D**. More detailed maps at 1:6,000-scale depicting delineated features within the survey corridor are provided as **Figures 3D, 3H, 3L, 3M, 3Q, 3R, and 3DD of Appendix 08-1** for the Approved Route and proposed changes. No additional impacts to delineated features result from the proposed changes.

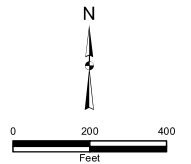
APPENDIX 08-1

**REVISED WETLAND DELINEATION AND STREAM
ASSESSMENT REPORT**

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LEGEND:
— Proposed Route Change
— OPSB-Approved Route
— Project Survey Corridor



BASE MAP SOURCE:
© 2019 Microsoft Corporation © 2019 DigitalGlobe

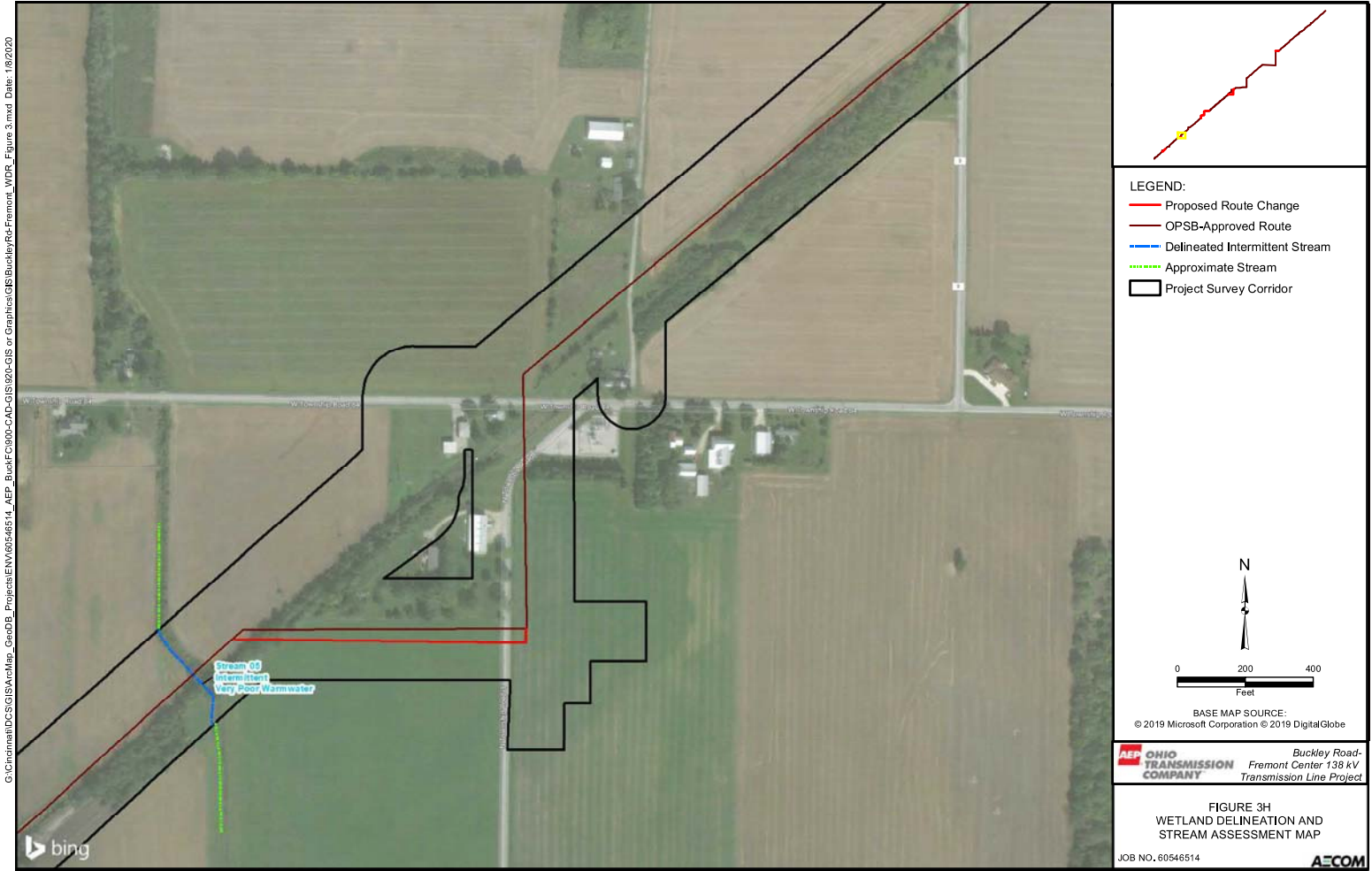
AEP OHIO TRANSMISSION COMPANY Buckley Road-Fremont Center 138 kV Transmission Line Project

