

AGENCY CONTACT LIST

Letters describing the project and soliciting comments were sent to the following list of agency contacts. Examples of those letters are provided in Appendix J. The actual letters are available upon request.

Governmental agencies contacted by the Applicants. Examples of the letters are included in Appendix J.												
Letter	Grouping	Type of Agency	State	Agency Name	Contact first name	Contact last name	Title	Address 1	Address 2	City	State	Zip Code
X	water and wetland resources	Watershed	MN	Minnesota River Source Joint Powers Board				Chippewa County Courthouse, 629 N. 11th St		Montevideo	MN	56205
X	tribal resources	Tribal	MN	Upper Sioux Community	N. Scott	Larson		P.O. Box 147	2511 565th Street	Granite Falls	MN	56241
X	tribal resources	Tribal		Shakopee Mdewakanton Sioux Community	Stanley R	Crooks	Chairperson	2330 Sioux Trail NW		Prior Lake	MN	55372
X	tribal resources	Tribal	MN	Lower Sioux Indian Community Council	Shannon	Blue	President	39537 Res Highway 1	P.O. Box 308	Morton	MN	56270
X	water and wetland resources	State	MN	Yellow Medicine River Watershed District	Terry	Renken	District Administrator	122 N Jefferson		Minneota	MN	56264
X	natural resources	State	MN	Upper Minnesota Valley Regional Development Commission				323 W Schlieman Ave		Appleton	MN	56208
X	natural resources	State	MN	Region Nine Development Commission				410 Jackson Street	P.O. Box 3367	Mankato	MN	56002
X	water and wetland resources	State	MN	Prior Lake-Spring Lake Watershed District	Mike	Kinney	District Administrator	15815 Franklin Trail SE		Prior Lake	MN	55372-2926
X	natural resources and land interests	State	MN	Natural Heritage & Nongame Research Program MN DNR	John	Schladweiler	DNR Wildlife Manager	261 Hwy 15 South		New Ulm	MN	56073
X	natural resources and land interests	State	MN	Natural Heritage & Nongame Research Program MN DNR	Hannah	Dunevitz Texler	Regional Plant Ecologist	1200 Warner Rd.		St. Paul	MN	55106
X	transportation resources	State	MN	MnDOT, Metro District	Khani	Sahebjam	Metro District Engineer	Minnesota Department of Transportation Metropolitan District	Waters Edge Building 1500 W. County Road B-2	Roseville	MN	55113
X	transportation resources	State	MN	MnDOT, District 8 Headquarters	David G.	Trooien	District Engineer	2505 Transportation Road		Willmar	MN	56201
X	transportation resources	State	MN	MnDOT, District 7 Headquarters	Jim	Swanson	District Engineer	501 S. Victory Drive		Mankato	MN	56001
X	transportation resources	State	MN	MnDOT, District 6 HQ	Nelrae	Succio	District Engineer	2900 48th Street NW		Rochester	MN	55901
X	transportation resources	State	MN	MnDOT Central Office - Permits	Stacy	Kotch	Utility Transmission Rote Coordinator	Mail Stop 678	395 John Ireland Blvd	St. Paul	MN	55155
X	cultural resources	State	MN	Minnesota State Historic Preservation Office	Dennis	Gimmestad	Government Programs & Compliance Officer	345 Kellogg Blvd West		St. Paul	MN	55102
X	public lands	State	MN	Minnesota Dept. of Natural Resources Minnesota Valley State Park	Tamara	Simonich	Park Manager	19825 Park Boulevard		Jordan	MN	55352
X	wildlife resources and land interests	State	MN	Minnesota Dept. of Natural Resources	Dave	Schad	Director, Division of Fish and Wildlife	500 Lafayette Road		St. Paul	MN	55155-4045
X	wildlife resources and land interests	State	MN	Minnesota Dept. of Natural Resources	Richard	Baker	Endangered Species Environmental Review Supervisor	500 Lafayette Rd	Box 25	St. Paul	MN	55155
X	wildlife resources and land interests	State	MN	Minnesota Dept. of Natural Resources	Jeanine	Vorland	DNR Wildlife Manager	Rice Lake State Park		Owatonna	MN	55060
X	wildlife resources and land interests	State	MN	Minnesota Dept. of Natural Resources	Ken	Varland	Regional Wildlife Manager	261 Highway 15 South		New Ulm	MN	56703
X	wildlife resources and land interests	State	MN	Minnesota Dept. of Natural Resources	Diana	Regenschied	DNR Wildlife Manager	7151 190th St W	Room 135	Jordan	MN	55352
X	wildlife resources and land interests	State	MN	Minnesota Dept. of Natural Resources	Robert	Meyer	DNR Wildlife Manager	P.O. Box 111	1400 E. Lyon	Marshall	MN	56258
X	wildlife resources and land interests	State	MN	Minnesota Dept. of Natural Resources	Leroy	Dahlke	DNR Wildlife Manager	4566 Highway 71, Suite #1		Willmar	MN	56201
X	wildlife resources and land interests	State	MN	Minnesota Dept. of Natural Resources	Tim	Bremicker	Regional Wildlife Manager	1200 Warner Rd.		St. Paul	MN	55106
X	wildlife resources and land interests	State	MN	Minnesota Dept. of Natural Resources	Joel	Anderson	DNR Wildlife Manager	501 9th St		Nicollet	MN	56704
X	water and wetland resources and land interests	State	MN	Minnesota Dept. of Natural Resources	Jim	Sehl	Area Hydrologist	1400 E Lyon	Box 111	Marshall	MN	56258
X	water and wetland resources and land interests	State	MN	Minnesota Dept. of Natural Resources	Pat	Lynch	Area Hydrologist	1200 Warner Rd.		St. Paul	MN	55106
X	water and wetland resources and land interests	State	MN	Minnesota Dept. of Natural Resources	Rob	Collett	Area Hydrologist	Division of Waters	20596 Highway 7	Hutchinson	MN	55350
X	water and wetland resources	State	MN	Minnesota Dept. of Natural Resources	Rebecca	Wooden	Rivers and Shorelands Unit Supervisor	Division of Waters	500 Lafayette Road	St. Paul	MN	55155-4032
X	natural resources and land interests	State	MN	Minnesota Dept. of Natural Resources	Matt	Langan	Principal Planner	500 Lafayette Road	Box 25	St. Paul	MN	55155
X	natural resources and land interests	State	MN	Minnesota Dept. of Natural Resources	Paul	Purman	Regional Operations Supervisor	1200 Warner Rd.	Division of Lands and Minerals	St. Paul	MN	55106
X	natural resources and land interests	State	MN	Minnesota Dept. of Natural Resources	Lisa	Joyal	Endangered Species Environmental Review Coordinator	500 Lafayette Rd	Box 25	St. Paul	MN	55155
X	natural resources and land interests	State	MN	Minnesota Dept. of Natural Resources	Bob	Hobart	Regional Operations Supervisor	Division of Lands and Minerals	261 Highway 15 South	New Ulm	MN	56073-8915
X	natural resources and land interests	State	MN	Minnesota Dept. of Natural Resources	Marty	Vadis	Director, Lands and Minerals	500 Lafayette Road		St. Paul	MN	55155-4045
X	natural resources and land interests	State	MN	Minnesota Dept. of Natural Resources	Steve	Colvin	Manager, Environmental Management Group	500 Lafayette Road		St. Paul	MN	55155-4045
X	natural resources and land interests	State	MN	Minnesota Dept. of Natural Resources	Jeff	Miller	Assistant Area/Field Office Manager	4566 Highway 71, Suite #1		Willmar	MN	56201
X	natural resources and land interests	State	MN	Minnesota Dept. of Natural Resources	Todd	Kolander	Regional Environmental Assessment Ecologist	261 Hwy 15 South		New Ulm	MN	56073
X	natural resources and land interests	State	MN	Minnesota Dept. of Natural Resources	Wayne	Barstad	Regional Environmental Assessment Ecologist	1200 Warner Rd.		St. Paul	MN	55106
X	public lands	State	MN	Minnesota Dept of Natural Resources - Upper Sioux Agency State Park	Terri	Dinesen	Park Manager	5908 Highway 67		Granite Falls	MN	56241-3609
X	natural resources	State	MN	Mid-Minnesota Regional Development Commission				333 W 6th St		Willmar	MN	56201
X	regional issues	State	MN	Metropolitan Council	Phyllis	Hanson	Comprehensive Planning & Land Use Specialist	Metropolitan Council Data Center	390 N. Robert St.	St. Paul	MN	55101
X	regional issues	State	MN	Metropolitan Council	Jim	Uttley	Sector Representative	Metropolitan Council Center	390 N. Robert St.	St. Paul	MN	55101
X	water and wetland resources	State	MN	Lower Minnesota Watershed District	Terry	Schalbe	District Administrator	1600 Bavaria Rd		Chaska	MN	55318
X	water and wetland resources	State	MN	Lac qui Parle Yellow Bank Watershed District	Trudy	Hastad	District Administrator	600 6th St		Madison	MN	56256
X	water and wetland resources	State	MN	High Island Watershed District	Tom	Wilson	Attorney	PO Box 458		New Ulm	MN	56073
X	public lands	State	MN	Fort Ridgely State Park	Mark	Tjosaas	Park Manager	72158 County Road 30		Fairfax	MN	55332-9601

Letter	Grouping	Type of Agency	State	Agency Name	Contact first name	Contact last name	Title	Address 1	Address 2	City	State	Zip Code
X	public lands	State	MN	Flandreau State Park	Gary	Teipel	Park Manager	1300 Summit Ave		New Ulm	MN	56073-3664
X	agricultural resources	State	MN	Department of Agriculture	Bob	Patton		625 Robert Street North		St. Paul	MN	55155-2538
X	public lands	State	MN	Camden State Park	Bill	Dinesen	Park Manager	1897 Camden Park Road		Lynd	MN	56157
X	water and wetland resources	State	MN	Buffalo Creek Watershed District			District Administrator	PO Box 55		Glencoe	MN	55336
X	local issues	Organizations	MN	Friends of the Minnesota Valley	Lori	Nelson		9633 Lyndale Ave South		Bloomington	MN	55420-4230
X	local issues	Local	MN	Yellow Medicine Planning & Zoning Department	Randy	Jacobson	Zoning Administrator	1000 10th Ave	P.O. Box 675	Clarkfield	MN	56223
X	local issues	Local	MN	Yellow Medicine Planning & Zoning Department	Ryan	Krosh	County Administrator	Yellow Medicine County Courthouse	415 9th Ave Suite 102	Granite Falls	MN	56241
X	transportation resources	Local	MN	Yellow Medicine Highway Department	Andrew	Sander	Highway Engineer	1320 13th Street		Granite Falls	MN	57267
X	transportation resources	Local	MN	Sibley County Public Works	Darin	Mielke	Department Head	111 Eighth Street		Gaylord	MN	55334
X	local issues	Local	MN	Sibley County Environmental Services Department	Jeff	Majeski	Department Head	400 Court Avenue		Gaylord	MN	55334
X	local issues	Local	MN	Scott County Planning Department	Brad	Davis	Planning Manager	200 4th Ave. W		Shakopee	MN	55379
X	transportation resources	Local	MN	Scott County Highway Department	Craig	Jenson	Engineer	600 Country Trail East		Jordan	MN	55352
X	local issues	Local	MN	Rice County Planning & Zoning Department	Trent	McCorkell	Planning & Zoning Director	320 N.W. 3rd Street		Faribault	MN	55021
X	transportation resources	Local	MN	Rice County Highway Department	Dennis	Luebbe	County Engineer	610 NW 20th Street		Faribault	MN	55021
X	transportation resources	Local	MN	Renville County Public Works	Marlin	Larson	County Engineer	Office Building at 410 E. DePue Ave	Room 319	Olivia	MN	56277
X	local issues	Local	MN	Renville County Division of Environment & Community Development	Mark	Erickson	Director	Renville County Office Building, Room 311	410 East DePue Avenue	Olivia	MN	56277
X	transportation resources	Local	MN	Redwood County Highway Department	Ernie	Fiala	County Engineer	PO Box 6		Redwood Falls	MN	56283
X	local issues	Local	MN	Redwood County Environmental Office	Jon	Mitchell	Environmental Office Director	250 S. Jefferson	PO Box 130	Redwood Falls	MN	56283-0130
X	local issues	Local	MN	McLeod County Planning & Zoning Department	Larry	Gasow	Zoning Administrator	830 E 11th Street		Glencoe	MN	55336
X	transportation resources	Local	MN	McLeod County Highway Department	John	Brunkhorst	County Engineer	1400 Adams Street		Hutchinson	MN	55350
X	local issues	Local	MN	Lyon County Planning & Zoning Department	John	Biren	Planning & Zoning Director	504 Fairgrounds Road		Marshall	MN	56258
X	transportation resources	Local	MN	Lyon County Highway Department	Anita	Benson	County Engineer	504 Fairgrounds Road		Marshall	MN	56258
X	transportation resources	Local	MN	Lincoln County Highway Department	Lee	Amundson	County Engineer	221 North Wallace Avenue		Ivanhoe	MN	56142
X	local issues	Local	MN	Lincoln County Environmental Office	Robert	Olsen	Environmental Office Director	319 N. Rebecca	PO Box 29	Ivanhoe	MN	56142
X	transportation resources	Local	MN	Le Sueur County Highway Department	Darrell	Pettis	County Engineer	88 South Park Ave.		Le Center	MN	56057
X	local issues	Local	MN	Le Sueur County Environmental Services Department	Kathy	Brockway	Department Head	88 South Park Avenue		Le Center	MN	56057
X	local issues	Local	MN	Dakota County Office of Planning	John	Mertens	Senior Planner	14955 Galaxie Ave		Apple Valley	MN	55124-8579
X	local issues	Local	MN	Dakota County Office of Planning	George	Kinney	Environmental	14955 Galaxie Ave		Apple Valley	MN	55124-8579
X	transportation resources	Local	MN	Dakota County Highway Department	Mark	Krebsbach	Transportation Director/County Engineer	14955 Galaxie Ave		Apple Valley	MN	55124
X	transportation resources	Local	MN	Dakota County Highway Department	Gordon	McConnel	County Transportation Dept	14955 Galaxie Ave		Apple Valley	MN	55124
X	transportation resources	Local	MN	Carver County Highway Department	Roger	Gustaffson	County Engineer	11360 Hwy 212 West	Suite 1	Cologne	MN	55322
X	local issues	Local	MN	Carver County Administration Department	David	Drealan	Carver County Administrator	600 East 4th Street		Chaska	MN	55318
X	local issues	Local	MN	Brown County Planning & Zoning Department	Laine	Sletta	Zoning Administrator	PO Box 248		New Ulm	MN	56073-0248
X	transportation resources	Local	MN	Brown County Highway Department	Wayne	Stevens	County Engineer	1901 N. Jefferson Street		New Ulm	MN	56073
X	transportation resources	Local	SD	Brookings County Highway Department	Ted	Eggerbratten	Superintendent	422 Western Avenue		Brookings	SD	57006
X	natural resources and land interests	Federal	MN	USFWS Windom Wetland Management District	Mark	Vaniman	District Manager	49663 County Road 17		Windom	MN	56101
X	natural resources and land interests	Federal	MN	USFWS Twin Cities Ecological Field Office	Laurie	Fairchild	Field Biologist	USFWS	4101 East 80th Street	Bloomington	MN	55425
X	natural resources and land interests	Federal	MN	USFWS Twin Cities Ecological Field Office	Gary	Wege	Field Biologist	USFWS	4101 East 80th Street	Bloomington	MN	55425
X	natural resources and land interests	Federal	MN	USFWS Twin Cities Ecological Field Office	Tony	Sullins	Field Supervisor	USFWS	4101 East 80th Street	Bloomington	MN	55425
X	natural resources and land interests	Federal	MN	USFWS Twin Cities Ecological Field Office	Nick	Rowse	Field Biologist	USFWS	4101 East 80th Street	Bloomington	MN	55425
X	public lands	Federal	MN	USFWS Minnesota Valley Wetland Management District	Mike	Malling	District Manager	3815 American Blvd. East		Bloomington	MN	55425
X	wildlife resources and land interests	Federal	MN	USFWS	Lucinda	Ochoada	Federal Aid Review Coordinator	U.S. Fish and Wildlife Service, Bishop Henry Whipple Federal Building	1 Federal Drive	Ft. Snelling	MN	55111
X	wildlife resources and land interests	Federal	MN	USFWS	Rex	Johnson	Habitat and Population Evaluation Team	18965 County Highway 82 S		Fergus Falls	MN	56537
X	agricultural resources and land interests	Federal	MN	USDA/NRCS Waconia Service Center	Derrick	Johnson	District Conservationist	219 E FRONTAGE RD		WACONIA	MN	55387-1862
X	agricultural resources and land interests	Federal	MN	USDA/NRCS Sleepy Eye Service Center	Gregory	Tennant	District Conservationist	1229 CEDAR ST NE		SLEEPY EYE	MN	56085

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X	agricultural resources and land interests	Federal	MN	USDA/NRCS Redwood Falls Service Center	Dana	Raines	District Conservationist	1241 E BRIDGE ST	Suite C	REDWOOD FALLS	MN	56283
X	agricultural resources and land interests	Federal	MN	USDA/NRCS Olivia Service Center	Jeffrey	Kjorness	District Conservationist	1008 W LINCOLN AVE		OLIVIA	MN	56277-1251
X	agricultural resources and land interests	Federal	MN	USDA/NRCS Marshall Service Center	Jamie W	Thomazin	District Conservationist	1424 E COLLEGE DR		Marshall	MN	56258
X	agricultural resources and land interests	Federal	MN	USDA/NRCS Le Center Service Center	Steve	Breaker	District Conservationist	181 W MINNESOTA ST		LE CENTER	MN	56057
X	agricultural resources and land interests	Federal	MN	USDA/NRCS Jordan Service Center	Stanley	Wendland	District Conservationist	7151 W 190th Street		Jordan	MN	55352-2103
X	agricultural resources and land interests	Federal	MN	USDA/NRCS Jordan Service Center	Katundra	Shears	Disrict Conservationist	7157 W 190th St.	Suite 125	Jordan	MN	55352
X	agricultural resources and land interests	Federal	MN	USDA/NRCS Ivanhoe Service Center	Dennis N	Johnson	District Conservationist	320 N HAROLD ST		Ivanhoe	MN	56124
X	agricultural resources and land interests	Federal	MN	USDA/NRCS Glencoe Service Center	Lisa	Buckner	District Conservationist	2570 9TH ST E		GLENCOE	MN	55336
X	agricultural resources and land interests	Federal	MN	USDA/NRCS Gaylord Service Center	John	Dotolo Jr.	District Conservationist	111 6TH ST		GAYLORD	MN	55334
X	agricultural resources and land interests	Federal	MN	USDA/NRCS Farmington Service Center	Michelle	Wohlers	District Conservationist	4100 220TH ST W	SUITE 103	Farmington	MN	55024
X	agricultural resources and land interests	Federal	MN	USDA/NRCS Fairbault Service Center	Thomas	Coffman	District Conservationist	1810 30TH ST NW	SUITE 1	FARIBAULT	MN	55021-1843
X	agricultural resources and land interests	Federal	MN	USDA/NRCS Clarkfield Service Center	Cheryl A	Isder	District Conservationist	1000 10th Avenue		Clarkfield	MN	56223
X	transportation resouces	Federal	MO	U.S. Coast Guard	Roger	Wiebusch	Bridge Administrator	Eighth Coast Guard District	1222 Spruce Street	St. Louis	MO	63103-2832
X	water and wetland resources	Federal	MN	U.S. Army Corps of Engineers, St. Paul District, Attn: CO-R	Robert	Whiting	Branch Chief	190 Fifth Street East		St. Paul	MN	55101-1638
X	water and wetland resources	Federal	MN	U.S. Army Corps of Engineers - St. Paul District, Attn: OP-R	Dave	Studenski	Project Manager	1114 South Oak Street		La Crescent	MN	55947-1338
X	water and wetland resources	Federal	MN	U.S. Army Corps of Engineers - St. Paul District	Tamara	Cameron	Regulatory Branch	190 Fifth Street East		St. Paul	MN	55101-1630
X	natural resources and land interests	Federal	NE	National Park Service Nationwide Rivers Inventory	Sue	Jennings	Environmental Compliance Contact	Midwest Regional Office	601 Riverside Drive	Omaha	NE	68102
X	public lands	Federal	MN	Minnesota Valley National Wildlife Refuge			Refuge Manager	3815 American Blvd. East		Bloomington	MN	55425
X	public lands	Federal	MN	Litchfield Wetland Management District	Scott	Glup	District Manager	22274 615th Avenue		Litchfield	MN	55355
X	agricultural resources and land interests	Federal	MN	Farm Service Agency	Jeff	Johnson	Environmental Coordinator	1005 High Avenue	Box 994	Willmar	MN	56201
X	agricultural resources and land interests	Federal	MN	Farm Service Agency	Greg	Anderson	Director of Conservation Programs	375 Jackson Street	Suite 400	St. Paul	MN	55101
X	local issues	Cities - In	MN	Hendricks Economic Development Authority	Rolland	Digre	HEDA Chair	P.O. Box 167		Hendricks	MN	56136
X	local issues	Cities - In	MN	City of Wood Lake	Laurie	Gabert	City Clerk	PO Box 115		Wood Lake	MN	56297
X	local issues	Cities - In	MN	City of Winthrop	Dean	Pederson	Acting City Administrator	305 N. Main St.	PO Box Y	Winthrop	MN	55396
X	local issues	Cities - In	MN	City of Vesta	Valerie	Jordan	City Clerk	PO Box 214		Vesta	MN	56292
X	local issues	Cities - In	MN	City of Seaforth	Pam	Sheeran	City Clerk	23395 295th St.		Wabasso	MN	56293
X	local issues	Cities - In	MN	City of Sacred Heart	Kathleen	Oakland	City Clerk	PO Box 128		Sacred Heart	MN	56285
X	local issues	Cities - In	MN	City of Renville	Paul	McLaughlin	City Administrator	PO Box 371		Renville	MN	56284
X	local issues	Cities - In	MN	City of Redwood Falls	Keith	Muetzel	City Administrator	334 S Washington St	PO Box 10	Redwood Falls	MN	56283
X	local issues	Cities - In	MN	City of Norwood Young America	Tom	Simmons	City Administrator	PO Box 59		Norwood Young America	MN	55368
X	local issues	Cities - In	MN	City of Northfield	Dan	Olson	Planning Commission	801 Washington Street		Northfield	MN	55057
X	local issues	Cities - In	MN	City of New Trier	Kathy	Fritz	City Clerk	City of New Trier	8540 240th St E	Hampton	MN	55031
X	local issues	Cities - In	MN	City of New Prague	Grant	Gengel	Planning Commission	118 Central Avenue North		New Prague	MN	56071
X	local issues	Cities - In	MN	City of Marshall	Mark	Hanson	Economic Develpoment Director	344 West Main Street		Marshall	MN	56258
X	local issues	Cities - In	MN	City of Marshall	Dale	Howe	Public Works - Building Inspection/Planning/Zoning Personnel	344 West Main Street		Marshall	MN	56258
X	local issues	Cities - In	MN	City of Marshall	Brad	Roos	Marshall Director of Utilities	113 S 4th Street		Marshall	MN	56258
X	local issues	Cities - In	MN	City of Marshall	Glen	Olson	Public Works - Building Inspection/Planning/Zoning Personnel	344 West Main Street		Marshall	MN	56258
X	local issues	Cities - In	MN	City of Lynd	Faye	Angrimson	City Clerk	PO Box 86		Lynd	MN	56157
X	local issues	Cities - In	MN	City of Lonsdale	Joel	Erickson	City Administrator	415 Central Street W	PO Box 357	Lonsdale	MN	55046
X	local issues	Cities - In	MN	City of Le Sueur	Tana	Nereson	Planning Director	203 South Second Street	PO Box 176	Le Sueur	MN	56058
X	local issues	Cities - In	MN	City of Ivanhoe	Ila	Bradley	City Hall	401 North Harold St		Ivanhoe	MN	56142
X	local issues	Cities - In	MN	City of Hendricks			City Hall	PO Box 86		Hendricks	MN	56136
X	local issues	Cities - In	MN	City of Henderson			City Offices Attn: Mayor Swenson	600 Main St	P.O. Box 433	Henderson	MN	56044
X	local issues	Cities - In	MN	City of Heidelberg	Milie	Odenthal	City Clerk	31552 181st Ave		Heidelberg	MN	56071
X	local issues	Cities - In	MN	City of Hazel Run	Dorris	Martin	City Clerk	431 1st St.		Hazel Run	MN	56241
X	local issues	Cities - In	MN	City of Hanley Falls	Patty	Savoy	City Clerk	City of Hanley Falls	PO Box 125	Hanley Falls	MN	56245
X	local issues	Cities - In	MN	City of Hampton	City	Clerk		PO Box 128		Hampton	MN	55031