FIGURE 3D
WETLAND DELINEATION AND
STREAM ASSESSMENT MAP

JOB NO. 60546514

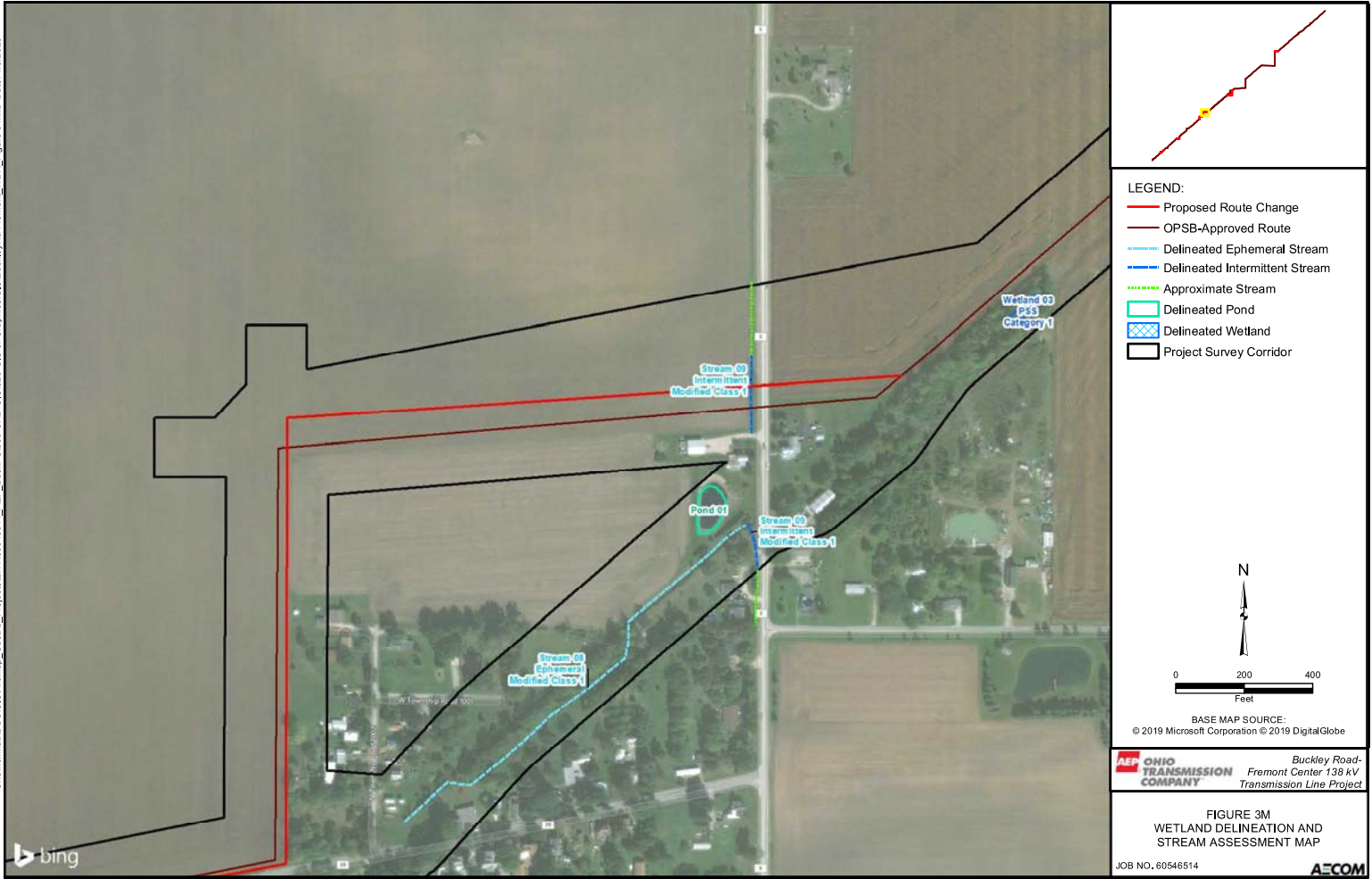
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