Letter	Grouping	Type of Agency	State	Agency Name	Contact first name	Contact last name	Title	Address 1	Address 2	City	State	Zip Code
X	local issues	Cities - In	MN	City of Hamburg	Jeremy	Greunhagen	City Administrator	City of Hamburg	181 Broadway Ave.	Hamburg	MN	55339
X	local issues	Cities - In	MN	City of Green Isle	Paula	Geisler	City Clerk	PO Box 275		Green Isle	MN	55338
X	local issues	Cities - In	MN	City of Granite Falls	Bill	Lavin	City Manager	885 Pretice St.		Granite Falls	MN	56241
X	local issues	Cities - In	MN	City of Gibbon	Jim	Berger	City Administrator	100 Park Drive	PO Box 106	Gibbon	MN	55335
X	local issues	Cities - In	MN	City of Ghent	Gary	Laleman	Public Works/Maintenece	PO Box 97		Ghent	MN	56239
X	local issues	Cities - In	MN	City of Gaylord	Lori	Doering	Secretary/Billing Clerk		PO Box 987	Gaylord	MN	55344
X	local issues	Cities - In	MN	City of Franklin	Wendy	Pederson	City Clerk	PO Box 326		Franklin	MN	55333
X	local issues	Cities - In	MN	City of Fairfax	Marcia	Seibert-Volz	City Clerk	112 SE 1st Street	P.O. Box K	Fairfax	MN	55332
X	local issues	Cities - In	MN	City of Elko New Market	Henry	Zweber	Planning Commission	601 Main Street	P.O. Box 99	Elko New Market	MN	55054
X	local issues	Cities - In	MN	City of Danube	Veva	Mittlestead	City Clerk	PO Box 397		Danube	MN	56230
X	local issues	Cities - In	MN	City of Cottonwood	Gregory	Isaackson	City Hall	86 W Main St		Cottonwood	MN	56229
X	local issues	Cities - In	MN	City of Cologne	John	Douville	City Administrator	PO Box 120		Cologne	MN	55322
X	local issues	Cities - In	MN	City of Biscay	Paula	Brecht	City Clerk	435 Grant St.		Glencoe	MN	55336
X	local issues	Cities - In	MN	City of Belle Plaine	Peter	Anderly	Planning and Zoning Commission Council Liaison	218 NORTH MERIDIAN ST.	P.O. BOX 129	Belle Plaine	MN	56011
X	local issues	Cities - In	MN	City of Arlington	Cynthia	Smith-Strack	Planning and Zoning Official	204 Shamrock Drive		Arlington	MN	55307
X	local issues	Cities - In	MN	City of Arco	Tammy	Guza	City Clerk	2736 190th Ave		Ivanhoe	MN	56142
X	local issues	Cities - Adjacent	MN	City of Wabasso				1429 Front St.	PO Box 60	Wabasso	MN	56293
X	local issues	Cities - Adjacent	MN	City of Taunton				PO Box 337		Taunton	MN	56291
X	local issues	Cities - Adjacent	MN	City of Russell				106 River St	PO Box 357	Russell	MN	56169
X	local issues	Cities - Adjacent	MN	City of Randolph				4365 292nd St E	PO Box 68	Randolph	MN	55065
X	local issues	Cities - Adjacent	MN	City of Plato				PO Box 7		Plato	MN	55370
X	local issues	Cities - Adjacent	MN	City of Olivia				1009 W Lincoln Ave		Olivia	MN	56277
X	local issues	Cities - Adjacent	MN	City of New Auburn				8303 8th Ave	PO Box 127	New Auburn	MN	55366
X	local issues	Cities - Adjacent	MN	City of Morton				221 W 2nd St	PO Box 127	Morton	MN	56270
X	local issues	Cities - Adjacent	MN	City of Morgan				119 Vernon Ave	PO Box 27	Morgan	MN	56266
X	local issues	Cities - Adjacent	MN	City of Montgomery	Steve	Helget	City Administrator	201 Ash Ave SW	PO Box 78	Montgomery	MN	56069
X	local issues	Cities - Adjacent	MN	City of Minneota				129 E 1st St	PO Box 307	Minneota	MN	56264
X	local issues	Cities - Adjacent	MN	City of Milroy				410 Euclid Ave	PO Box 9	Milroy	MN	56263
X	local issues	Cities - Adjacent	MN	City of Lucan				PO Box 7		Lucan	MN	56255
X	local issues	Cities - Adjacent	MN	City of Lester Prairie				37 Juniper St N	PO Box 66	Lester Prairie	MN	55354
X	local issues	Cities - Adjacent	MN	City of Lafayette				700 9th St	PO Box 375	Lafayette	MN	56054
X	local issues	Cities - Adjacent	MN	City of Hector				PO Box 457		Hector	MN	55342
X	local issues	Cities - Adjacent	MN	City of Glencoe				630 10th St E		Glencoe	MN	55336
X	local issues	Cities - Adjacent	MN	City of Farmington				325 Oak St		Farmington	MN	55024
X	local issues	Cities - Adjacent	MN	City of Dundas				219 Railway St N	PO Box 70	Dundas	MN	55019
X	local issues	Cities - Adjacent	MN	City of Carver	Cindy	Olness		316 Broadway	PO Box 147	Carver	MN	55315
X	local issues	Cities - Adjacent	MN	City of Bird Island				660 Birch Ave	PO Box 130	Bird Island	MN	55310

**EXAMPLE AGENCY CONTACT LETTER
MARCH 2008**



March 25, 2008

Address

RE: CapX 2020 345 kV Transmission Line, Brookings County to southeast Twin Cities Project
Brookings County, South Dakota; Lincoln, Lyon, Redwood, Yellow Medicine, Renville,
Brown, McLeod, Chippewa, Sibley, Le Sueur, Rice, Carver, Scott and Dakota counties,
Minnesota

Greeting:

On behalf of the CapX 2020 Utilities, HDR Engineering, Inc. (HDR) requests your review of the above-mentioned project for potential effects on resources and land interests. The Brookings County to Southeast Twin Cities Project (Project) is in the midst of the route selection process. Exact route locations have not yet been established, but potential corridors have been identified based on agency and public involvement over the past three months. HDR continues to gather data on behalf of the CapX 2020 Utilities for the preparation of a Route Permit application to the Minnesota Public Utilities Commission (PUC) in accordance with the full permitting process under Minnesota Rule 7849.5200. We plan to meet with agencies and the public several more times before our route is finalized.

This letter is intended to update you with locations of the potential corridors and give you the opportunity to voice any concerns you may have at this stage of the route selection process. Background information and details about the Project may be found in the Configuration and Structure Description Letter, which is included on the CD enclosed with this letter. More information is also available at www.capx2020.com. We invite you to forward this letter to your colleagues as appropriate in your office or agency.

At this time, CapX will no longer consider the northerly alternative corridor (Granite Falls to West Waconia) as a viable option for the proposed Brookings to SE Twin Cities transmission line. Additional studies are underway that may result in an upgrade of the existing 230 kV transmission line (between Minnesota Valley substation and Blue Lake substation in Scott County) to accommodate future renewable generation. The proposed corridor is preferred as it allows a connection into the Franklin area and also a better connection into the Helena substation area. This would allow improved local reliability.

Since the start of 2008, CapX representatives have met with local agency officials, planners, engineers, and environmental managers from all counties in the Project area. Over 300 landowners and other members of the public were invited to work group meetings to discuss their concerns regarding transmission line routing. Conjointly, meetings and coordination with state and federal agencies are ongoing. Data analyses supplement these meetings, including assessing potential Minnesota River crossing locations.

From this research and coordination effort, several potential route corridors 1.5 to 4.5 miles wide have been selected for further consideration. These corridors are shown on the maps included on the

enclosed CD. Several factors are considered when selecting corridors. Comments from agencies, landowners, and interested members of the public were considered and observed as much as practicable. A summary of these comments from our first round of public involvement is also included on the CD.

The route selection process will continue through this Fall 2008 when we plan to file our route application with the Public Utilities Commission. We will be holding additional public open house meetings the weeks of March 24th and March 31st. In addition, we will have additional work group sessions in late May and early June, and additional open houses in July. Once routes have been developed, we will try to meet with you via conference call or in person in the June timeframe. If you require further information or have questions regarding this matter, please call me at (763) 591-5478. We value your comments as we continue to work with you through the route selection process.

Sincerely,

HDR Engineering, Inc.



Angela Piner
Environmental Scientist

Enclosures:

CD containing the following:

- A copy of this letter (BRTC_032508_UpdateLetter_Final_r)
- Configuration Description Letter (ConfigDescription_032508.pdf)
- Summary of First Round Public Involvement (WorkGroup1Summaries.pdf)
- Public Meetings Update Newsletter (March.Brookings.Newsletter3.pdf)
- Maps
 - Project Overview Map (overview_map1.pdf)
 - Area Aerial Photograph Maps (Area Aerial Photograph Maps Folder)

cc: Craig Poorker, Great River Energy
Carole Schmidt, Great River Energy



Delivering electricity you can rely on

Proposed System Configuration and Structure Descriptions Summary

CapX 2020 345-kV Transmission Line, Brookings County, SD to southeast Twin Cities

Proposed Configurations

The proposed CapX 2020 345 kilovolt (kV) Transmission Line, Brookings County to southeast Twin Cities Project (Project), would involve constructing approximately 200 miles of a 345 kV transmission line between the existing Brookings Substation in South Dakota and a new Hampton Corner Substation in central Dakota County, Minnesota. Specific routes have not yet been determined. To the extent practicable, the transmission line would be within or parallel to existing rights-of-way that include transmission lines and transportation corridors. This overview description serves to characterize potential transmission line routing areas. Figure 1 shows a map of the proposed configuration.

From the Brookings Substation, the proposed transmission line would run east as a single-circuit transmission line (Figure 2) toward the Marshall, MN area where it would connect with the Lyon County Substation east of Marshall. Continuing east, the line would cross the Upper Minnesota River near Franklin, MN. Depending on how the Project crosses the Upper Minnesota River, the transmission line would connect with the existing Franklin Substation or a new substation in the Franklin area. The Project would continue east crossing the Lower Minnesota River, generally between Le Sueur and Belle Plaine, before connecting with a new substation (Helena Substation) to be located along the existing 345 kV transmission line, west of New Prague. The Project would use a double-circuit configuration (Figure 3) between the Lyon County substation and the new Helena Substation.

From the Helena Substation the transmission line would head east as a single circuit transmission line to the existing Lake Marion Substation or it would connect with a new substation along the existing 115 kV transmission line, east of Elko/New Market. From the Lake Marion area, the Project would continue east to Dakota County, and would connect at a new substation located near the existing 345 kV transmission line in Hampton Township.

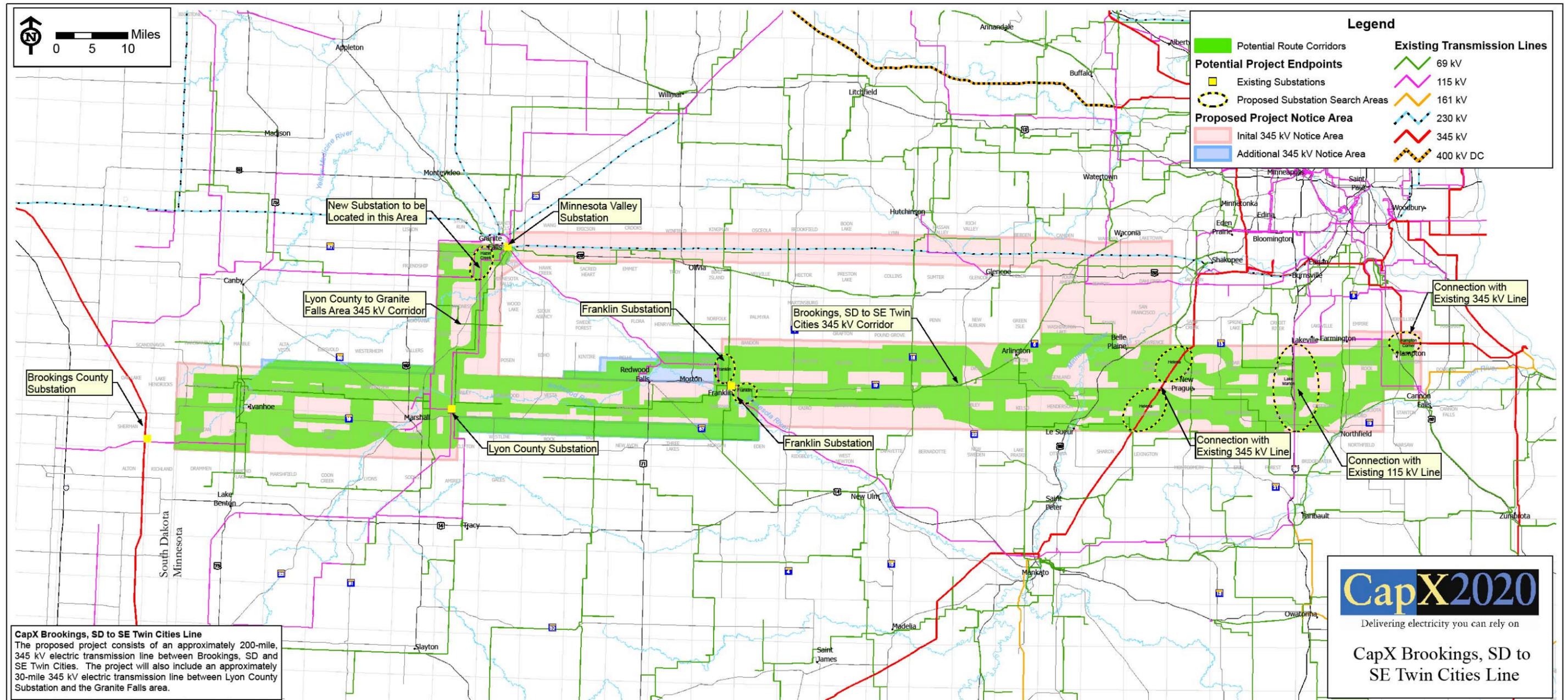
The Project also includes a new 30-mile, single circuit 345 kV transmission line, running from the existing Lyon County Substation east of Marshall, MN, north to the proposed Hazel Creek Substation southwest of Granite Falls. From the Hazel Creek Substation, the transmission line would head northeast to the existing Minnesota Valley Substation located on the east side of the Minnesota River. The transmission line would be operated at 230 kV from Hazel Creek Substation to Minnesota Valley Substation, but will be constructed to be operated at 345 kV.

At this time, we will no longer consider the northerly alternative corridor (Granite Falls to West Waconia) as a viable option for the proposed Brookings to SE Twin Cities transmission line. Additional studies are underway that may result in an upgrade of the existing 230 kV transmission line (between Minnesota Valley substation and Blue Lake substation in Carver County) to accommodate future renewable generation. Our proposed corridor is preferred as it allows a connection into the Franklin area and also a better connection into the Helena substation area. This would allow improved local reliability.

We will be holding additional public open house meetings the weeks of March 24th and March 31st. In addition, we will have additional work group sessions in late May and early June, and additional open houses in July. We expect to file a route application with the Public Utilities Commission in the Fall of 2008.

Please contact Craig Poorker, Routing Team Lead at Great River Energy, with questions or comments at 763-241-2367 or 888-473-2279, cpoorker@greenergy.com or brookingsinfo@capx2020.com.

Figure 1: Proposed Configuration Map



Proposed Structures

Single circuit and double circuit structures are proposed for the Project (Figures 2 and 3). These poles are made of self-weathering or galvanized steel and will be placed on concrete foundations. The right-of-way required for the structures is 150 feet (75 feet on either side of the centerline of the transmission line). Spans (or distance) between the structures range from 800 to 1,000 feet long. Single circuit structures (Figure 2) vary in height from 120 to 150 feet. Double circuit structures (Figure 3) vary from 140 to 170 feet tall.

Figure 2:

Typical 345-kV single circuit structure



Figure 3:

Typical 345-kV double circuit structure



**EXAMPLE AGENCY CONTACT LETTER
NOVEMBER 2008**

November 3, 2008

Ken Powell
Senior Wetland Specialist
BWSR
520 Lafayette Road N.
Saint Paul, MN 55155

RE: CapX 2020 345 kV Transmission Line, Brookings County to Southeast Twin Cities Project
Lincoln, Lyon, Redwood, Yellow Medicine, Renville, Brown, Chippewa, Sibley, Le Sueur,
Rice, Scott, and Dakota counties, Minnesota

Dear Ken Powell:

On behalf of the CapX 2020 Utilities, HDR Engineering, Inc. (HDR) requests your review of the above-mentioned project for potential effects on wetland resources. HDR is taking this final opportunity to gather comments on behalf of the CapX 2020 Utilities prior to Route Permit application (Application) submittal (Minnesota Rules 7849.5010 through 7849.7110).

The Minnesota Public Utilities Commission (PUC) requires applicants to propose two routes in the Application. This letter is intended to update you with locations of the two routes and give you the opportunity to provide comments. The attached maps identify the route options. More detailed maps may be provided, if requested. We will address any agency comments received by **November 21, 2008** in the Application. After this date, we encourage you to submit comments to the PUC once the Application has been submitted. We anticipate the application will be submitted in late 2008. Once the Application is submitted, a notice letter will be sent to all involved agencies and landowners along the routes. Additionally, CapX 2020 will be mailing a project update to all individuals on the mailing list when the Application is filed.

Great River Energy has led all the public and agency meetings that have taken place thus far in a pre-Application outreach and coordination effort. Great River Energy, along with other CapX 2020 representatives, held over 35 public meetings across the Project area. Three rounds of open house meetings informed all members of the public of the Project and involved them in the route selection process. Two rounds of work group meetings targeted active community members (landowners, local and state agency officials, county and township officials, etc.) holding diverse views to discuss detailed route selection. In all, over 1900 landowners, members of the public, and other stakeholders discussed their concerns regarding transmission line routing. Conjointly, over 30 meetings with local governments and state and federal agencies ensured appropriate coordination throughout the routing process.

The PUC will begin the state review process when the CapX team submits the Application. This year-long process includes public scoping meetings, development of a draft Environmental Impact Statement (EIS), a public comment period, public informational meetings, public hearings with an Administrative Law Judge (ALJ), and the development of a Final Environmental Impact Statement

(FEIS). When the FEIS is complete and the report from the ALJ is received, the PUC will make the final route determination. The PUC's final route determination may differ from that proposed by the CapX team and what appears on the included maps, so we encourage you to participate throughout the process.

All wetland information provided is preliminary and no wetland delineations have been conducted at this time. Per your request at our meeting held on August 12, 2008, county maps that identify preliminary wetland information and highlight wetlands that may not be able to be spanned with typical structures are enclosed. The maps also identify the known CREP and RIM lands. With an average span length of 1,000 ft, the majority of wetlands can be spanned to avoid impacts. The PUC may approve a different route than that submitted in the Application. Once the PUC approves a route and preliminary engineering has been completed, permit applications will be submitted to the appropriate local governmental units for unavoidable wetland impacts.

Please **provide comments by November 21, 2008** to allow time for the Project team to address your comments in the Application. We invite you to forward this letter to your colleagues as appropriate in your office or agency. Further Project information is available at www.capx2020.com. As always, if you require further information or have questions regarding this matter, please call me at (763) 591-5478. We value your comments as we continue to work with you through the route selection process, and look forward to the steps ahead.

Sincerely,

HDR Engineering, Inc.



Angela Piner
Environmental Scientist

Enclosures: Proposed Route Maps

cc: Craig Poorker, Great River Energy
Carole Schmidt, Great River Energy

**EXAMPLE AGENCY CONTACT LETTER
NOVEMBER 2007**



November 27, 2007

Todd Kolander
Minnesota Dept. of Natural Resources
261 Hwy 15 South
New Ulm, MN 56073

RE: CapX 2020 345 kV Transmission Line, Brookings County to southeast Twin Cities Project
Brookings County, South Dakota; Lincoln, Lyon, Redwood, Yellow Medicine, Renville, Brown, McLeod, Chippewa, Sibley, Le Sueur, Rice, Carver, Scott and Dakota counties, Minnesota

Dear Todd Kolander:

On behalf of the CapX 2020 Utilities, HDR Engineering, Inc. (HDR) requests your review of the above-mentioned project for potential effects on natural resources. The Brookings County to southeast Twin Cities Project (Project) is in the preliminary stages of planning and design; exact route locations have not yet been established. HDR is currently gathering data on behalf of the CapX 2020 Utilities for the preparation of a Route Permit application to the Minnesota Public Utilities Commission (PUC) in accordance with the full permitting process under Minnesota Rule 7849.5200. We plan to meet with agencies and the public several times before our route is finalized. This letter is intended to inform you of the likely areas affected and to give you the opportunity to voice any concerns you may have at this preliminary stage of information gathering.

The proposed Project would involve construction of a 345 kV transmission line between the existing Brookings County, South Dakota, Substation and a new Hampton Corner Substation in central Dakota County, Minnesota (Figure 1 and attached Tables). The 200-mile transmission line would be comprised of single or double circuit structures running between existing and new substations. To the extent practicable, the transmission line would be within or parallel to existing rights-of-way that include transmission lines and transportation corridors. The Project also includes a 30-mile, 345 kV transmission line, running from the Lyon County Substation near Marshall, MN north to the proposed Hazel Creek Substation southwest of Granite Falls. From this point a 230 kV transmission line would run for approximately ten miles to the existing Minnesota Valley Substation on the easterly side of the Minnesota River.

This proposed Project's electrical system configuration features three Minnesota River crossings. There would be two 345 kV crossings; the first would likely occur south of Franklin, MN and the other generally between the communities of Belle Plaine, MN and Le Sueur, MN. The third crossing would be a 230 kV crossing in the Granite Falls area. In each case, a crossing would be selected to minimize impacts to the river channel and riparian corridor.

An alternative electrical system configuration would eliminate the transmission line connection between the Lyon County Substation and the proposed substation located approximately ten miles west of New Prague, Minnesota. In this case, the transmission line would cross the Minnesota River near Granite Falls and run east, parallel to the existing Granite Falls to Black Dog 230 kV transmission line, generally along Trunk Highway 212 to the West Waconia Substation located southwest of Waconia, MN. From there, the transmission line would run south, crossing the Minnesota River near Belle Plaine. After crossing the river the line would run east along the proposed route to the new Hampton Corner Substation. Under this configuration, only two river crossings would be necessary.

Because this project is multi-dimensional in scope, we would like the opportunity to speak with you in person about your issues and concerns. We will contact you soon to schedule meetings and to give you an overview of the Project scope and schedule. If you require further information or have questions regarding this matter, please call me at (763) 591-5478. We look forward to working with you through the route selection process.

Sincerely,

HDR Engineering, Inc.



Angela Piner
Environmental Scientist

Enclosures: Project Location Map
Township and Range Tables

cc: Craig Poorker, Great River Energy
Carole Schmidt, Great River Energy

Table 1. Proposed Brookings to Twin Cities Route location, CapX 2020 Utilities Project

County	Township Name	Township (N)	Range (W)
Brookings	Lake Hendricks	112	47
	Richland	111	47
Lincoln	Hendricks	112	46
	Shaokatan	111	46
	Royal	112	45
	Ash Lake	111	45
	Limestone	112	44
	Lake Stay	111	44
	Lyon	Nordland	112
Island Lake		111	43
Grandview		112	42
Lynd		111	42
Fairview		112	41
Lake Marshall		111	41
Lucas		113	40
Stanley		112	40
Clifton		111	40
Yellow Medicine		Hazel Run	115
	Sandnes	114	40
	Minnesota Falls	115	39
	Wood Lake	114	39
	Posen	113	39
Redwood	Underwood	112	39
	Vesta	112	38
	Sheridan	112	37
	Redwood Falls	112	36
	Paxton	112	35
	Sherman	112	34
Renville	Birch Cooley	113	34
	Bandon	113	33
	Camp	112	33
	Wellington	113	32
	Cairo	112	32
Sibley	Moltke	113	31
	Severance	112	31
	Bismarck	113	30
	Cornish	112	30
	Transit	113	29
	Alfsborg	112	29
	Dryden	113	28
	Sibley	112	28

County	Township Name	Township (N)	Range (W)
	Arlington	113	27
	Kelso	112	27
	Washington Lake	114	26
	Jessenland	113	26
	Henderson	112	26
	Faxon	114	25
Le Sueur	Tyrone	112	25
	Derrynane	112	24
	Lanesburgh	112	23
Scott	Blakeley	113	25
	Belle Plaine	113	24
	Helena	113	23
	Cedar Lake	113	22
	New Market	113	21
Rice	Wheatland	112	22
	Webster	112	21
Dakota	Eureka	113	20
	Greenvale	112	20
	Empire	114	19
	Castle Rock	113	19
	Waterford	112	19
	Vermillion	114	18
	Hampton	113	18

Table 2. Alternative Brookings to Twin Cities Route location, CapX 2020 Utilities Project

County	Township Name	Township (N)	Range (W)
Brookings	Lake Hendricks	112	47
	Richland	111	47
Lincoln	Hendricks	112	46
	Shaokatan	111	46
	Royal	112	45
	Ash Lake	111	45
	Limestone	112	44
	Lake Stay	111	44
	Lyons	Nordland	112
Island Lake		111	43
Grandview		112	42
Lynd		111	42
Fairview		112	41
Lake Marshall		111	41
Lucas		113	40
Stanley		112	40
Clifton		111	40
Yellow Medicine	Hazel Run	115	40
	Sandnes	114	40
	Minnesota Falls	115	39
	Wood Lake	114	39
	Posen	113	39
Chippewa	Granite Falls	116	39
Renville	Wang	116	38
	Hawk Creek	115	38
	Ericson	116	37
	Sacred Heart	115	37
	Crooks	116	36
	Emmet	115	36
	Winfield	116	35
	Troy	115	35
	Kingman	116	34
	Bird Island	115	34
	Osceola	116	33
	Melville	115	33
	Brookfield	116	32
	Hector	115	32
	Boon Lake	116	31
Preston Lake	115	31	

County	Township Name	Township (N)	Range (W)
McLeod	Lynn	116	30
	Collins	115	30
	Hassan Valley	116	29
	Sumter	115	29
	Rich Valley	116	28
	Glencoe	115	28
	Bergen	116	27
	Helen	115	27
Carver	Camden	116	26
	Young America	115	26
	Waconia	116	26
	Benton	115	25
	Laketown	116	24
	Dahlgren	115	24
Sibley	Washington Lake	114	26
	Jessenland	113	26
	Henderson	112	26
	Faxon	114	25
Le Sueur	Tyrone	112	25
	Derrynane	112	24
	Lanesburg	112	23
Scott	St. Lawrence	114	26
	Blakeley	113	25
	Belle Plaine	113	24
	Helena	113	23
	Cedar Lake	113	22
	New Market	113	21
Rice	Wheatland	112	22
	Webster	112	21
Dakota	Eureka	113	20
	Greenvale	112	20
	Empire	114	19
	Castle Rock	113	19
	Waterford	112	19
	Vermillion	114	18
	Hampton	113	18

WRITTEN COMMENTS RECEIVED FROM AGENCIES



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
SOUTH DAKOTA REGULATORY OFFICE
28563 POWERHOUSE ROAD, ROOM 118
PIERRE, SOUTH DAKOTA 57501-6174

August 7, 2008

South Dakota Regulatory Office
28563 Powerhouse Road, Room 118
Pierre, South Dakota 57501

RECEIVED

AUG 11 2008

HDR Engineering, Inc.

HDR Engineering, Inc.
Attn: Angela Piner
701 Xenia Avenue South
Minneapolis, Minnesota 55416-3636

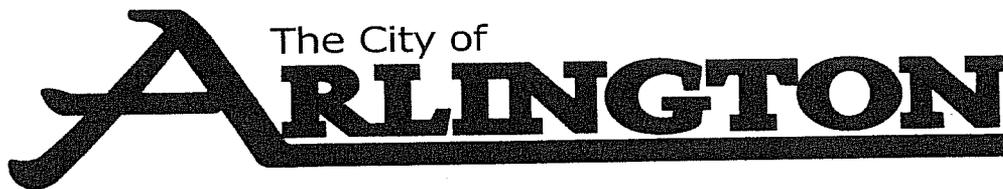
Dear Ms. Piner,

Reference is made to the preliminary information received August 7, 2008, concerning Department of the Army authorization requirements for the proposed CAPX 345kV Transmission Line Project in Brookings County, South Dakota.

The Corps' jurisdiction is derived from Section 404 calls for Federal regulation of the discharge of dredged or fill material into certain waterways, lakes and/or wetlands, (i.e. waters of the United States). If the proposed project involves either the discharge of dredged or fill material into waters subject to Federal regulation, it is requested that the project proponent submit an application for a Department of the Army permit.

Enclosed is the necessary application form (ENG Form 4345). When completing the application form, we would request from the applicant (a) a detailed description of the work activity [i.e., explain precisely what you are going to do and how you are going to accomplish it; include fill and/or excavation quantities and dimensions to be performed below the ordinary high water elevation (if in a lake, river or stream) or to be performed within the boundary of jurisdictional wetlands (if the project involves wetlands), along with the source/type of fill and the type of equipment to be used during construction]; (b) the purpose, need and/or benefits of the proposed project; and (c) any alternative project designs or locations considered.

Along with the completed application form, we would request from the applicant (1) detailed drawings (plan and cross-sectional views; the drawings should be submitted on 8-1/2x11 inch paper), (2) a location map showing the project site, (3) a delineation of affected wetlands if the project involves wetlands, (4) if available, colored pictures showing at least two views of the proposed project site and (5) any ecological or environmental information available that you feel may be pertinent to your project (i.e., area wildlife activity, area vegetation, area land use, quality of fishery, etc.).



RECEIVED
APR 16 2008
HDR Engineering, Inc.

April 10, 2008

Ms. Angela Piner
HDR Engineering, Inc.
701 Xenia Avenue South
Suite 600
Minneapolis MN 55416

**Office of
Planning & Zoning**

**Cynthia Smith-Strack
Planning & Zoning Official**

507-964-2378
888-763-4462

cstrack@
municipaldevelopmentgroup.com

RE: Routing Corridor – City of Arlington (Sibley County) MN

Dear Ms. Piner,

On behalf of the City of Arlington, Minnesota, thank you for inviting comment regarding the proposed CAPX2020 Utilities 'Brookings County to Southeast Twin Cities Project.'

The purpose of this letter is to inform you that as of this date the existing map of potential corridors impacts a portion of an orderly annexation agreement between the City of Arlington and Arlington Township. Although the Arlington corporate limits have been excluded from the potential corridor, areas guided toward future urban residential, commercial, and industrial uses remain within the potential corridor.

Attached to this letter please find a copy of the legal description of property included within the aforementioned orderly annexation agreement. Please note portions of Sections 3,4,5,8, and 17 of Arlington Township, Sibley County will be urban in nature in the future. Your attention to this matter is kindly requested.

In addition, please note the City and other regional entities are pursuing implementation of strategies designed to improve water quality within High Island Creek watershed. Policies include retaining an intact shoreline as the eastern section is characterized by steep ravines, natural stream cover, forested areas, and a narrow floodplain.

If you require additional information please do not hesitate to contact me at your convenience at 888-763-4462 or email cstrack@municipaldevelopmentgroup.com.

Best regards,


Cynthia Smith-Strack
Consulting Planner
City of Arlington

EXHIBIT 1

Orderly Annexation Area 1 Description:

Parcels in Sections 9 and 10, Township 113 North, Range 27 West, Sibley County, Minnesota:

Beginning at the southeast corner of the SW 1/4 of Section 10, Township 113 North, Range 27 West, thence North along the centerline of said Section 10 to the northeast corner of the NW 1/4 of said Section 10 thence West along the north line of said Section 10 to the northwest corner of said Section 10, thence continuing West along the north line of Section 9 1317.15 feet to a point on the existing city boundary, thence South and East along the existing city boundary to the south line of said Section 10, thence East to the point of beginning.

That part of Section 9, Township 113, Range 27, Sibley County, Minnesota described as follows: Beginning at point 722.54 feet South of the northwest corner of said Section 9, thence East along a line parallel to the north line of said Section 9 a distance of 1647.52 feet, more or less, to the northwest corner of the existing property of St. Mary's Catholic Church of Arlington, thence continuing East parallel to the north line of said Section 9 a distance of 400 feet along the north line of said church property, thence South 1054 feet, thence West 400 feet, thence North 250 feet more or less to a point on the northeast corner of the existing Good Samaritan Society, Inc. property, thence West along the existing city boundary line to the west line of said Section 9, thence North along the west line of said Section 9 to the point of beginning.

Total area: 244.49 acres

EXHIBIT 2

Orderly Annexation Area 2 Description:

All that part of the SE 1/4 of Section 4, Township 113 North, Range 27 West identified as the Highland View Addition and the Highland View Second Addition.

Total area: 17.89 acres

EXHIBIT 3

Orderly Annexation Area 3 Description:

All of the area not previously described in Exhibits 1 or 2; and that area not already in the City of Arlington; described as follows:

Beginning at the southeast corner of the NE 1/4 of the NW 1/4 of Section 15; thence North along the half section line of Sections 15, 10 and 3 to the northeast corner of the SE 1/4 of the SW 1/4 of Section 3; thence West along said quarter section line of Sections 3, 4 and 5 to the northwest corner of the SE 1/4 of the SE 1/4 of Section 5; thence South along the easterly quarter section line of Sections 5, 8 and 17 to the southwest corner of the NE 1/4 of the NE 1/4 of Section 17; thence East on the north quarter section line to the point of beginning.

Total area: 662.11 acres



Minnesota Department of Transportation

Office of Technical Support
Utility Permits and Agreements Unit
Mailstop 678
395 John Ireland Blvd
St. Paul, MN 55155

Telephone: 651-366-4635
Fax: 651-366-4667

January 14, 2008

This letter is intended to provide guidelines for transmission line routing on or near Minnesota trunk highways. Please consider these factors when reviewing and planning new lines.

Clearance for existing structures

For all appurtenances within the right of way such as light standards, type-A traffic signs, Road Weather Information Systems (RWIS) stations, etc., Mn/DOT will require a minimum vertical access zone of 10 feet plus an OSHA safety zone of 25 feet to allow for overhead maintenance of these structures. This 35 foot minimum vertical clearance is needed to accommodate boomed equipment.

Clear zone Requirements

Clear zone requirements must be met for any structure on Mn/DOT right of way.

Interchanges and separated grade crossings

Interchange areas are particularly important to keep clear of utilities due to bridge maintenance and construction requirements, increased presence of highway facilities, and traffic considerations. At ramped interchanges lateral crossings will be allowed at a minimum distance of 50 feet outside the interchange ramps. At interchanges with bridges over the highway, a safe distance for possible reconstruction or maintenance would need to be determined on a bridge by bridge basis. When bridges run parallel with the road, a minimum distance of 50 feet from the structures is required.

Conductor Movement Envelope a.k.a. "blow out" zone or area of influence

(The area that is affected by the sway of the line under wind and heat conditions)

Mn/DOT would prefer to keep all lines far enough from the right of way that this has no influence on the highway.

Crossings

As a general rule crossings are allowed. Mn/DOT prefers that they are perpendicular to the roadway.

Vegetation

Anywhere inside the right of way, whether vegetation exists or not, as a minimum requirement, vegetation must be allowed to attain a minimum height of 35 feet. A vegetation management plan must be worked out with each District.

Safety rest areas

Mn/DOT will not permit the physical location of utility lines or structures to encroach. The vegetation requirements remain in force at rest areas and may be of a more strict nature for aesthetic reasons.

Additional Factors

A Utility Permit from Mn/DOT is required for any line that would affect Mn/DOT right of way.

General placement for aerial lines is within the outer 5 feet of trunk highway right of way.

By Policy any utility placed within Mn/DOT trunk highway right of way by permit would be required to relocate at the owner's expense if future highway construction necessitated.

The entire Mn/DOT Utility Accommodation Policy is available at www.dot.state.mn.us/utility/files/pdf/appendix-b.pdf and needs to be adhered too.

For lines around rest areas contact the Safety Rest Area Program Manager at 651-366-4702.

For issues involving airports and their height clearances and restrictions contact Rick Braunig at 651-234-7230 or email at rick.braunig@dot.state.mn.us.

Mn/DOT's main contact for Transmission Line Route Coordination is Stacy Kotch. I can be reached at 651-366-4635 or by email at Stacy.Kotch@dot.state.mn.us.

Mn/DOT District contacts are:

District 1

REX BORDSON (218) 725-2779

District 2A

STEPHEN FRISCO (218) 755-6553

District 2B

EARL HILL (218) 277-7964

District 3

STEVE VOSS (218) 828- 5779

MARY SAFGREN (218) 828-5780

District 4

STEVE MAACK (218) 846-7949

JODY MARTINSON (218) 846-7964

District 6

CHRIS MOATES (507) 286-7594

PETER WASKIW (507) 286-7680

District 7

JIM FOX (507) 831-8012

RICHARD "KENT" PURRIER (507) 304-6151

District 8

GERI VICK (320) 214-6364

JARRETT HUBBARD (320) 214-6362

METRO

CURT FAKLER (651) 234-7361

Sincerely,

A handwritten signature in black ink, appearing to read "Stacy M. Kotch". The signature is written in a cursive style and is positioned above a horizontal line that extends to the right.

Stacy Kotch
Utility Transmission Line Coordinator

BUFFALO CREEK WATERSHED DISTRICT

P.O. Box 55
Glencoe, Minnesota 55336

May 27, 2008

Angela Pines
Environmental Scientist
HDR Engineering, Inc.
701 Xenia Avenue South
Suite 600
Minneapolis, MN 55416

SUBJECT: Buffalo Creek Watershed District
Cap X2020 345kV Transmission Line

Dear Angela:

Once you have selected a route for your transmission line, and if it goes through Buffalo Creek Watershed District, a permit from the watershed district will be required.

The watershed district will then review the routing and permit application all at one time. You can find a permit application on the BCWD web site (www.bcwatershed.org).

Since the transmission line will be all overhead, the watershed does not see any problems at the present time.

Sincerely,



Charles Eberhard
Staff Engineer
BCWD

Cc Board of Managers, BCWD

Adherence to the above information requests will speed up the application evaluation and permit processing time. The requested information is used to help the Corps determine the type of permit to process if a permit is required and is used in the public review.

Regarding your request for comment relative to environmental impacts, this office assesses project impacts, including environmental impacts, after receipt of the detailed, site specific information required via our permit application process.

You can obtain additional information about the Regulatory Program and download forms from our website: <https://www.nwo.usace.army.mil/html/od-rsd/frame.html>.

If you have any questions or need any assistance, please feel free to contact this office at the above Regulatory Office address or telephone Carolyn Kutz at (605) 224-8531.

Sincerely,

A handwritten signature in black ink that reads "Steven E. Naylor". The signature is written in a cursive style with a large initial 'S'.

Steven E. Naylor
Regulatory Program Manager,
South Dakota

Enclosures

The public reporting burden for this collection of information is estimated to average 10 hours per response, although the majority of applications should require 5 hours or less. This includes the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Department of Defense, Washington Headquarters Service Directorate of Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302; and to the Office of Management and Budget, Paperwork Reduction Project (0710-0003), Washington, DC 20503. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. Please DO NOT RETURN your form to either of those addresses. Completed applications must be submitted to the District Engineer having jurisdiction over the location of the proposed activity.