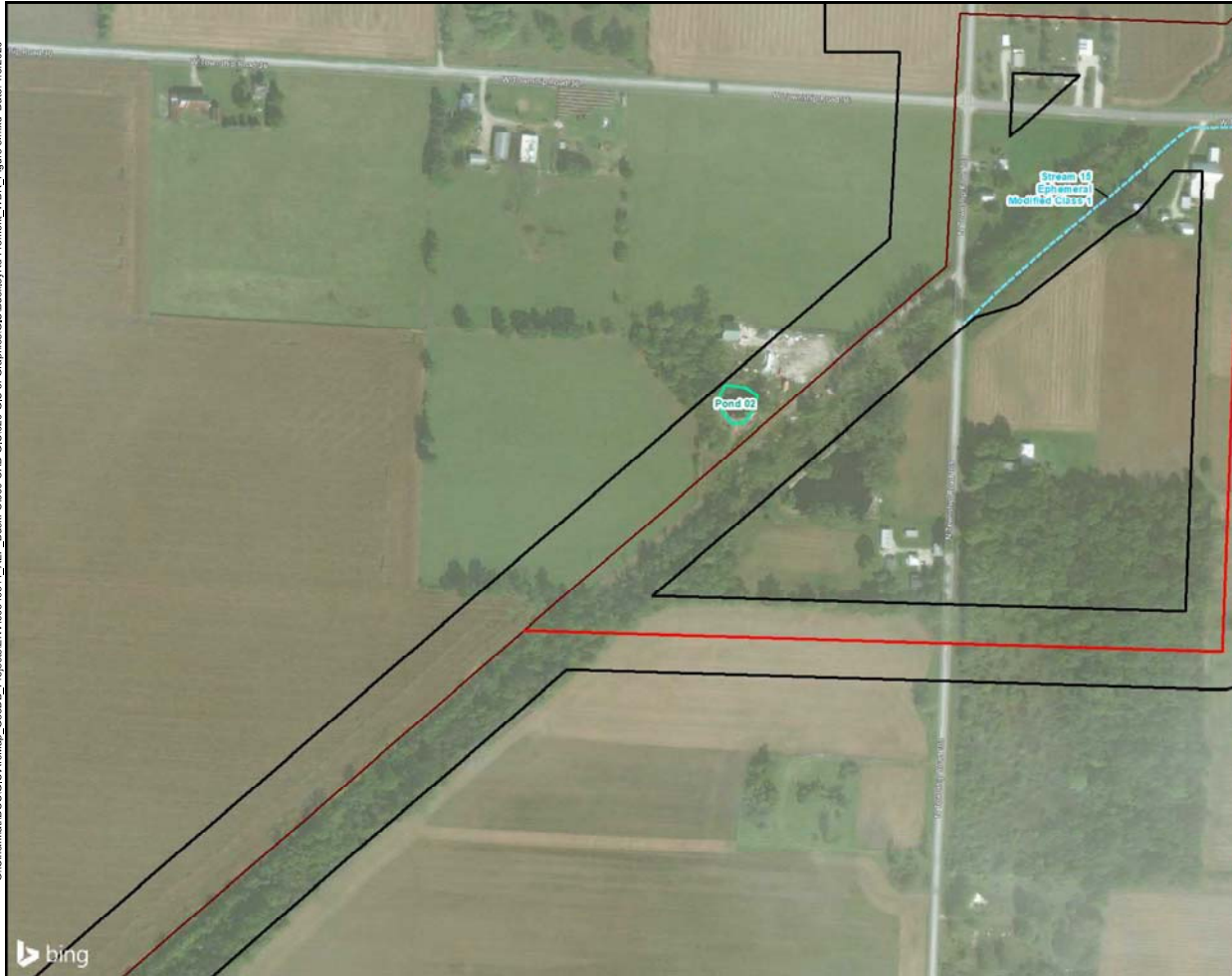




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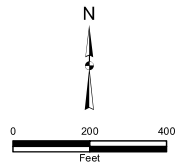