PRIVACY ACT STATEMENT

Authorities: Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research, and Sanctuaries Act, Section 103, 33 USC 1413. Principal Purpose: Information provided on this form will be used in evaluating the application for a permit. Routine Uses: This information may be shared with the Department of Justice and other federal, state, and local government agencies. Submission of requested information is voluntary, however, if information is not provided, the permit application cannot be processed nor can a permit be issued.

One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and instructions) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned.

(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)

1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED	4. DATE APPLICATION COMPLETED
--------------------	----------------------	------------------	-------------------------------

(ITEMS BELOW TO BE FILLED BY APPLICANT)

5. APPLICANT'S NAME	8. AUTHORIZED AGENT'S NAME AND TITLE <i>(an agent is not required)</i>
6. APPLICANT'S ADDRESS	9. AGENT'S ADDRESS
7. APPLICANT'S PHONE NUMBERS WITH AREA CODE a. Residence b. Business	10. AGENT'S PHONE NUMBERS WITH AREA CODE a. Residence b. Business

11. STATEMENT OF AUTHORIZATION

I hereby authorize _____ to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.

APPLICANT'S SIGNATURE	DATE
-----------------------	------

NAME, LOCATION AND DESCRIPTION OF PROJECT OR ACTIVITY

12. PROJECT NAME OR TITLE <i>(see instructions)</i>	
13. NAME OF WATERBODY, IF KNOWN <i>(if applicable)</i>	14. PROJECT STREET ADDRESS <i>(if applicable)</i>
15. LOCATION OF PROJECT _____ COUNTY _____ STATE	

16. OTHER LOCATION DESCRIPTIONS, IF KNOWN (see instructions) **LEGAL DESCRIPTION - SECTION, TOWNSHIP, RANGE**

17. DIRECTIONS TO THE SITE

18. Nature of Activity (Description of project, include all features)

19. Project Purpose (Describe the reason or purpose of the project, see instructions)

USE BLOCKS 20-22 IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED

20. Reason(s) for Discharge

21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards

22. Surface Area in Acres of Wetlands or Other Waters Filled (see instructions)

23. Is Any Portion of the Work Already Complete? Yes _____ No _____ IF YES, DESCRIBE THE COMPLETED WORK

24. Addresses of Adjoining Property Owners, Lessees, etc., Whose Property Adjoins the Waterbody (if more than can be entered here, please attach a supplemental list).

25. List of Other Certifications or Approvals/Denials Received from other Federal, State, or Local Agencies for Work Described in This Application

AGENCY	TYPE APPROVAL*	IDENTIFICATION NUMBER	DATE APPLIED	DATE APPROVED	DATE DENIED

*Would include but is not restricted to zoning, building and flood plain permits

26. Application is hereby made for a permit or permits to authorize the work described in this application. I certify that the information in this application is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.

SIGNATURE OF APPLICANT

DATE

SIGNATURE OF AGENT

DATE

The application must be signed by the person who desires to undertake the proposed activity (applicant) or it may be signed by a duly authorized agent if the statement in block 11 has been filled out and signed.

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States, knowingly and willfully falsifies, conceals, or covers up any trick scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than \$10,000 or imprisoned not more than five years or both.

Instructions for Preparing a
Department of the Army Permit Application

Blocks 1 through 4. To be completed by Corps of Engineers.

Block 5. Applicant's Name. Enter the name of the responsible party or parties. If the responsible party is an agency, company, corporation, or other organization, indicate the responsible officer and title. If more than one party is associated with the application, please attach a sheet with the necessary information marked Block 5.

Block 6. Address of Applicant. Please provide the full address of the party or parties responsible for the application. If more space is needed, attach an extra sheet of paper marked Block 6.

Block 7. Applicant Telephone Number(s). Please provide the number where you can usually be reached during normal business hours.

Blocks 8 through 11. To be completed, if you choose to have an agent.

Block 8. Authorized Agent's Name and Title. Indicate name of individual or agency, designated by you, to represent you in this process. An agent can be an attorney, builder, contractor, engineer, or any other person or organization. Note: An agent is not required.

Blocks 9 and 10. Agent's Address and Telephone Number. Please provide the complete mailing address of the agent, along with the telephone number where he / she can be reached during normal business hours.

Block 11. Statement of Authorization. To be completed by applicant, if an agent is to be employed.

Block 12. Proposed Project Name or Title. Please provide name identifying the proposed project, *e.g.*, Landmark Plaza, Burned Hills Subdivision, or Edsall Commercial Center.

Block 13. Name of Waterbody. Please provide the name of any stream, lake, marsh, or other waterway to be directly impacted by the activity. If it is a minor (no name) stream, identify the waterbody the minor stream enters.

Block 14. Proposed Project Street Address. If the proposed project is located at a site having a street address (not a box number), please enter it here.

Block 15. Location of Proposed Project. Enter the county and state where the proposed project is located. If more space is required, please attach a sheet with the necessary information marked Block 15.

Block 16. Other Location Descriptions. If available, provide the Section, Township, and Range of the site and / or the latitude and longitude. You may also provide description of the proposed project location, such as lot numbers, tract numbers, or you may choose to locate the proposed project site from a known point (such as the right descending bank of Smith Creek, one mile downstream from the Highway 14 bridge). If a large river or stream, include the river mile of the proposed project site if known.

Block 17. Directions to the Site. Provide directions to the site from a known location or landmark. Include highway and street numbers as well as names. Also provide distances from known locations and any other information that would assist in locating the site.

Block 18. Nature of Activity. Describe the overall activity or project. Give appropriate dimensions of structures such as wingwalls, dikes (identify the materials to be used in construction, as well as the methods by which the work is to be done), or excavations (length, width, and height). Indicate whether discharge of dredged or fill material is involved. Also, identify any structure to be constructed on a fill, piles, or float-supported platforms.

The written descriptions and illustrations are an important part of the application. Please describe, in detail, what you wish to do. If more space is needed, attach an extra sheet of paper marked Block 18.

Block 19. Proposed Project Purpose. Describe the purpose and need for the proposed project. What will it be used for and why? Also include a brief description of any related activities to be developed as the result of the proposed project. Give the approximate dates you plan to both begin and complete all work.

Block 20. Reasons for Discharge. If the activity involves the discharge of dredged and/or fill material into a wetland or other waterbody, including the temporary placement of material, explain the specific purpose of the placement of the material (such as erosion control).

Block 21. Types of Material Being Discharged and the Amount of Each Type in Cubic Yards. Describe the material to be discharged and amount of each material to be discharged within Corps jurisdiction. Please be sure this description will agree with your illustrations. Discharge material includes: rock, sand, clay, concrete, etc.

Block 22. Surface Areas of Wetlands or Other Waters Filled. Describe the area to be filled at each location. Specifically identify the surface areas, or part thereof, to be filled. Also include the means by which the discharge is to be done (backhoe, dragline, etc.). If dredged material is to be discharged on an upland site, identify the site and the steps to be taken (if necessary) to prevent runoff from the dredged material back into a waterbody. If more space is needed, attach an extra sheet of paper marked Block 22.

Block 23. Is Any Portion of the Work Already Complete? Provide any background on any part of the proposed project already completed. Describe the area already developed, structures completed, any dredged or fill material already discharged, the type of material, volume in cubic yards, acres filled, if a wetland or other waterbody (in acres or square feet). If the work was done under an existing Corps permit, identify the authorization, if possible.

Block 24. Names and Addresses of Adjoining Property Owners, Lessees, etc., Whose Property Adjoins the Project Site. List complete names and full mailing addresses of the adjacent property owners (public and private) lessees, etc., whose property adjoins the waterbody or aquatic site where the work is being proposed so that they may be notified of the proposed activity (usually by public notice). If more space is needed, attach an extra sheet of paper marked Block 24.

Information regarding adjacent landowners is usually available through the office of the tax assessor in the county or counties where the project is to be developed.

Block 25. Information about Approvals or Denials by Other Agencies. You may need the approval of other federal, state, or local agencies for your project. Identify any applications you have submitted and the status, if any (approved or denied) of each application. You need not have obtained all other permits before applying for a Corps permit.

Block 26. Signature of Applicant or Agent. The application must be signed by the owner or other authorized party (agent). This signature shall be an affirmation that the party applying for the permit possesses the requisite property rights to undertake the activity applied for (including compliance with special conditions, mitigation, etc.).

DRAWINGS AND ILLUSTRATIONS

General Information.

Three types of illustrations are needed to properly depict the work to be undertaken. These illustrations or drawings are identified as a Vicinity Map, a Plan View or a Typical Cross-Section Map. Identify each illustration with a figure or attachment number.

Please submit one original, or good quality copy, of all drawings on 8½ x11 inch plain white paper (tracing paper or film may be substituted). Use the fewest number of sheets necessary for your drawings or illustrations.

Each illustration should identify the project, the applicant, and the type of illustration (vicinity map, plan view, or cross-section). **While illustrations need not be professional (many small, private project illustrations are prepared by hand), they should be clear, accurate, and contain all necessary information.**

APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT
(33 CFR 325)

OMB APPROVAL NO. 0710-003
Expires October 1996

Public reporting burden for this collection of information is estimated to average 5 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Washington Headquarters Service, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302; and to the Office of Management and Budget, Paperwork Project (0710-0003), Washington, DC 20503. Please DO NOT RETURN your form to either of those addresses. Information provided on this form will be used in evaluating the application submitted to the District Engineer having jurisdiction over the location of the proposed activity.

SAMPLE

Authority: 33 USC 401, Section 10; 1413, Section 101. These laws require permits authorizing activities in, or affecting, navigable waters of the United States, the discharge of dredged or fill material into waters of the United States, and the transportation of dredged material across international boundaries. Information provided on this form will be used in evaluating the application for a permit. Disclosure: Disclosure of requested information does not constitute a finding, and information processed nor can a permit be issued.

One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and instructions) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned.

(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)

1. APPLICATION NO. assigned by Corps	2. FIELD OFFICE CODE assigned by Corps	3. DATE RECEIVED assigned by Corps	4. DATE APPLICATION COMPLETED assigned by Corps
---	---	---------------------------------------	--

(ITEMS BELOW TO BE FILLED BY APPLICANT)

5. APPLICANT'S NAME Fred R. Harris	8. AUTHORIZED AGENT'S NAME AND TITLE (an agent is not required) None
6. APPLICANT'S ADDRESS 852 West Branch Road Elm Junction, SD 57900	9. AGENT'S ADDRESS
7. APPLICANT'S PHONE NOS. W/AREA CODE a. Residence 605-777-3000 b. Business	10. AGENT'S PHONE NOS. W/AREA CODE a. Residence b. Business

11. STATEMENT OF AUTHORIZATION

I hereby authorize, _____ to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.

APPLICANT'S SIGNATURE

DATE

NAME, LOCATION AND DESCRIPTION OF PROJECT OR ACTIVITY

12. PROJECT NAME OR TITLE (see instructions) Harris Bank Stabilization	
13. NAME OF WATERBODY, IF KNOWN (if applicable) Blue Lake	14. PROJECT STREET ADDRESS (if applicable) 852 West Branch Road
15. LOCATION OF PROJECT Washabaugh COUNTY SD STATE	
16. OTHER LOCATION DESCRIPTIONS, IF KNOWN, (see instructions) LEGAL DESCRIPTION Southeast Quarter, Section 12, Township 42 North, Range 37 West	
17. DIRECTIONS TO THE SITE 5 miles west and 2 miles south of Elm Junction, SD	

Grade/shape existing eroded bank to a 2:1 slope and place rock riprap. The upper bank will be excavated and the material will be placed along the lower bank to form the slope. A toe trench will be excavated at the bottom of the slope followed by placement of filter fabric and riprap protection.

19. Project Purpose (Describe the reason or purpose of the project, see instructions)

To prevent erosion of the shoreline at my place of residence.

USE BLOCKS 20-22 IF DREDGED AND/OR FILL MATERIAL IS TO BE PLACED

20. Reason(s) for Discharge

Earth fill - To provide a firm graded slope upon which to place the riprap. Rock - Same as Block #19 above.

21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards

175 cubic yards of earth fill material and 80 cubic yards of rock (field stone). will be placed below the ordinary high water mark.

22. Surface Area in Acres of Wetlands or Other Waters Filled (see instructions)

Appx. 1000 sq.ft. of existing water surface area will be filled by the bank grading. The work will be accomplished with the use of a backhoe and front end loader.

23. Is Any Portion of the Work Already Complete? Yes No IF YES, DESCRIBE THE COMPLETED WORK

24. Addresses of Adjoining Property Owners, Lessees, Etc., Whose Property Adjoins the Waterbody (if more than can be entered here, please attach a supplemental list).

Mary L. Clark
850 West Branch Road
Elm Junction, SD 57900
Harry N. Hampton
854 West Branch Road
Elm Junction, SD 57900

25. List of Other Certifications or Approvals/Denials Received from other Federal, State or Local Agencies for Work Described in This Application.

AGENCY	TYPE APPROVAL*	IDENTIFICATION NUMBER	DATE APPLIED	DATE APPROVED	DATE DENIED
Washabugh Co.	zoning	BH25172	6/20/95	6/30/95	
SHPO	cultural records	CR258	6/11/95	8/12/95	

*Would include but is not restricted to zoning, building and flood plain permits

26. Application is hereby made for a permit or permits to authorize the work described in this application. I certify that the information in this application is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.
Please sign

Please date

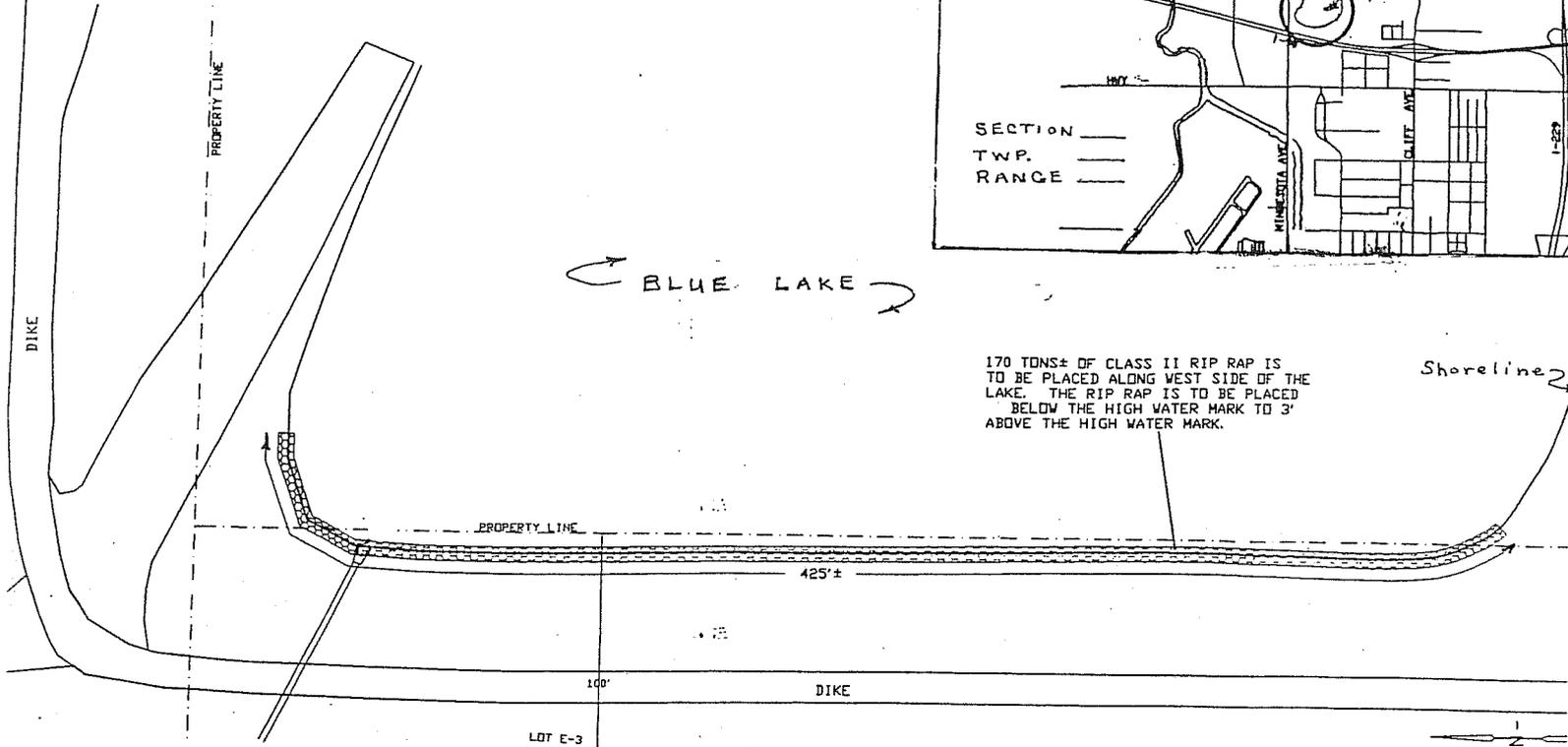
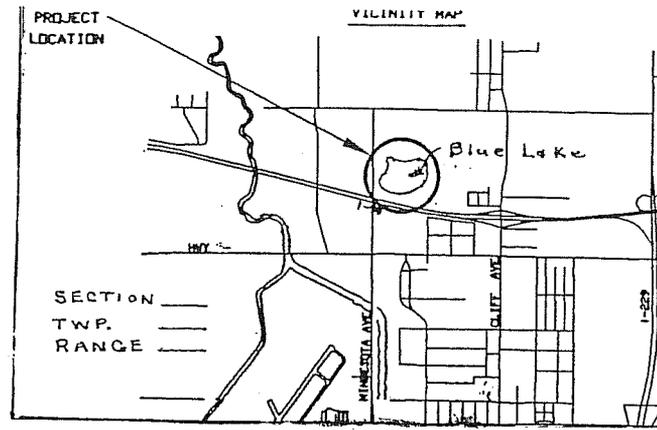
SIGNATURE OF APPLICANT _____ DATE _____
SIGNATURE OF AGENT _____ DATE _____

The application must be signed by the person who desires to undertake the proposed activity (applicant) or it may be signed by a duly authorized agent if the statement in block 11 has been filled out and signed.

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or device, or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than \$10,000 or imprisoned not more than five years or both.

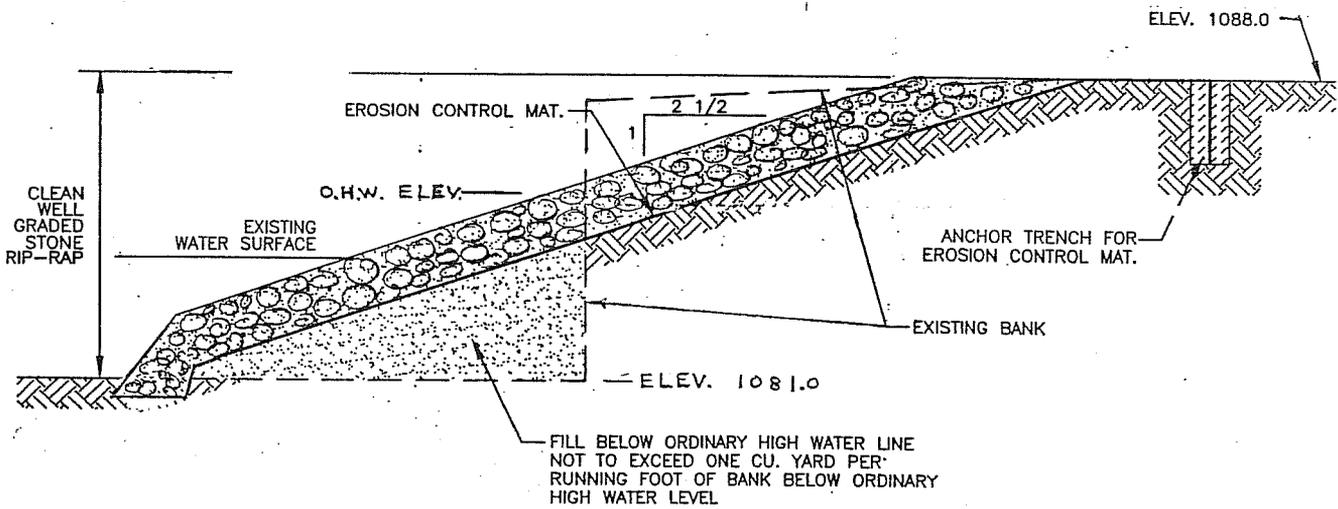
SAMPLE

SAMPLE DRAWING BANK STABILIZATION



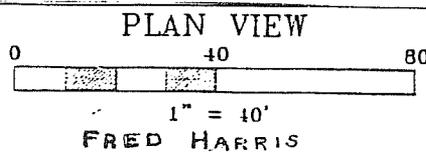
170 TONS± OF CLASS II RIP RAP IS TO BE PLACED ALONG WEST SIDE OF THE LAKE. THE RIP RAP IS TO BE PLACED BELOW THE HIGH WATER MARK TO 3' ABOVE THE HIGH WATER MARK.

PLAN
NO SCALE

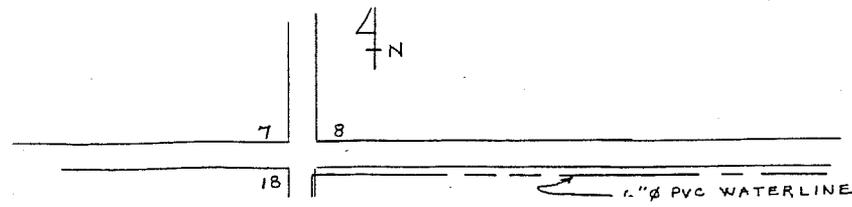


SECTION A-A TYPICAL
NOT TO SCALE

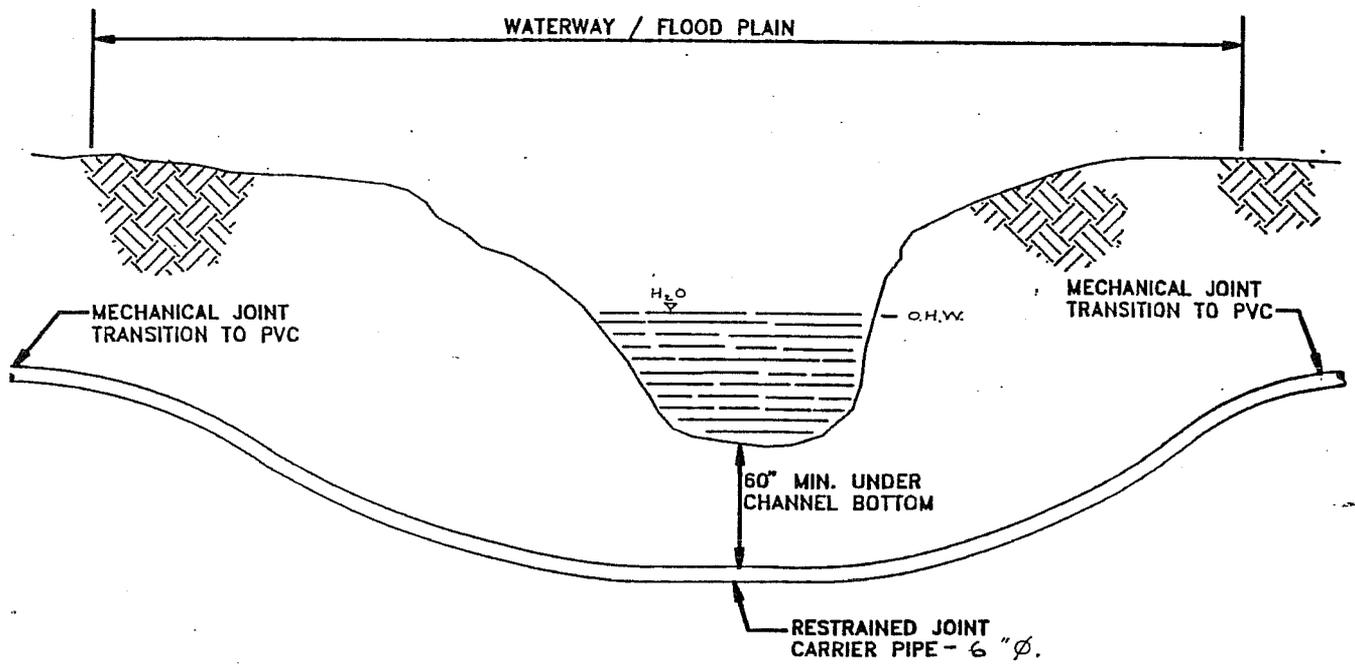
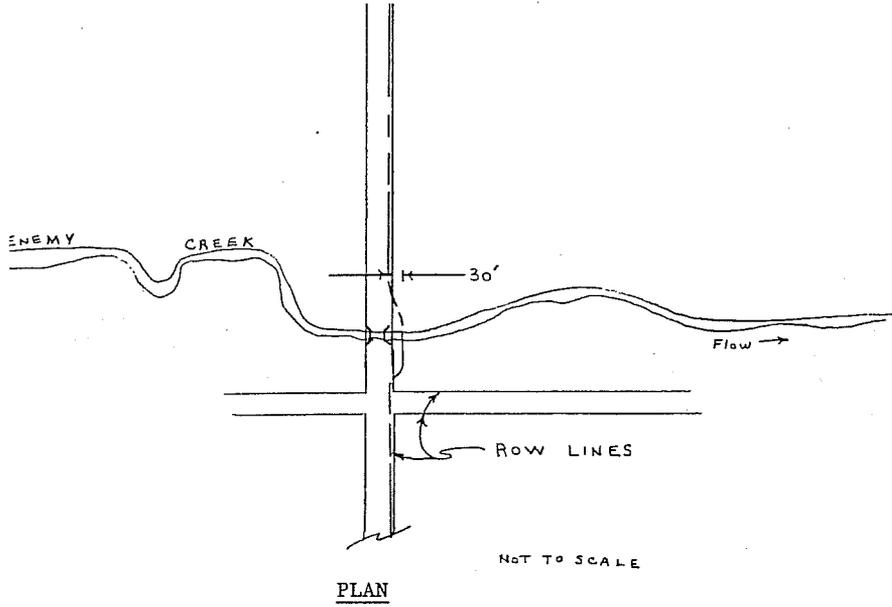
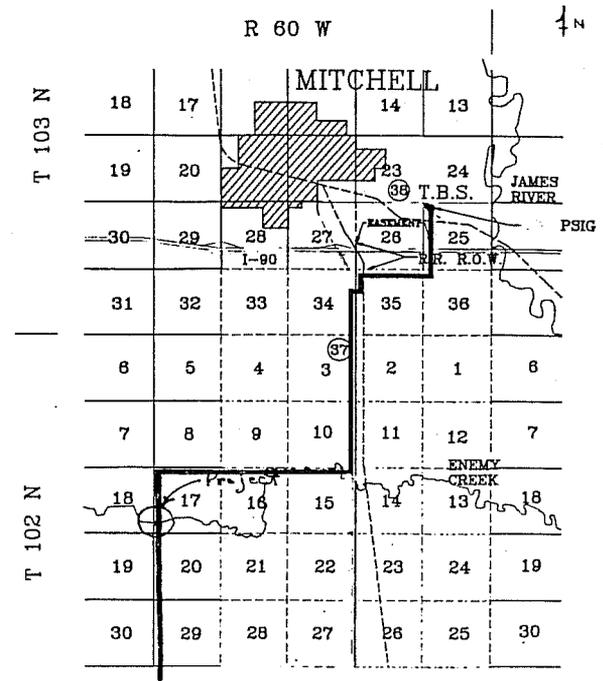
PURPOSE: SHORELINE STABILIZATION
 DATUM: NGVD 1929
 ADJACENT PROPERTY OWNERS:
 1.
 2.
 3.



PROPOSED SHORELINE STABILIZATION
 IN: Blue Lake
 AT: Elm Junction
 COUNTY OF: GRANT STATE: SD
 APPLICATION BY:
 FRED HARRIS



SAMPLE DRAWING UTILITY CROSSING



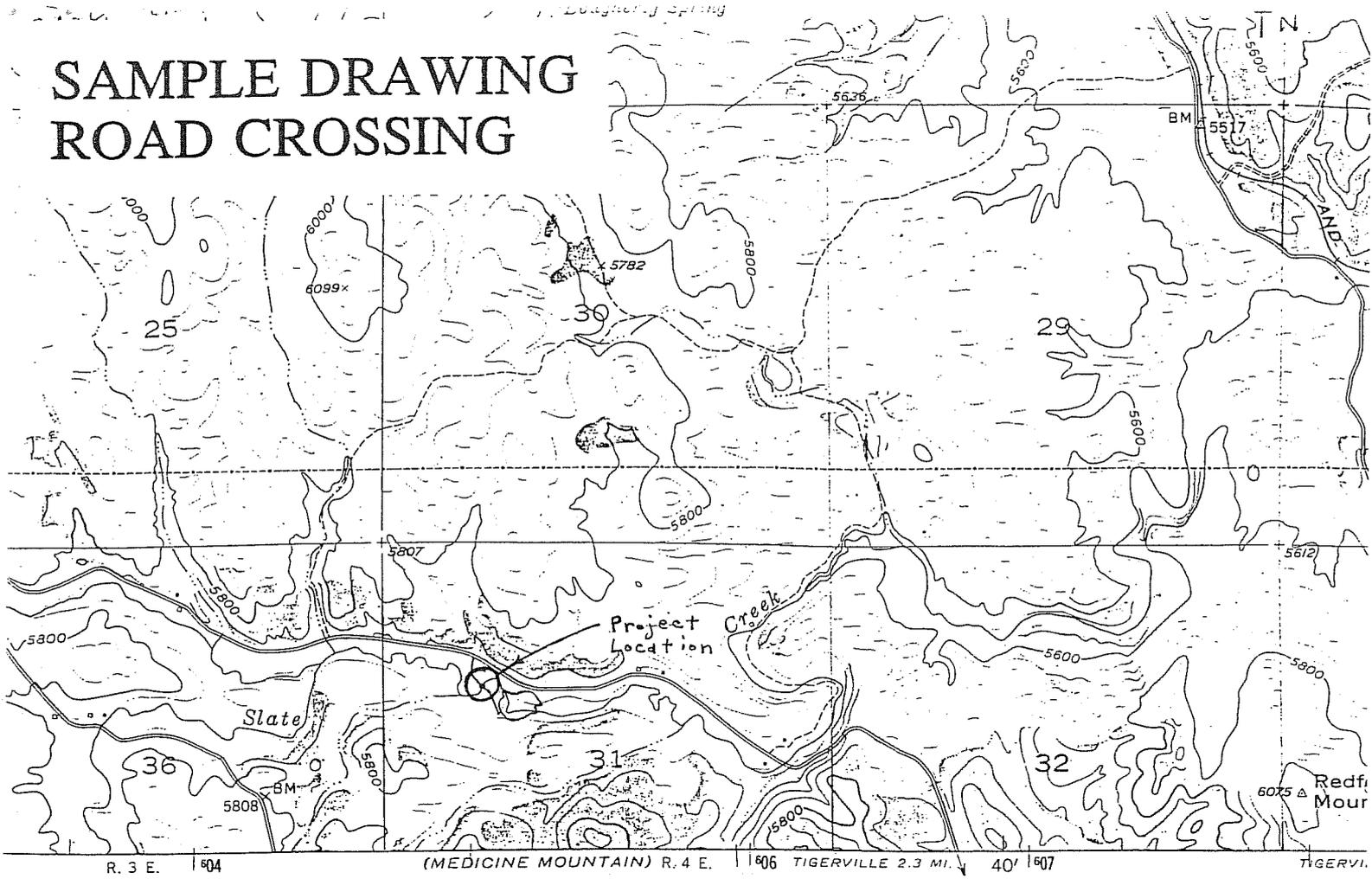
TYPICAL STREAM CROSSING NOT TO SCALE

Disturbed channel to be restored to original conditions.

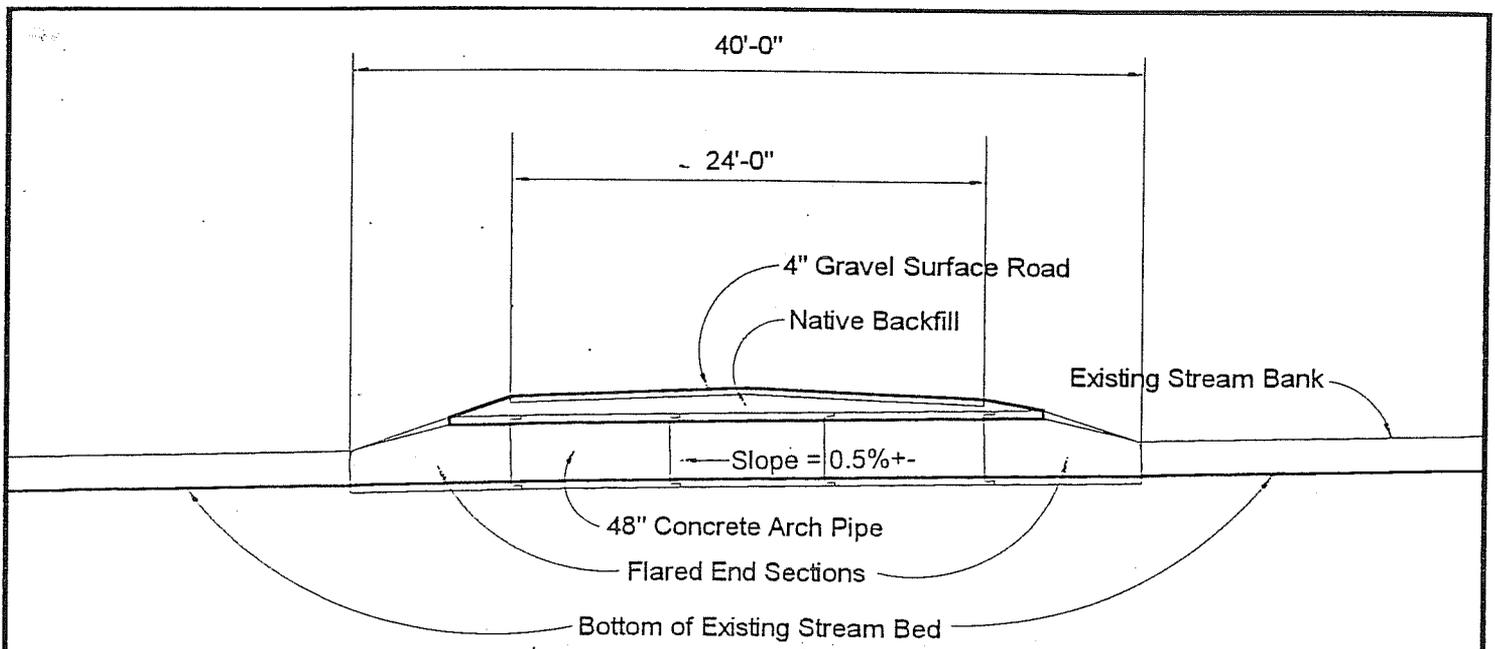
PURPOSE: WATER LINE CROSSING

IN Enemy Creek
AT Mitchell
COUNTY OF Davison STATE S.D.
APPLICATION BY JONES
SHEET 1 OF 1 DATE Nov. 10, 1995

SAMPLE DRAWING ROAD CROSSING



LOCATION MAP

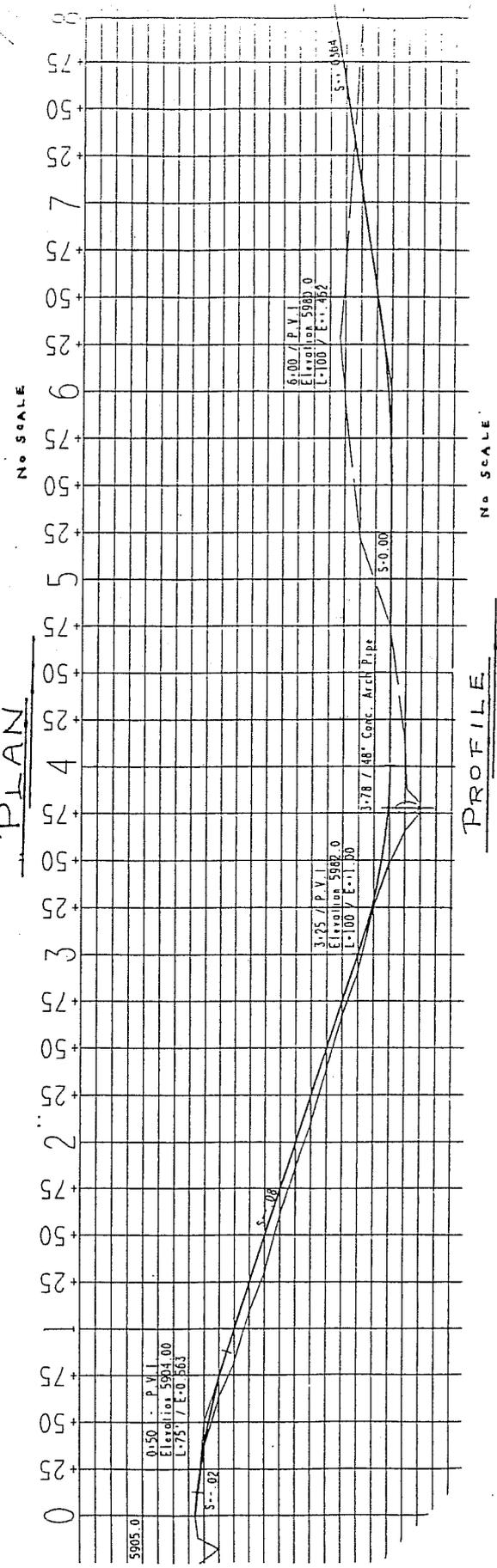
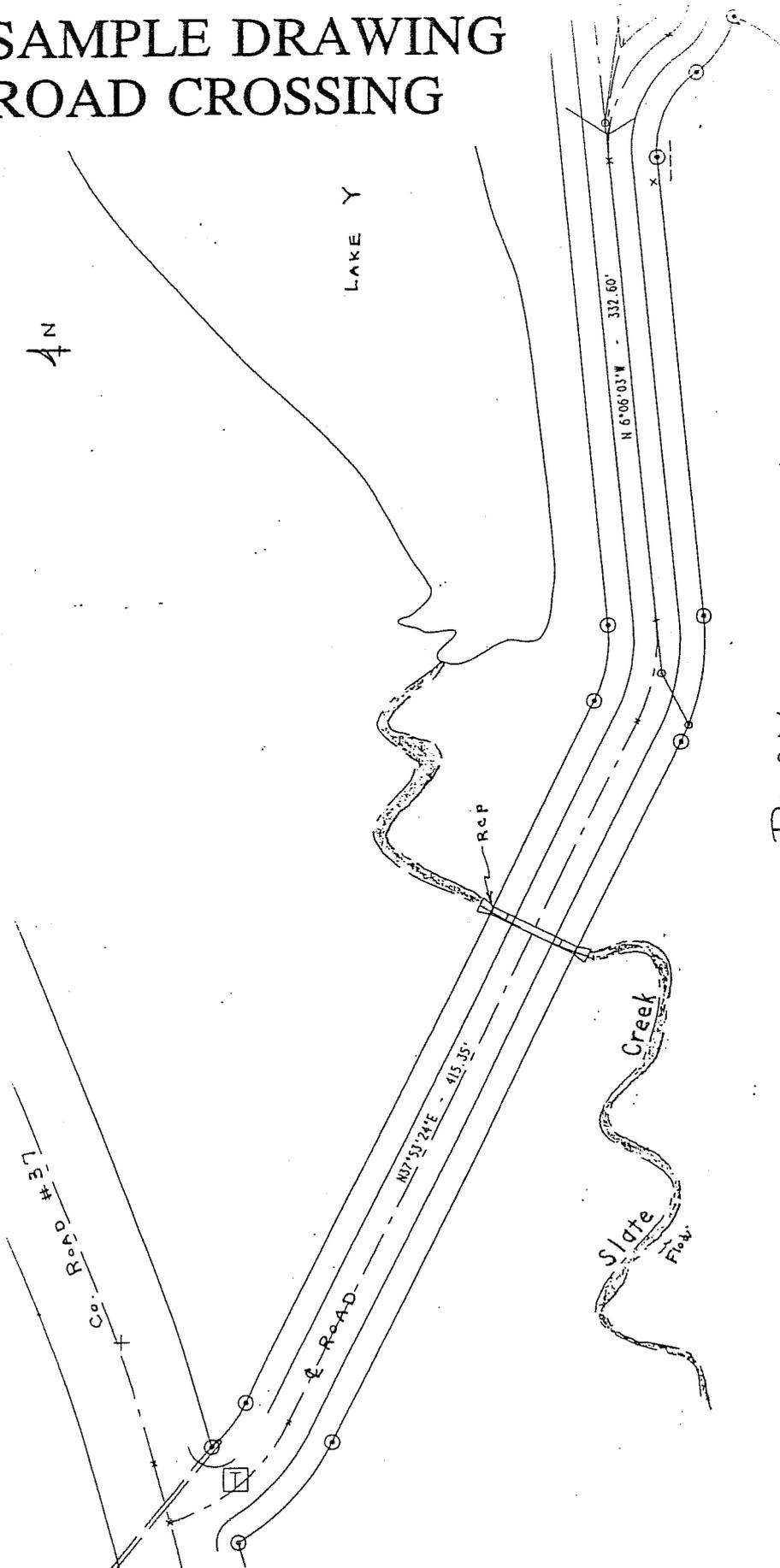


Road Section at Slate Creek Crossing

PURPOSE:
ROAD CROSSING

IN Slate Creek
AT Silver City
COUNTY OF Pennington STATE South Dak.
APPLICATION BY Smith
SHEET 1 OF 2 DATE APRIL, '94

SAMPLE DRAWING ROAD CROSSING



PURPOSE:
ROAD CROSSING

IN Slate Creek
AT Silver City
COUNTY OF Pennington STATE South Dakota
APPLICATION BY Smith
SHEET 2 OF 2 DATE APRIL, 1995

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Eighth Coast Guard District

1222 Spruce Street
St. Louis, MO 63103-2832
Staff Symbol: dwb
Phone: (314) 269-2380
Fax: (314) 269-2737
Email: peter.j.sambor@uscg.mil

16591.1
April 11, 2008

RECEIVED
APR 21 2008
HDR Engineering, Inc.