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LEGEND:

- Proposed Route Change
- OPSB-Approved Route
- Delineated Ephemeral Stream
- Delineated Pond
- Project Survey Corridor



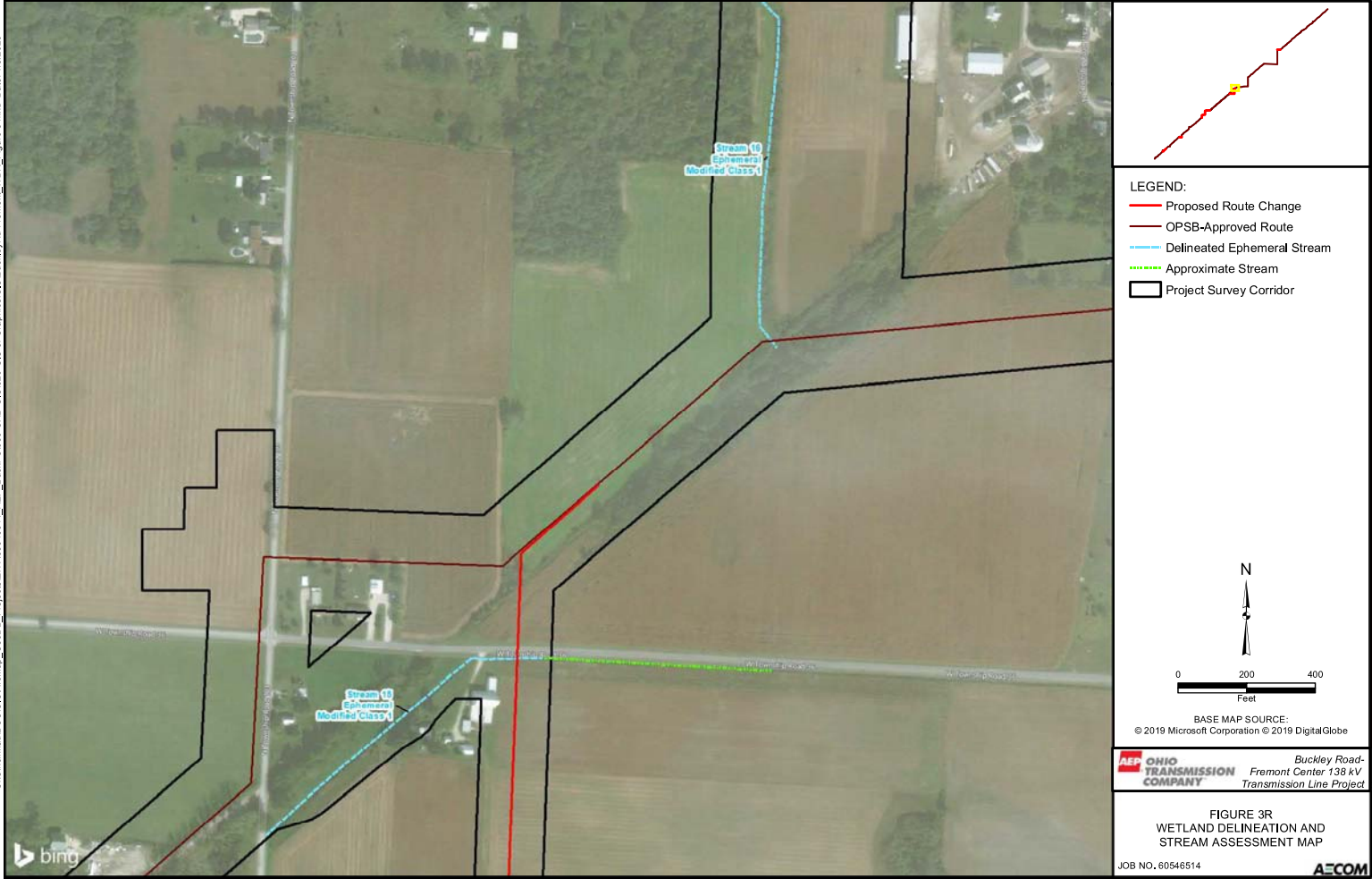
BASE MAP SOURCE:
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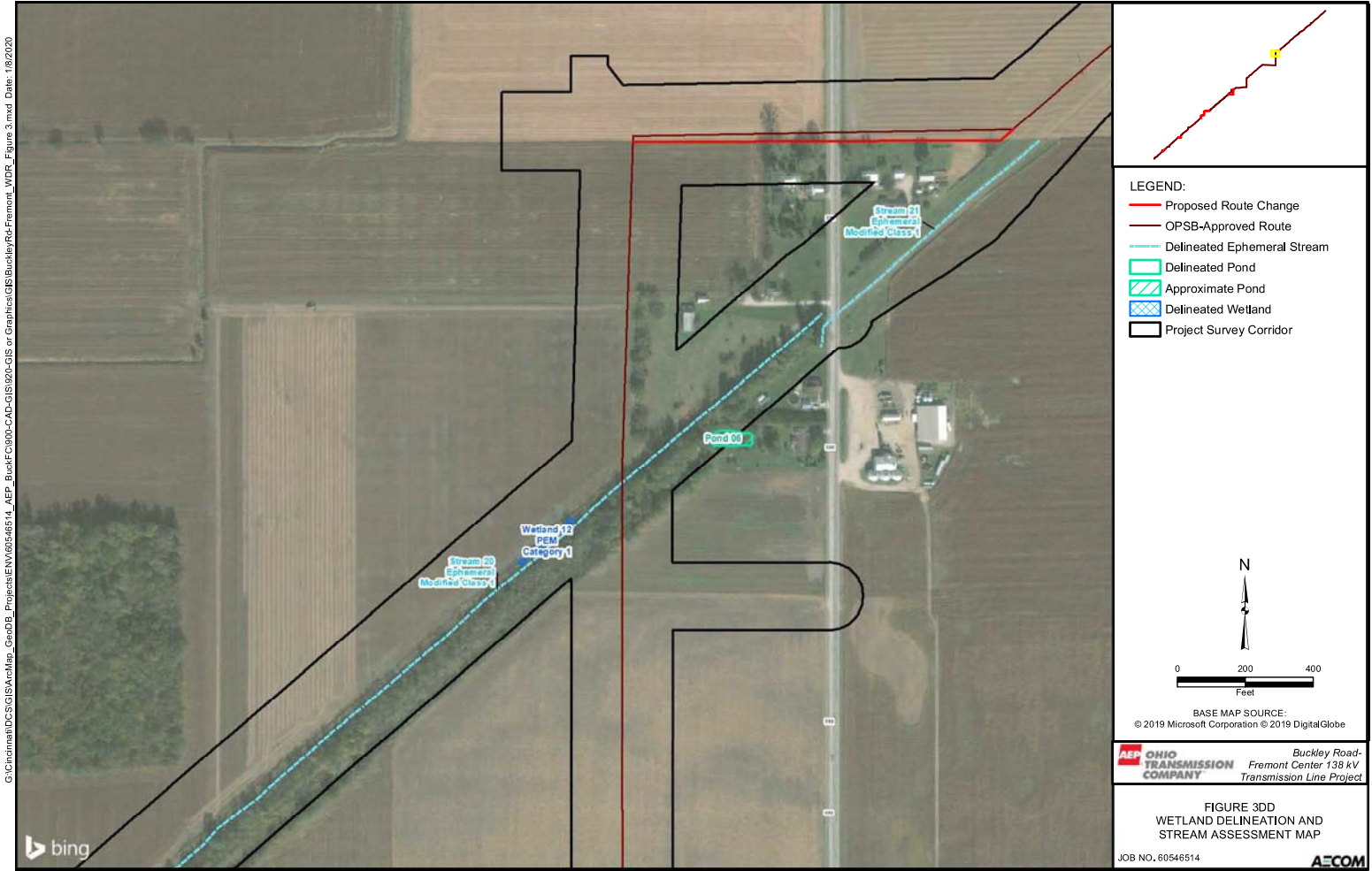
FIGURE 3Q
WETLAND DELINEATION AND
STREAM ASSESSMENT MAP

JOB NO. 60546514

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Case No(s). 20-0145-EL-BTA

Summary: Amended Application - Second Amendment to the Application to Ohio Power Siting Board for Clarification of Environmental Compatibility and Public Need (Buckley Road-Fremont Center) electronically filed by Tanner Wolfram on behalf of AEP Ohio Transmission Company, Inc.