Ms. Angela Piner
HDR Engineering, Inc.
701 Xenia Avenue South, Suite 600
Minneapolis, MN 55416

Subj: TWIN CITIES TRANSMISSION LINE PROJECT, BROOKINGS COUNTY

Dear Ms. Piner:

We have reviewed the information provided in your letter of March 25, 2008, and determined that this project is not a project over which the Coast Guard exercises jurisdiction for bridge administration purposes. A Coast Guard permit is not required.

If there are any questions, please contact Mr. Peter Sambor at the above listed number. We appreciate the opportunity to comment on the project.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Wiebusch".

ROGER K. WIEBUSCH

Bridge Administrator

By direction of the District Commander



Cap X # 64620

5.0 - Project Data + Reference

Title - Rm Reserve Rule + Policy

RECEIVED
NOV 1 2008
HDR Engineering, Inc

November 12, 2008

Angela Piner
Environmental Scientist
HDR Engineering, Inc.
701 Xenia Ave. So., Suite 600
Minneapolis, MN 55416

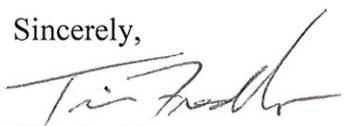
RE: Cap X 2020 345 kV Transmission Line

Dear Angela,

Thank you for sending me the proposed route alternatives being considered for this new electric transmission line from Brookings to the Twin Cities. Obviously it would be great if you could avoid all of our RIM and CREP easements with the new line, but I know that is not too likely! In any case at one of our earlier meetings I provided you with a copy of our policy regarding release of our easements. Once we know exactly where construction will be and we have actual construction plans approved, then we can work to release and amend any easements that will be impacted by the project.

Attached is a copy of the appropriate RIM Reserve Rule and Policy which has been adopted by the BWSR. As long as the utility pays for the acres released from the easement, along with the \$500 fee, I do not anticipate any problems.

If you have any further questions please feel free to contact me.

Sincerely,

Tim Fredbo
Easement Specialist

Enclosure: Easement Alteration Policy

cc: Kevin Lines, Easement Section Mgr.

- Bemidji*
701 Minnesota Avenue
Suite 234
Bemidji, MN 56601
phone (218) 755-4235
fax (218) 755-4201
- Brainerd*
1601 Minnesota Drive
Brainerd, MN 56401
phone (218) 828-2383
fax (218) 828-6036
- Duluth*
394 S. Lake Avenue
Room 403
Duluth, MN 55802
phone (218) 723-4752
fax (218) 723-4794
- Fergus Falls*
1004 Frontier Trail
Fergus Falls, MN 56537
phone (218) 736-5445
fax (218) 736-7215
- Marshall*
1400 E. Lyon Street
Box 267
Marshall, MN 56258
phone (507) 537-6060
fax (507) 537-6368
- New Ulm*
261 Highway 15 S.
New Ulm, MN 56073
phone (507) 359-6074
fax (507) 359-6018
- Rochester*
2300 Silver Creek
Road N.E.
Rochester, MN 55906
phone (507) 281-7797
fax (507) 285-7144
- Saint Paul*
520 Lafayette Road N.
Saint Paul, MN 55155
phone (651) 296-3767
fax (651) 297-5615

Conservation Easement Alteration Requests and Board Policy

RIM Reserve Rule Affecting Alteration Requests

8400.3610 Alteration, Release or Termination of Conservation Easements

The state board may alter, release, or terminate a conservation easement after consultation with the commissioners of agriculture and natural resources. The board may alter, release, or terminate an easement only if the state board determines that the public interests and general welfare are better served by the alteration, release, or termination.

The state board must be provided the following information at least 30 days prior to a state board meeting, before the state board will consider a request to alter, release, or terminate a conservation easement:

- A. a copy of the letter from the landowner to the district board justifying the change and identifying how the public interest and general welfare will be better served;
- B. a letter from the district board recommending either approval or disapproval of the proposed change;
- C. a letter from the Department of Natural Resources area wildlife manager recommending either approval or disapproval of the proposed change; and
- D. other supporting documents, including:
 - 1) an aerial photo identifying the requested change;
 - 2) a soil survey map of the area;
 - 3) cropping history information; and
 - 4) other pertinent documentation that will support the request.

The state board reserves the right to require special provisions to ensure at least equal resource value as a condition of approving the request. The state board must be compensated by the landowner for all damages and loss of benefits to the conservation easement and the state board may also require reimbursement for administrative expenses and costs incurred in the alteration, release, or termination of a conservation easement.

Policy Developed by Easement Alteration Subcommittee and adopted by the BWSR on 5-24-06

This policy applies to all state RIM, PWP and CREP easements currently in place and all future state conservation easement acquisitions.

All easement alteration requests that come to BWSR will be accompanied by a \$500 processing fee. Checks should be made payable to the BWSR. For alterations where actual costs to amend the easement exceed \$500 the state reserves the right to charge the applicant the actual cost.

Public initiated projects (public road and utility projects, etc.)

Easement staff has the authority to tentatively approve of releases for public infrastructure projects. However, releases are not considered final until after the release request is presented to and approved by the Board and all fees have been paid.

In addition to the fee as outlined above, public entities must pay:

- 1) Two times the current average township assessed market value (ATAMV) for acres released, and
- 2) An amount equal to all state funds dispersed as reimbursement for costs incurred to establish cover on the land being released.

Private landowner requests

All alteration requests that come to the BWSR must contain all the information items requested in Section 8400.3610 of RIM Reserve Rule (items A – D as listed above), plus the \$500 processing fee in the form of a check made payable to the BWSR.

All requests must also meet the following conditions for BWSR approval:

- 1) Replacement acres will increase by a minimum factor of 2:1 (replacement acres to released acres). Replacement acres proposed on easements must meet crop history requirements, cropped 2 of last 5 years, if land proposed for release was cropland at the time the easement was granted.
- 2) The resource protection and habitat benefits of the original easement will remain the same or be enhanced by the proposed alteration. For example;
 - restored wetland acres will not be drained or filled by the proposal
 - riparian buffers will be preserved or enhanced
 - easement configuration will preserve or enhance wildlife benefits (larger blocks of habitat, not fractured puzzle-like boundaries).
- 3) The SWCD Board and/or the DNR Area Wildlife Manager approve of the proposed alteration.
- 4) Landowners will be required to pay all costs associated with establishment of conservation cover practices on replacement acres according to an approved conservation plan.
- 5) Any alteration proposed would not allow or enable any land development projects to occur on lands currently under easement. Land development projects include, but are not limited to, such things as new homes, cabins, storage buildings, livestock facilities, cell phone towers, wind generators, sewage treatment systems, private roads and drives, and mining operations.

Meeting the criteria outlined above for private requests does not guarantee that the Board will approve of the request for release and alteration of a conservation easement.



Natural Resources Conservation Service
375 Jackson Street, Suite 600
St. Paul, MN 55101-1854

NOV 17 2008

HDR Engineering, Inc.

Phone: (651) 602-7900
FAX: (651) 602-7914

File Code: 190-15-13

November 14, 2008

RE: CapX 2020 345 kV Transmission Line, Brookings County to Southeast Twin Cities Project
Lincoln, Lyon, Redwood, Yellow Medicine, Renville, Brown, Chippewa, Sibley, Le Sueur,
Rice, Scott, and Dakota Counties, Minnesota

Angela Piner
Environmental Scientist
HDR Engineering
701 Xenia Avenue South
Minneapolis, MN 55416

Dear Ms. Piner:

The United States Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS), thanks you for the opportunity to review the subject project.

Since your project may affect prime agricultural land in a multi-county area, with either route, the NRCS, as required by the federal Farmland Policy Protection Act (FPPA), will review both selected routes. Since your project covers counties located in 4 of our NRCS Area Offices, you will have to send more detailed maps to each of our Area Resource Soil Specialists in our Area Offices here in Minnesota per the Counties administered to as follows:

For Scott and Dakota Counties

Peter Weike
Area Resource Soil Scientist
USDA NRCS
Rm 650, Earle Brown Center
6120 Earle Brown Drive
Brooklyn Center, MN 55430-2195

For Rice County:

Peter Hartman
Area Resource Soil Scientist
USDA NRCS
Valhalla Center
330 Elton Hills Drive NW
Rochester, MN 55901

For LeSueur, Sibley, Brown, and Renville Counties

Doug Miller
Area Resource Soil Scientist
USDA NRCS
209 Wet Mulberry St.
St. Peter, MN 56082

For Chippewa, Yellow Medicine, Lincoln, Lyon, Redwood Counties:

Joseph Kristoff
Area Soil Specialist
USDA NRCS
800 East Main St., Ste. 400
Marshall, MN 56258

For each County Packet, you will also have to fill out the Form AD 1006, Farmland Conversion Impact Rating Completion with Instructions found at www.nrcs.usda.gov/programs/fppa/

If you have any questions please please call me at 651-602-7883, or email bill.lorenzen@mn.usda.gov



WILLIAM E. LORENZEN
Environmental Review/Justice Coordinator



IN REPLY REFER TO

FWS/MNV

United States Department of the Interior

U.S. FISH AND WILDLIFE SERVICE

Minnesota Valley National Wildlife Refuge
3815 American Blvd E.
Bloomington, MN 55425



December 3, 2008

Ms. Angela Piner
HDR Engineering, Inc.
701 Xenia Avenue South, Suite 600
Minneapolis, Minnesota 55416

Dear Ms. Piner:

On November 3, 2008, you requested that the Minnesota Valley National Wildlife Refuge and Wetland Management District (Refuge) provide you with comments for use in your route application for the CapX 2020 Project (Project) to the Public Utilities Commission (PUC). As stated in your letter, the purpose of this Project is to install a new 345 kV transmission line between South Dakota and the Twin Cities Metropolitan area of Minnesota with the goal of improving the capacity and distribution of electricity to the Metropolitan area. Your letter states that, if approved by the PUC, the Project is to be implemented in a way that will minimize the impact to the public and public resources, including wildlife and their habitats.

Although the proposed Project consists of a linear corridor crossing the entire south central portion Minnesota, I am responsible for managing U.S. Fish and Wildlife Service (Service) trust resources in Sibley, Le Sueur, Scott, Rice and Dakota Counties so my comments pertain to only this portion of the project corridor. Service trust resources include migratory birds, Federally listed species of concern, and lands owned, leased, or managed by the Service.

Overall Project

Aerial obstructions, including overhead transmission lines and supporting facilities, have been documented to adversely affect migratory birds if those obstructions are not sited or designed to minimize collisions and electrocution. Aerial obstructions are especially hazardous when located in migration corridors, such as river valleys and landscape ridges or passes, and other areas that are especially attractive to wildlife such as wetlands and other waterbodies. As identified in our 2004 Minnesota Valley National Wildlife Refuge and Wetland Management District Comprehensive Conservation Plan, we have plans to continue to acquire lands and develop wildlife habitat resources in the project corridor. Our highest priority areas for acquisition and development in the project area are migration corridors and other areas with high habitat restoration potential. Thus, we have a continuing interest in how project features are sited, designed, constructed, and maintained.

In previous correspondence, we have provided you with a GIS data layer that identifies areas we currently manage and are proposing to acquire in the next few years. As we accomplish our

annual goals, that data layer is updated and would be available for your use as you refine project plans and design. Service's policy regarding adverse effects on these resources is that effects first should be avoided and minimized. Project features to off-set adverse effects is the least desirable mitigation action.

Proposed Minnesota River Crossings

Your letter of November 3, identified two proposed locations for the project to cross the Minnesota River at the Sibley – Le Sueur County line. These locations are identified as the Le Sueur crossing and the Belle Plaine crossing. In our evaluation of the relative merits of these crossing locations, we considered both the impacts to our trust resources at the crossing-sites and impacts to resources within the project corridor east and west of the river.

Belle Plaine Crossing The Belle Plaine location has more continuous native flood plain habitat than the Le Sueur location. Also, the Belle Plaine location is within the Refuge's authorized expansion area. However, this site has an existing transmission line. During a September 19th on-site meeting, engineers representing Great River Energy stated that the existing line likely would remain at this location and the new 345 kV line would be added directly next to it. This would widen the area cleared of trees and brush and further fragment native floodplain habitat. The new lines likely would be higher in the air than the existing lines and so having both lines at this location would result in obstructions occupying a larger 3-dimensional area than having one transmission line cross the river at a single location. This web of transmission lines would increase the likelihood of strikes by birds using the river corridor.

We have records of individual eagles using the Belle Plaine location and an active nest within a half mile of the location. Although the bald eagle has been delisted under the Endangered Species Act, it is still protected by the Bald Eagle Act of 1940. This Act requires that human activities in close proximity to an active nest be restricted during the bald eagle's mating and rearing season. In the Belle Plaine vicinity this season is approximately from February through July.

Given these considerations, we believe that using the Belle Plaine crossing for this project would have relatively high, unacceptable adverse effects on our trust resources.

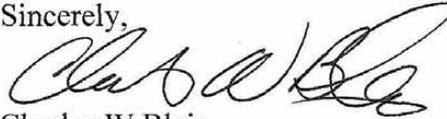
Le Sueur Crossing The proposed Le Sueur crossing location supports some native floodplain habitat but includes a water treatment facility and is adjacent to U.S. Highway 169. The water treatment facility is immediately west of the river and next to U.S.169. The facility is scheduled to be decommissioned in the next three to five years. After decommissioning, these lands, which are already cleared of native floodplain habitat, may enable the transmission line to reach the Minnesota River without additional clearing thereby minimizing resource damage. The Le Sueur crossing has the potential for relatively less adverse effects on our trust resources.

In summary, we prefer the Le Sueur crossing and its southern route at this time. Even this route includes sensitive trust resources and the project should be planned with these in mind. Considering that this project will not be completed until 2020 and our very active habitat acquisition and restoration program, it is likely that our trust resources in the project corridor will

increase over the next 11 years. We wish to continue to be included in discussions as the Sibley, Le Sueur, Scott, Rice, and Dakota County portions of this project are refined. This way we will be able to provide you with up-to-date information regarding our trust resources and appropriate project mitigation features.

Thank you for the opportunity to comment on this project. If you have questions or need any additional information please contact me at 952.858.5900.

Sincerely,

A handwritten signature in black ink, appearing to read "Charles W Blair". The signature is fluid and cursive, with the first name "Charles" being the most prominent.

Charles W Blair
Refuge Manager

United States Department of Agriculture



Natural Resources Conservation Service
375 Jackson Street, Suite 600
St. Paul, MN 55101-1854

Phone: (651) 602-7900
FAX: (651) 602-7914

File Code: 190-15-13

December 15, 2008

RE: CapX 2020 345 kV Transmission Line, Brookings County to Southeast Twin Cities Project
Lincoln, Lyon, Redwood, Yellow Medicine, Renville, Brown, Chippewa, Sibley, Le Sueur,
Rice, Scott, and Dakota Counties, Minnesota

Angela Piner
Environmental Scientist
HDR Engineering
701 Xenia Avenue South
Minneapolis, MN 55416

Dear Ms. Piner:

I'm pleased that I had the opportunity to meet with you, and with Craig Poorker and Carole Schmidt from Great River Energy this morning in my office. NRCS appreciates the opportunity to have discussed this subject project with all of you.

As I determined from our discussion, the Federal Farmland Policy Protection Act (FPPA) assessment will not apply with this subject CAPX2020 project. Since no federal sponsoring agency financial, nor technical assistance will be involved in the implementation of this project, FPPA review and compliance will not be required because the project is exempt from federal review by NRCS.

Sincerely,

WILLIAM E. LORENZEN
Environmental Review/Justice Coordinator

cc: Craig Poorker, SR/WA, Sr. Field Rep, GRE, Maple Grove, MN
Carole Schmidt, Super. Trans. Permit & Compl, GRE, Maple Grove, MN

Piner, Angela

From: Matthew Langan [matt.langan@dnr.state.mn.us]
Sent: Friday, November 21, 2008 3:40 PM
To: Piner, Angela
Cc: Fischer, Paul
Subject: CAPX 2020 BRTC River Crossings

Follow Up Flag: Follow up
Flag Status: Green

Angela-

Thank you for hosting field visits at the various Minnesota River crossing alternatives along the proposed transmission line route(s). Our staff was able to participate in the field visits, and has subsequently reviewed the field visit notes prepared by your staff. We have no corrections or additions to make to those notes. Based on the discussions at the field visits, DNR believes HDR has identified the important natural resources at each location, as well as the potential impacts. DNR intends to participate in the review of the Route Permit Application and environmental documents, once published.

-Matt

Matthew Langan, Environmental Planner
Environmental Policy and Review Unit
MN Dept. of Natural Resources
500 Lafayette Rd.
St. Paul, MN 55155
#(651) 259-5115



Minnesota Department of Transportation

District 8 - Willmar/Marshall/Hutchinson
2505 Transportation Road
Willmar, MN 56201

Office Tel: 320-231-5195
800-657-3792
Fax: 320-214-6305
www.dot.state.mn.us

December 5, 2008

Craig Poorker
Field Representative, Land Rights
Great River Energy
P.O. Box 238
Elk River, MN 553330

RECEIVED
DEC 09 2008
LAND RIGHTS

RE: CapX 2020 – Routes Parallel to State Highways

Dear Mr. Poorker:

Thank you for sending the Minnesota Department of Transportation (Mn/DOT) maps of the proposed route for the 345kV transmission line to run from Brookings, South Dakota to the southeast side of the Twin Cities. According to the provided maps, the proposed 230 mile transmission line would be ran parallel to state trunk highways up to five times within the twelve county area comprising Mn/DOT District 8. Upon review of the parallel routes, Mn/DOT District 8 offers the following comments;

- In 2013, Mn/DOT has programmed an overlay of State Highway 19 from Ivanhoe to County Road 5 west Marshall. At this time, the project does not require additional right of way but the project could have an impact on the following parallel transmission line routes:
 - State Highway 19 in Lincoln County from 230th Avenue to 260th Avenue (County Road 114)
 - State Highway 19 in Lyon County from 170th Avenue to east of 200th Avenue (County Road 5)
- In 2015, Mn/DOT plans on completing an overlay of State Highway 23 from Hanley Falls to Granite Falls. At this time, the project does not require additional right of way but the project could have an impact on the following parallel transmission line route:
 - State Highway 23 in Yellow Medicine County from 210th Avenue to 530th Avenue

Mn/DOT appreciates the opportunity to comment on any proposed utility lines next to or crossing over any State Highways. If you have any questions or concerns, please contact me at 320.214.6362.

Sincerely,

Jarrett Hubbard
Senior Transportation Planner
Mn/DOT District 8, Willmar

cc: Stacy Kotch, Mn/DOT
Geri Vick, Mn/DOT



SCOTT COUNTY PLANNING DEPARTMENT

GOVERNMENT CENTER 114 • 200 FOURTH AVENUE WEST • SHAKOPEE, MN 55379-1220
(952) 496-8475 • Fax (952) 496-8496 • Web www.co.scott.mn.us

September 30, 2008

Craig Poorker
Routing Team Lead
CapX 2020 Brookings-Twin Cities
Great River Energy
PO Box 238
Elk River, MN 55330

Re: Route Permit Application for the Brookings-Twin Cities 345 kV Project

Dear Mr. Poorker:

On behalf of the Scott County Community Development and Public Works Divisions, I want to thank you and your consultant team for inviting local government participation throughout the CapX 2020 routing evaluation process. Through our attendance at scheduled workshops, meetings and open houses, County staff has gained a better insight into the range of criteria that must be considered by utilities when determining potential routes for transmission lines.

Now that two alternative route corridors have been identified through the Scott County area, County staff is requesting more detailed data and information based on the set of criteria used during the route evaluation process. This information will help County staff assess the potential impacts of the two alternative route corridors on Scott County's existing and planned land use and transportation systems. Staff requests the following information:

1. Please provide the number of existing homes located within all 1,000-foot corridor segments in Scott County. For comparison, please provide the number of existing homes located within all 1,000-foot corridor segments in Le Sueur and Rice County (from the Minnesota River crossing to Interstate 35).
2. Please break down which 1,000-foot corridor segments in Scott County parallel existing road right of way and report the mileage of each segment by road designation (e.g. 5 miles along 260th Street). Using the County's Future Right-of-Way Needs map previously provided, include in this break down which segments parallel roadways planned for expansion and/or extension (e.g., 3 miles along 280th Street guided as a Principal Arterial with needed 200-foot ROW).

Please provide this information by October 31 to enable County staff to assess the implications of the two alternative route corridors and help determine how staff should advise the County Board and local units of government along the corridor segments. Thank you.

Sincerely,

Brad Davis, AICP
Planning Manager
Scott County Planning Department

-----Original Message-----

From: Nanett Sandstrom [mailto:eurekatn@frontiernet.net]

Sent: Thursday, September 11, 2008 2:23 PM

To: Poorker, Craig GRE/MG

Subject: CapX2020

September 11, 2008

RE: In the Matter of the Application of Great River Energy, Northern States Power Company (d/b/a Xcel Energy) and Others for CapX2020 Application for Routing a 345 kV Transmission Line.

MPUC Docket No. ET-02, E-002, et al./CN-06-1115

OAH Docket No. 15-2500-19350-2

Enclosed in connection with the above-referenced matter, please find the following:

Eureka Township Resolution No. 72

This document have been filed through the e-filing system at www.edockets.state.mn.us and have been served by email or hard copy mail delivery in compliance with the attached August 18, 2008 Service List.

Sincerely,

*Nanett Sandstrom
Clerk/ Treasurer Eureka Township
952-469-3736, Fax 952-469-5525*

9/11/2008

Supplement 12/31/08

MINUTES FROM AGENCY MEETINGS

Subject: US Fish and Wildlife Early Coordination and Route Planning		
Client: Great River Energy	Project No:	64620
Project: CapX2020 Brookings to Twin Cities	Meeting Location:	USFWS Bloomington Office
Meeting Date: January 7, 2008	Notes by:	Paul Fischer

ATTENDEES

Mike Sweet – USFWS
Chris Trosen - USFWS
Laurie Fairchild – USFWS
Rex Johnson – USFWS
Scott Krych – GES

Craig Poorker – GRE
Carole Schmidt – GRE
Angela Piner – HDR
Paul Fischer – HDR

TOPICS DISCUSSED

The meeting began with introductions.

Ms. Piner, Mr. Schmidt, and Mr. Poorker gave a PowerPoint presentation explaining Project background, need, details, permits, and approval process. During the presentation the USFWS asked questions about how the rivers would be crossed, and whether existing right-of-way would be used.

Mr. Sweet advised that communication with the DNR, landowners, utility companies, and FWS regarding activities affecting state-managed lands with federal interests is important. Mr. Sweet suggested that CapX should make sure that Jean Daniels, Federal Aid Coordinator at the USFWS and the DNR are communicating on the potential impacts to these types of lands. Mr. Sweet has a list of parcels with federal interests in the Brookings project area, and will send that data to Ms. Piner. Ms. Piner requested shapefiles if they are available.

Mr. Johnson requested the utilities identify native prairie within the Project area. He stated avoiding prairie should be a priority and the state of Minnesota is a good resource for those locations. Large blocks of native prairie occur in Lincoln and Lyon Counties; be aware of sensitivity of these areas.

USFWS Avian Issues:

- Migratory Birds Treaty Acts (MBTA) - consider the Minnesota River flyway and ways to minimize impacts
 - The project proponent stated that would be something we'd like to have discussions about among all the projects.

- Mr. Johnson suggested the following for minimizing impacts:
 - Minimizing the height of towers at river crossings to minimize bird collisions.
 - Avoid steep slopes along river where updrafts encourage birds.
 - Use markers and deterrent devices to minimize transmission line strikes.
 - Ms. Fairchild recommended for mitigation, to consider organizing and funding a comprehensive study of take rates and monitoring effectiveness of bird flight diverters. Land swaps may also be appropriate.
 - Ms. Piner agreed to send Ms. Fairchild a recent avian collision study by Western Area Power Administration (WAPA).
- Mr. Johnson stated he would send the newest information on grassland bird and HAPET model data as a GIS data layer to Ms. Piner. He reiterated that the “core” area is the most important landscape to consider.
- Members at the meeting suggested Bob Russell, USFWS, as the contact for raptors at river crossing workgroups.
- Additionally, the USFWS suggested using Nexrad to identify key migration times.

Mr. Trosen expressed general concern about the Minnesota River crossings. He stated that the USFWS is buying land for refuge units and WPAs in Sibley, Dakota, and Nicollet Counties, some near Henderson area. HDR stated they would contact Mr. Trosen about the expansion boundary of the refuge. The USFWS stated these new boundaries should be considered in routing decisions. The USFWS suggested Mr. Trosen should be at river crossing work group meetings.

Routing and planning recommendations from the USFWS include co-locating transmission lines with existing utility corridors, double circuit where possible, and plan transmission system to accommodate long-range energy development throughout the state and region.

Ms. Fairchild requested to be the point-of-contact for the USFWS. Send correspondences to the most appropriate person, but courtesy copy her and funnel discussions through her. This includes MBTA and federal interest lands.

Ms. Fairchild sought clarification of what the different components of this Project are and how they are related to the many transmission projects she is currently reviewing. Ms. Piner explained the parts of CapX 2020 and offered to facilitate any meeting to help further clarify any additional questions she may have regarding the various projects across the state. Ms. Piner offered HDR’s help in general to assist in communication through the review process.

Ms. Fairchild and Mr. Johnson discussed using an ecological model the USFWS has been using on wind projects for the transmission line project. Ms. Fairchild stated she would send the model to Ms. Piner.

All parties agreed that finding an acceptable route and deciding on appropriate mitigation before the EIS is finalized is the most efficient process.

Ms. Piner requested that GRE/HDR do biological surveys, as necessary on the back-end of the process, once a route is approved. The USFWS agreed that the approach taken in previous route applications would be applicable for this project.

Ms. Piner gave a CD of Project information to Ms. Fairchild.

Mr. Sweet voiced confusion over scheduling of the Bemidji to Grand Rapids 230 kV transmission line, how it relates to this project, and what its schedule is. Particularly, would it be helpful to that project to get his analysis of lands with federal interest? Ms. Piner explained that the Bemidji to Grand Rapids line is concurrently filing for the Certificate of Need and the Route Permit. Ms. Piner stated she would communicate with the project lead for the Bemidji Project about his concerns, and will make sure they touch base with him about his concerns.

Ms. Fairchild inquired if this Project was developed based on long-term wind energy potential. Mr. Poorker explained that wind energy is location-dependent and described the relationship between wind turbine location and electric transmission line routing.

Contacts:

Mr. Trosen – Minnesota Valley Refuge and Wetland Management District

Mr. Sweet – Federal Aid Lands

Mr. Scott Glup – Litchfield Wetland Management District

Mr. Steve Delehanty – Morris Wetland Management District

Mr. Bob Russell – Raptor specialist

Mr. Johnson – Habitat and species

Ms. Fairchild – Work group contact, main contact for FWS correspondences

ACTION/NOTES

FWS

- Mr. Sweet will send list of land with federal interest to Ms. Piner. The state has the same info.
- Mr. Johnson will send the newest information on grassland bird and HAPET model data as a GIS data layer.
- Ms. Fairchild will send the ecological sensitivity model used for wind farms to Ms. Piner.

GRE/HDR

- Ms. Piner will send the Western Area Power Administration avian collision study to Ms. Fairchild.
- GRE/HDR will coordinate with the USFWS to identify individuals to attend the river crossing work group meetings.
- Piner will check to see if the Bemidji project has obtained federal aid lands from the DNR or USFWS.
- HDR will contact Mr. Trosen about the expansion boundary of the refuge.

GENERAL

- All correspondences with the USFWS should be funneled thorough Ms. Fairchild. Courtesy copy her for communications with appropriate USFWS contacts.

Subject: Early Coordination and Route Planning – Department of Natural Resources		
Client: Great River Energy	Project No:	64620
Project: CapX2020 Brookings to Twin Cities	Meeting Location:	DNR Offices St. Paul, MN
Meeting Date: January 09, 2008	Notes by:	Angela Piner, Paul Fischer

ATTENDEES

Mr. Scott Krych, Graham Environmental Services, skrych@grahamenvironmental.com
 Ms. Maryanna Harstad, DNR, maryanna.harstad@dnr.state.mn.us
 Mr. Bob Hobart, DNR, bob.hobart@dnr.state.mn.us
 Mr. Todd Kolander, DNR, todd.kolander@dnr.state.mn.us
 Mr. Wayne Barstad, DNR, wayne.barstad@dnr.state.mn.us
 Mr. Mike North, DNR, michael.north@dnr.state.mn.us
 Mr. Dale Homuth, DNR Water, dale.homuth@dnr.state.mn.us
 Mr. Randy Bradt, DNR Water, randy.bradt@dnr.state.mn.us
 Ms. Lisa Joyal, DNR, lisa.joyal@dnr.state.mn.us
 Ms. Diana Regenscheid, DNR, diana.regenscheid@dnr.state.mn.us
 Ms. Jade Templin, DNR Parks and Rec., jade.templin@dnr.state.mn.us
 Mr. Steven Colvin, DNR Ecological R&S, steven.colvin@dnr.state.mn.us
 Mr. Paul Hansen, DNR FAW, paul.hansen@dnr.state.mn.us
 Mr. Matt Langan, DNR Environmental Review, matt.langan@dnr.state.mn.us
 Mr. Ken Varland, DNR Wildlife, ken.varland@dnr.state.mn.us
 Ms. Carole Schmidt, Great River Energy Permitting Supervisor, cschmidt@GREnergy.com
 Mr. Dan Schmidt, HDR Engineering Project Manager, dan.schmidt@hdrinc.com
 Ms. Angela Piner, HDR Engineering Project Manager, angela.piner@hdrinc.com

TOPICS DISCUSSED

Introductions took place. Ms. Schmidt and Ms. Piner gave a PowerPoint presentation explaining Project background, need, details, permits, and approval process. Following the presentation, the floor was opened to questions and comments.

The DNR would like shapefiles at each stage of the project. GRE/HDR should send the DNR a shapefile of the narrowed corridors and then the route options for their comments. Send any other data that may be useful to the DNR.

A question was asked about the factors in routing. Additionally, the DNR asked when they can comment, in particular would it be too late if their concerns aren't voiced at the Certificate of Need (CON) stage? Matt Langan replied that the DNR has typically been involved at the routing stage only, since the majority of the comments and issues that are raised internally apply to the route and not the need.

CapX was also asked whether undergrounding the line is possible. GRE/HDR explained that it is cost prohibitive and also potentially more damaging to the environment. Additionally, it is more difficult from a reliability perspective, since it's difficult to locate where the problem is when the line is out of service.

The group broke out to discuss the maps. The following is a list of items that were discussed:

- DNR asked whether CapX could manage the right-of-way (ROW) to benefit wildlife. GRE responded that it would be something that would have to be considered on a case by case basis.
- The DNR is concerned about impacts to State Parks and viewsheds, especially in parks managed for cultural resources. Ft. Ridgely State Park and St Lawrence Unit have pre-contact Native American resources. The Wildlife Management Area (WMA) off of Highway 19 has eight burial mounds.
- New DNR-managed land units have been acquired along the Vermillion River. Scott County owns Sections 11 and 12 of Cedar Lake Township. Frances Doyle property is being developed into a Scott County Park as well as Cedar Lake farms. Section 24 of Helena Township may be developed into a Scott County Park.
- Shallow lake resources are being sought for land acquisition and restoration. They are especially important in the eastern portion of the project.
- Pleasant Lake is an important migratory bird feeding and resting area.
- Raven Creek corridor was mentioned as an important area
- Historical resources should be coordinated through the State Historic Preservation Office (SHPO). HDR mentioned we have received data from the SHPO and will be coordinating with them.
- Consider visual resources and viewsheds at Camden State Park.
- The donut-shaped feature on the map at Ft. Ridgely State Park is in fact a solid polygon.
- Consider state waysides.
- Prairie remnants are primarily on the south side of State Highway 19.
- Plan to minimize invasive plant species establishing in disturbed ROW. Consider narrowing ROW. This is a discussion topic for the next DNR meeting.
- Follow existing corridors.

- Is it possible for CapX to buy a trail, and then deed it back to the county as park and recreation area?

ACTION/NOTES

DNR

- Identify Work Group participant
- Send any additional data that would be useful for routing transmission lines (HDR to provide examples)
- Identify areas of interest in the project area.

GRE/HDR

- GRE/HDR should send the DNR a shapefile of the route with a three-mile buffer.
- HDR to provide DNR with examples of additional data that is useful for routing.
- Investigate deeding back land purchases to a county to manage as a park.

Subject: Rice County Early Coordination and Route Planning		
Client: Great River Energy	Project No:	64620
Project: CapX2020 Brookings to Twin Cities	Meeting Location:	Rice County Hwy Dept Fairbault, MN
Meeting Date: January 11, 2008	Notes by:	Paul Fischer

ATTENDEES

Dennis Luebbe, Rice County Engineer
 Trent McCorkell, Rice County Planning and Zoning
 Craig Poorker, Great River Energy Routing Lead
 Dan Schmidt, HDR Engineering Project Manager
 Paul Fischer, HDR Engineering Environmental Scientist

TOPICS DISCUSSED

The meeting began with introductions.

Mr. Poorker and Mr. Schmidt gave a PowerPoint presentation explaining Project background, need, details, permits, and approval process.

Mr. McCorkell asked if county conditional use permits would have jurisdiction over this project. Mr. Schmidt replied that since this is a state-regulated project, the state regulations preempt county jurisdiction.

Mr. Poorker recommended that attendees speak with their staff and constituents about work group meetings and open houses in the coming weeks and months.

Mr. Luebbe asked if the Project would parallel public rights-of-way (ROW). Mr. Poorker explained this would happen where possible, with approval of the affected agency. Mr. Luebbe expressed that Greendale and Waterford townships near Northfield would be likely to resist routing the transmission line through that area. The city and townships have development restrictions of which CapX should be aware. Northfield has conducted a study considering upgrading Hwy 19 to be a northwest bypass around the city. Northfield is in the process of developing corridor plans and comprehensive plans.

Future road developments include, according to Mr. Luebbe, reconstruction of three miles of County Highway 86 north of Lonsdale, where Highway 19 turns at the border with Scott County. This work is planned for 2009 and construction would complete in 2010. Scott County is considering a new interchange at the county border with Rice County on I-35 and has begun a

scoping document for this project. MnDOT is considering a new interchange on I-35 at Elko. Mr. Luebbe said that MnDOT has long-range thoughts to upgrade Hwy 19.

Mr. Luebbe said that Rice County has the potential to do a ROW survey for road development along State Highway 13 on the northwest edge of Rice County on the border of Le Sueur County.

Mr. McCorkell called out airports and recommended that CapX consider clear zones in the routing process. Mr. McCorkell also noted that the land in the southern end of CapX Marion Lake Substation location area has peat soils on which building is difficult. CapX was advised to keep routing clear of the Cannon River watershed. Metropolitan Council has planned a sewer project into the northeastern corner of Rice County.

Rice County has 2007 color aerial photos on the county website. Two-foot contour topographic maps will be available soon.

Mr. Schmidt asked about urban development areas. Lonsdale is not expanding currently. Mr. McCorkell recommended looking into the Fundamental Resource Report. In general, urban development is expected to expand from urban centers while maintaining rural areas as rural. Rice County has no special farmland designations. A county easement program prevents certain areas from development. Lands under this easement are very loosely committed. The County has the right to release lands from easement status at any time.

Mr. Schmidt asked that Mr. McCorkell and Mr. Luebbe make the County Commissioners aware of the Work Group meetings scheduled in February. Mr. Luebbe agreed to talk to appropriate commissioners.

ACTION/NOTES

RICE COUNTY

- Mr. Luebbe will talk to appropriate County Commissioners about Work Group meetings in February.

Subject: Yellow Medicine County/Granite Falls Route Planning		
Client: Great River Energy	Project No:	64620
Project: CapX2020 Brookings to Twin Cities	Meeting Location:	County Courthouse Granite Falls, MN
Meeting Date: January 14, 2008	Notes by:	Paul Fischer

ATTENDEES

Mr. Randy Jacobson, Yellow Medicine Zoning Administrator – randyj@mvtvwireless.com
 Mr. Andy Sander, Yellow Medicine County Engineer – andrew.sander@co.yellow-medicine.mn.us
 Mr. Ryan Krosch, Yellow Medicine County Administrator – ryan.krosch@co.yellow-medicine.mn.us
 Mr. Bill Lavin, Granite Falls City Manager – bill.lavin@granitefalls.com
 Ms. Jane Remiger, Yellow Medicine County Commissioner – sjremiger@hotmail.com
 Mr. Steve Viring, Granite Falls Utilities Commission - steve.virnig@fmagencygf.com
 Mr. Don Reznechek, Electric Dept. of Granite Falls Superintendent – donrez@embarqmail.com
 Mr. Craig Poorker, Great River Energy Routing Lead – cpoorker@greenergy.com
 Mr. Dan Schmidt, HDR Engineering Project Manager – dan.schmidt@hdrinc.com
 Mr. Paul Fischer, HDR Engineering Environmental Scientist – paul.fischer@hdrinc.com

TOPICS DISCUSSED

Introductions, Project Overview, and Process and Schedule

The meeting began with introductions. Mr. Schmidt and Mr. Poorker gave a PowerPoint presentation explaining Project background, need, details, permits, approval process, and schedule. Mr. Sander asked questions clarifying structures to be used, details regarding routing, and project need.

Discussion

Mr. Lavin asked if wind generation delivered on CapX 2020 lines would benefit the City of Granite Falls, and how could Granite Falls be benefited in other ways? Mr. Poorker replied that direct benefits in a monetary way aren't likely. Otherwise, benefits are general system reliability.

Ms. Remiger asked if landowners can gain tax benefits if their land is seized through eminent domain. Mr. Poorker replied that some landowners may prefer going through the eminent domain process, claiming tax benefits, but did not know details.

Ms. Remiger expressed concerns over impacts due to ROW widths. Mr. Poorker replied that 150 feet is standard for 345 kV, and so far he hasn't received many complaints. He also stated that when located along existing corridors, our ROW may overlap, and thereby decreasing the additional ROW width by nearly half. Mr. Poorker and Mr. Schmidt clarified details of line construction, system needs, and routing process.

Mr. Sander voiced trepidation over long-term county road development (20-50) years being impeded by transmission lines, especially considering the 150 foot ROW. Mr. Poorker requested whatever long-term plans that Mr. Sander may have for county road development, and GRE/HDR can work with them as the routing process develops.

Mr. Krosh asked that GRE/HDR consider long-term developments of Granite Falls area airport.

General concerns were raised about the Granite Falls/Yellow Medicine area bearing the burden of an urban energy need. Mr. Jacobson sad that he didn't have any issues at this time.

ACTION/NOTES

YELLOW MEDICINE COUNTY

- Sander will provide long-term highway development plans to GRE/HDR.

Subject: Lincoln and Lyon Counties/Marshall Route Planning		
Client: Great River Energy	Project No:	64620
Project: CapX2020 Brookings to Twin Cities	Meeting Location:	Lyon Co Public Works Marshall, MN
Meeting Date: January 15, 2008	Notes by:	Paul Fischer

ATTENDEES

Mr. Shane Waterman, City of Marshall Engineer - shane.waterman@marshallmn.com
 Mr. Lee Amundson, Lincoln County Engineer - leea@lincolnco.us
 Mr. Robert Olsen, Lincoln County Planning and Zoning - roberto@lincolnco.us
 Mr. Kim Jergenson, City of Marshall Planning - kim.jergenson@marshallmn.com
 Mr. Brad Roos, City of Marshall Municipal Utilities - bradr@marshallutilities.com
 Ms. Anita Benson, Lyon County Dept. of Public Works/Engineer - anitabenson@co.lyon.mn.us
 Mr. John Biren, Lyon County Planning and Zoning - johnbiren@co.lyon.mn.us
 Mr. Todd Hammer, Lyon County Assistant Planner - toddhammer@co.lyon.mn.us
 Mr. Craig Poorker, Great River Energy Routing Lead - cpoorker@grenergy.com
 Mr. Dan Schmidt, HDR Engineering Project Manager - dan.schmidt@hdrinc.com
 Mr. Paul Fischer, HDR Engineering Environmental Scientist - paul.fischer@hdrinc.com

TOPICS DISCUSSED

Introductions, Project Overview, and Process and Schedule

The meeting began with introductions. Mr. Poorker and Mr. Schmidt gave a PowerPoint presentation explaining Project background, need, details, permits, approval process, and schedule.

Discussion

Questions were asked about how Big Stone transmission line is related to this project. Mr. Olsen recommended considering pipelines when routing.

Mr. Olsen prefers co-locating transmission lines with existing utilities, but cautioned that crossing state highways could require permits. Hwy 19 could be a good corridor to follow through Lincoln and Lyon counties. Go north from the Brookings substation in South Dakota, and then east along Hwy 19; this would avoid wind development.

Mr. Biren asked if CapX will have condemnation rights. Mr. Poorker explained that CapX will have the right to eminent domain. Public landowners will generally require a permit to cross. Federal lands (such as WPAs) will require federal approval. State lands with federal interests will require state approval with some level of federal approval.

Mr. Roos requested that CapX avoid the City of Marshall. In general, areas south of Marshall are zoned and planned for residential development. Areas north of the city are zoned and planned for industrial development. Routing a transmission line to the north would be the most compatible location. Mr. Jergenson can provide a copy of Marshall long-range plans to GRE/HDR.

Lyon County Road 6, which turns into a dirt Twp Road 35, is planned to be upgraded. Mr. Jergenson recommended considering recently completed and potential future upgrades to the Marshall airport. The runway was recently extended to 7,000 feet. If the clearance zone is 40:1 (this should be confirmed), then a 150 transmission structure must be at least 6,000 feet away. Future developments would be facilitated if transmission line is located farther away than the current minimum required. Refer to Marshall long-term plans.

In general, routing north of Co Road 33 is desired.

Mr. Biren recommended considering FEMA floodplain zones.

Mr. Roos stated that the fourth source power line discussed with GRE at previous meetings, that was originally being considered south of Marshall, no longer has a preferred route and its priority as a city project is lower.

Some housing development is taking place in the Town of Ghent. Long-term development will probably be slow and minor to the south.

No known ethanol or soybean processing plants are being planned or developed.

Mr. Olsen commented that Lincoln County Road 17 might be a good option for routing, or choose a route farther north than that. East River Cooperative owns transmission lines along Co Road 17 going east from Hwy 75; west from Hwy 75 to Hendricks may be Otter Tail Power lines that don't show up on GRE/HDR maps. This route would work continuing into Lyon County. Larger roads with higher load capacity will better accommodate heavy equipment needed for transmission line construction.

MnDOT has plans to develop Hwy 23 in Lyon County from State Hwy 19 north about two miles into a four-lane highway. Passing lanes are planned somewhere between Marshall and Cottonwood on Hwy 23. Hwy 19, going east from Hwy 23, for about one mile will be regraded and widened. MnDOT has considered long term plans to make all of Hwy 23 four-lane.

Mr. Biren offered Lyon County GIS data layers, and recommended getting in touch with Lyon County GIS Specialist Mr. Ryan Wendt. [After the meeting, Mr. Schmidt talked to Mr. Wendt about GIS layers and received a list of Lyon County GIS layers. Mr. Schmidt will send a request to Lyon County in coming weeks for GIS shapefiles]. Mr. Olsen said that Lincoln County will soon have a GIS specialist. He will update the GIS employee when s/he joins the county.

Other groups to invite to workgroup meetings, or with whom GRE/HDR should contact, includes other utility companies, Rural Water District (Lincoln-Pipestone Rural Water) as water lines are shallower than the foundations for pole structures, and gas distribution companies.

Ms. Benson asked what GRE/HDR has done to communicate with small towns, such as those with populations less than 5,000 people. Mr. Poorker replied that city administrators have been contacted and letters to landowners within the notice areas have been sent.

Mr. Olsen offered Lincoln County digital parcel data once the route has been selected.

ACTION/NOTES

YELLOW MEDICINE COUNTY

- Mr. Sander will provide long-term highway development plans to GRE/HDR.

Subject: Early Coordination and Route Planning – Dakota County and MnDOT		
Client: Great River Energy	Project No:	64620
Project: CapX2020 Brookings to Twin Cities	Meeting Location:	Dakota County Offices, Apple Valley, MN
Meeting Date: January 16, 2008	Notes by:	Angela Piner, Dan Schmidt

ATTENDEES

George Kinney, Dakota County Environmental Services, george.kinney@co.dakota.mn.us
 Butch McConnell, Dakota County Transportation, gordon.mcconnel@co.dakota.mn.us
 John Mertens, Dakota County Planning, john.mertens@co.dakota.mn.us
 Marilyn Remer, MnDOT, marilyn.remer@dot.state.mn.us
 Ann Driver, MnDOT, ann.driver@dot.state.mn.us
 Stacy Kotch, MnDOT, stacy.kotch@dot.state.mn.us
 Curt Fakler, MnDOT, curt.fakler@dot.state.mn.us
 Al Kramer, MnDOT Program Management, alan.kramer@dot.state.mn.us
 Len Leitner, MnDOT, len.leitner@dot.state.mn.us
 Randy Knippel, Dakota County GIS Manager, randy.knippel@co.dakota.mn.us
 Grant Stevenson – Xcel Energy, grant.stevens@xcelenergy.com
 Carole Schmidt, Great River Energy Permitting Supervisor, cschmidt@greenergy.com
 Craig Poorker, Great River Energy Routing Lead, cpoorker@greenergy.com
 Dan Schmidt, HDR Engineering Project Manager, dan.schmidt@hdrinc.com
 Angela Piner, HDR Engineering Project Manager, angela.piner@hdrinc.com

TOPICS DISCUSSED

The meeting began with introductions.

Mr. Poorker, Ms. Piner, and Mr. Stevenson gave a PowerPoint presentation explaining Project background, need, details, permits, and approval process. Following the presentation, the floor was opened to questions and comments.

Mr. Kramer asked when the construction start date would be. Mr. Stevenson stated that it the start date depends on material availability and personnel availability, but at this time, the CapX utilities are targeting the Fall of 2010.

Ms. Remer suggested contacting MnDOT aeronautics.

Mr. Kinney commented that Dakota County has had to coordinate three pipelines very recently. He also mentioned that if the CapX utilities were working within highway ROW, they would need permits.

Mr. Poorker asked Dakota County officials about more details regarding the farmland he had heard about that cannot be crossed by transmission lines. They explained that the farmland is part of the Farmland Natural Areas Program, which uses federal dollars to obtain the land. They are areas that the County would like to preserve as open space for the future.

Mr. Kramer suggested consulting the 20 year plan for the enhancements planned in the project area. He also stated he had taken some time identifying future projects in the metro area, and gave HDR a copy of the map with his notes.

The subject of following interstates and freeways did arise, and MnDOT provided an outline of their concerns in the project area. Dakota County asked additional questions to MnDOT about suitable corridors for transmission lines. Mr. Mertens questioned whether Highway 52 could be used for the transmission line route and Ms. Remer stated MnDOT would prefer the transmission line would be outside of the highway right-of-way.

Individual conversations following the presentation are summarized as follows: Ms. Piner spoke with Ms. Kotch about the shape file requested of the notice corridors. Ms. Piner cautioned the use of these, as the notice corridors were the first attempt through the CON process at identifying individuals that would likely be affected. She said she could provide the information for their analysis. Additionally, Ms. Piner asked whether there was other data that MnDOT had available that the utilities could use in their analysis such as MnDOT's cultural resources or environmental data. In particular, Ms. Piner was interested in the MnDOT's modeling software for of cultural resource priority areas. Ms. Kotch stated she'd look into providing that information. Additionally, Ms. Piner requested MnDOT check the accuracy of the data HDR had collected to date on the highway system, to make sure the maps of the transportation system were accurate. Ms. Kotch stated she would coordinate that effort.

Mr. Schmidt spoke with Randy Knippel, Dakota County GIS Manager, about the availability of GIS data. Mr. Knippel explained that a number of datasets are available over the net free or for a cost. Also, a number of datasets are available by request through different departments. He indicated he would be happy to help us determine what is available and the method to obtain it. Mr. Kinney volunteered to be a contact person to obtain data since most of the data that CapX would need would come from his department.

Mr. Knippel then asked about possible data sharing opportunities with the utilities. He would like to explore ways that we can work together to share data. Dakota County may be interested in line networks and customer data to support their Homeland Security and emergency preparedness obligations. Mr. Schmidt mentioned that the CapX effort includes 11 utilities around the state including Xcel Energy. Mr. Knippel was very interested in having a discussion with the CapX utilities and the MetroGIS groups (MetroGIS is a group of metro governmental agencies that share and promote GIS data) about data sharing metro-wide. Mr. Knippel is

involved with MetroGIS and said he would bring the idea to the attention on the MetroGIS committee.

Mr. Schmidt agreed to talk with Jim Fritz at Xcel and GIS representatives at GRE to determine if there are ways that the CapX partners would be able to cooperate with the MetroGIS group or Dakota County.

ACTION/NOTES

DAKOTA COUNTY

- Mr. Schmidt will contact Jim Fritz at Xcel and the GRE GIS representatives to discuss a meeting with the MetroGIS group about possible data sharing opportunities.
- Mr. Schmidt will contact George Kinney within several weeks to start the process of determining the types of data that the county may have and how we can obtain it.

GRE/HDR

- Ms. Piner will send MnDOT a CD with the shape file and information from the meeting to Ms. Kotch.

GENERAL

- All correspondences with the MnDOT should be coordinated through Ms. Kotch.

Subject: Redwood Co, Renville Co, Brown Co, and Franklin Route Planning		
Client: Great River Energy	Project No:	64620
Project: CapX2020 Brookings to Twin Cities	Meeting Location:	Redwood County Couthouse Redwood Falls, MN
Meeting Date: January 18, 2008	Notes by:	Paul Fischer

ATTENDEES

Mr. Ernie Fiala, Redwood Co Engineer – RCHD@redred.com
 Mr. Partick Rohland, Redwood Co Assistant Attorney – pat_r@co.redwood.mn.us
 Mr. Larrys Kilmer, Brown Co Assistant Engineer – larrys.kilmers@co.brown.mn.us
 Mr. Laine Sletta, Brown Co Zoning Administrator – laine.sletta@co.brown.mn.us
 Ms. Beth Stueven, Redwood Co GIS Specialist – beth_s@co.redowwd.mn.us
 Mr. Mark Erickson, Renville Co Environment and Community Develop. Dir. – mark_e@co.renville.mn.us
 Mr. Marlin Larson, Renville Co Public Works – marlin_l@co.renville.mn.us
 Mr. Craig Poorker, Great River Energy Routing Lead – cpoorker@greenergy.com
 Mr. Dan Schmidt, HDR Engineering Project Manager – dan.schmidt@hdrinc.com
 Mr. Paul Fischer, HDR Engineering Environmental Scientist – paul.fischer@hdrinc.com

TOPICS DISCUSSED

Introductions, Project Overview, and Process and Schedule

The meeting began with introductions. Mr. Schmidt gave a PowerPoint presentation explaining Project background, need, details, permits, approval process, and schedule. Mr. Poorker's arrival was delayed.

Discussion

County conditional use permits will not be required. CapX will work with the counties throughout the routing process, including coordination with highway departments and locating the line along county highway right-of-way (ROW).

Mr. Rohland asked when CapX will contact landowners. Poorker replied that seeking land easements and visits to property owners won't begin until around 2010. Currently, contact via mail is taking place to invite some landowners to work group meetings. Mr. Kilmer cautioned that communities in the area have a negative opinion of the easement acquisition process by utility companies after a negative experience with the Hutchinson pipeline project that recently went through the area.

Poorker and Schmidt provided general clarification of Project details, including the purpose of two notice corridors, ROW size and impacts, and Project schedule.

John Mitchell, Redwood County planner, was recommended to participate in upcoming work group meetings.

A small bridge over the Minnesota River between Brown County Road 8 and Renville County Road 3 may be shut down soon. The bridge has a 66-foot ROW. A map of the Brown County part of the project area was provided to Mr. Sletta and Mr. Kilmer of Brown County.

Mr. Poorker and Mr. Schmidt answered questions about the location and size of a potential new Franklin substation. The substation could be built anywhere in the proposed substation area. Locating the substation nearer to the existing sub will minimize cost, but the existing Franklin Substation is very crowded with multiple transmission lines. A new substation and buffer zone would occupy up to about 20 acres, but a larger land purchase of up to 160 acres would be sought.

GRE/HDR was advised that leadership changes often at the Lower Sioux Community.

GRE/HDR will contact Ms. Stueven for Redwood County GIS information. GRE/HDR should check the location of County Hwy 12 in their GIS files. The maps that GRE/HDR brought show this highway one mile south of where it should be in Redwood Falls Township.

Mr. Schmidt requested that attendees recommend people for work group meetings taking place in the coming weeks.

ACTION/NOTES

GRE/HDR

- Contact Ms. Stueven for Redwood County GIS information.
- Check the accuracy of the location of County Highway 12 in Redwood Falls Township in GIS layers.

Subject: Early Coordination and Route Planning – Scott County		
Client: Great River Energy	Project No:	64620
Project: CapX2020 Brookings to Twin Cities	Meeting Location:	Scott Co Gov't Center Shakopee, MN
Meeting Date: January 22, 2008	Notes by:	Angela Piner, Carole Schmidt, Paul Fischer

ATTENDEES

Michael Sobota, Scott County Community Development Dir, msobota@co.scott.mn.us
 Mark Themig, Scott County Parks, mthemig@co.scott.mn.us
 Al Frechette, Scott County Environmental Health, afrechette@co.scott.mn.us
 Craig Jenson, Scott County Public Works, cjenson@co.scott.mn.us
 Joseph Janish, City of Jordan, janishj@ci.jordan.mn.us
 Greg Wagner, Scott County Planning, gwagner@co.scott.mn.us
 Brad Davis, Scott County Planning, bdavis@co.scott.mn.us
 Patricia Freeman, Scott County Parks, pfreeman@co.scott.mn.us
 Mark Nager, City of Elko/New Market, mnagel@ci.enm.mn.us
 Carole Schmidt, Great River Energy Permitting Supervisor, cschmidt@greenergy.com
 Craig Poorker, Great River Energy Routing Lead, cpoorker@greenergy.com
 Angela Piner, HDR Engineering Project Manager, angela.piner@hdrinc.com
 Dan Schmidt, HDR Engineering Project Manager, dan.schmidt@hdrinc.com

TOPICS DISCUSSED

The meeting began with introductions.

Mr. Poorker and Ms. Piner gave a PowerPoint presentation explaining Project background, need, details, permits, and approval process. Following the presentation, the floor was opened to questions and comments.

Questions were asked about pole materials: core 10 vs. galvanized steel. GRE/HDR verified that transmission structures would be single-pole structures, not lattice, which can span 600-900 feet. GRE/HDR explained why double circuiting is used, where it could be employed, and discussed use and limitations of hanging lower voltage lines to the 345-kV structures. The transmission line will be an AC line.

Easement vs. ownership and compensation of landowners was discussed, as was how close transmission lines could be to state road rights-of-way (ROW). The project team stated the

project will acquire easements for the transmission line. Typically the transmission line is placed on private right-of-way.

GRE/HDR explained that substation location will be chosen based on factors including available land and proximity to the intersecting transmission line. About 40 acres will be needed. GRE/HDR described how high structures in the substation will be. Mr. Sobota suggested a buffer of trees or a 30-foot berm as a visual barrier for the New Market area.

Mr. Frechette raised questions about what kind of environmental report takes place for the Certificate of Need (CON). Is this transmission line tied to generation? What kinds of generation will be carried on this line? Poorker explained that all kinds of energy will be transported on the lines. There is no way to isolate energy generation types; all energy generated is blended into the energy transmission system. Energy generated by coal, wind, and other sources may be transported on these lines.

Federal tax issues were discussed, particularly, if there are no or lower federal tax benefits for wind development, how will that affect wind projects in Minnesota? The project team answered it may slow development, but some sort of generation will be required to meet the Renewable Energy Standard described in the presentation. Are turbines still being built in and purchased from Europe? The project team answered that there are several manufacturers overseas that developers utilize, but there are some turbines and parts manufactured in the United States as well.

With the northern alternative configuration, would CapX replace the existing 230 kV line? When will it be accepted or eliminated as an alternative? The project team explained the alternative configuration couldn't replace the existing 230 kV line based on the studies that have been completed. It will be necessary to locate a new line a distance away from the existing line for our proposed project. It will be accepted or eliminated as an alternative through the Certificate of Need process. A decision is expected in February 2009.

Mr. Frechette asked whether the EIS is going to be a generic EIS, and then a specific environmental report will be produced once routing and pole locations are decided? When will CapX know pole locations? How much authority does CapX have in choosing pole placement? Can a landowner stop or change pole placement on his/her land? Mr. Poorker and Ms. Piner explained the state process and the typical ROW and construction process that CapX utilities have used in the past.

Scott County stated they were well equipped to identify issues of concern due to the planning they are doing within the county. They wondered if this may be worthy of an independent Scott County Public meeting.

Scott County 2030 Comprehensive Plan shows lots of new development. Scott County stated the transmission line should be planned to co-locate with planned road developments to potentially share costs. What about post 2030 growth? The project team acknowledged that we should

consider future plans in our routing decisions, and it will be one of the factors we look at when deciding on the route to propose to the PUC.

Below is a list of items that Scott County identified for consideration:

- Cedar Lake and New Market areas have planned new development – Scott County suggested CapX should conduct a cumulative and economic impacts analysis. GRE/HDR stated the analysis of socioeconomic impacts is one of the items the state requires the utilities to evaluate.
- Neither County Highway 2 nor the pipeline are good routes. It would be better to route the transmission line farther south, closer to County Hwy 86. Minnesota Highway 19 west of New Prague, and then south along County Hwy 86 is a preferred route. The county suggested CapX should be proactive and develop a trail within the transmission ROW, and begin to acquire easements. Mr. Poorker stated that co-locating facilities would be preferable, however the utility only has the ability to get an easement for the construction, operation and maintenance of the transmission line. Any additional uses would need to be obtained by the county or other government agencies.
- Areas have been identified for urban expansion in the 2030 plan. They will be held in lower density in the interim so the county can grow into these areas as needed. Most of the county will be developed in the future and the 2030 plan shows how they plan to do this.
- Metropolitan Council is developing plans for new Waste Water Treatment Plants in Louisville Township and Jordan.
- Areas identified as rural residential are the only areas where county is not urbanizing.
- Blakely Bluffs Regional Park and surrounding area is an important natural and public resource.
- Smaller recognized communities like Union Hill should be considered during routing. Hamlets, like Union Hill, are a cultural feature.
- Consider Cedar Lake Park – it is a county park, and not identified on the maps.
- The Ney Nature Center is east of Henderson, along the Minnesota River and has strong public support. The county suggested adding them to our mailing list.
- Scott County asked whether the line would go north or south of New Prague. GRE/HDR answered that the location of the line is yet to be determined, and the work groups will help us make those decisions.
- Intersection improvements are planned along County Hwy 86 south of Elko/New Market.
- County Hwy 86 and I-35 interchange improvements are planned.
- A regional trail development is under consideration, as is a regional park in the southwest corner of Dakota County, per Metropolitan Council.
- MLCCS data is available for the area.
- Storm water management plans would be needed for substation sites.

- The county would like to protect visibility from the highway.
- Vermillion River headwaters are north of Elko New Market.
- Potential locations of substations were discussed.
- Sand Creek Township may be concerned about the transmission line and stray voltage effects to dairy operations.

What will be the interaction with the Farmland Preservation program? Pete Beckius, SWCD, is a contact regarding CREP and RIM.

County Board has interest in the process. Scott County staff time is limited and needs money for escrow agreement to get data and time that CapX needs from Scott County. Scott County Land Use has authority for townships. The Scott County website has 2007 aerials.

Mr. Sobota had a long conversation with Mr. Pooker about how the county and CapX can work together. This included discussion on a potential escrow account that would pay the county staff time for providing data to CapX and possibly doing analysis. Also discussed was the Scott County's desire to have a very active role in the workgroups. Scott County suggested that they host one of the workgroup meetings and help to run and staff the meeting. Mr. Sobota stated he would forward a "proposal" to Angela Piner about how Scott County can help. Mr. Pooker stated that CapX would review and decide how to go forward.

ACTION/NOTES

GRE/HDR

- Email PowerPoint to the county
- Send the factors considered in routing to the county
- Add the Ney Nature Center to the mailing list.
- Locate contact information for Pete Beckius at the SWCD.

Subject: McLeod and Sibley County Route Planning		
Client: Great River Energy	Project No:	64620
Project: CapX2020 Brookings to Twin Cities	Meeting Location:	Sibley Co Courthouse Gaylord, MN
Meeting Date: January 23, 2008	Notes by:	Paul Fischer

ATTENDEES

Mr. Marcus Flygare, MnDOT District 7 Traffic Engineer and Permitting,
marcus.flygare@dot.state.mn.us

Mr. Al Herschman, Sibley County Environmental Services

Mr. Larry Gasow, McLeod County Zoning Administrator, larry.gasow@co.mcleod.mn.us

Mr. Craig Poorker, Great River Energy Routing Lead, cpoorker@grenergy.com

Ms. Angela Piner, HDR Engineering Project Manager, angela.piner@hdrinc.com

Mr. Paul Fischer, HDR Engineering Environmental Scientist, paul.fischer@hdrinc.com

TOPICS DISCUSSED

Introductions, Project Overview, and Process and Schedule

The meeting began with introductions. Mr. Poorker and Ms. Piner gave a PowerPoint presentation explaining Project background, need, details, permits, approval process, and schedule.

Discussion

Mr. Flygare asked about GRE's setback rules and authority to limit activities on the right-of-way (ROW). Mr. Poorker responded that the 150-foot easement only prevents objects that would interfere with the transmission lines, such as houses, tall trees, and antenna structures. Other activities including agriculture and road use are permitted.

Mr. Gasow asked about stray voltage. Mr. Poorker explained that stray voltage is usually due to poorly maintained distribution lines, and is usually not a transmission line issue. Mr. Flygare asked about effects of transmission lines on TV, cell phone, and radio reception. Mr. Poorker replied that effects are minimal to none for well-built and maintained transmission lines. There are no significant impacts to GPS as well.

Poorker stated that CapX is not required to get county conditional use permits. Road use permits may be required for any utility in county road ROW. Counties should get involved if they wish during the PUC approval process.

Mr. Gasow asked about compatibility of co-locating transmission lines with railroad corridors, and the potential to use CapX lines to power possible light rail or commuter trains in the future.

Poorker replied that railroad corridors are being considered, but energy from the CapX lines would have to be stepped down through a substation before it could be distributed to such uses as light rail. Mr. Gasow stated that the single pole design will be favorable among farmers and in sensitive viewsheds.

Mr. Flygare clarified that MnDOT would require the utility companies to move structures from MnDOT ROW should road expansion takes place in the future.

McLeod County has one-foot interval contour maps available. McLeod County Road 7 from Hutchinson to the southwest is in the process of being widened and straightened. Paving and final completion will take place this summer 2008. Mr. Gasow said that Pheasants Forever bought about 300 acres near Biscay in addition to the Pheasants Forever WMA that is shown on the map. Hutchinson long-range land use includes residential development to the west of town and somewhat to the south. Glencoe is expected to develop to the south. Otherwise, little development is expected.

Mr. Flygare noted that the Hutchinson pipeline does not appear on GRE/HDR's map.

Mr. Herschman requested that CapX co-locate or combine smaller existing transmission lines with the CapX 345 line. A small transmission or distribution line along Sibley County Rd 56 may be replaced soon. He also noted that wind energy projects have been proposed in Sections 10, 11, 14, and 15 in Cornish Twp (T112, R30). The developers are proposing permits this summer 2008.

A map on the wall showed zoned areas of Sibley County. GRE/HDR should speak with John Peterson to get information used for that map and for county GIS data. One house/5 acres is density threshold for areas zoned for conservation.

Mr. Flygare said that MnDOT long-range plans include considering improvements around Henderson on Highway 19. This development wouldn't be likely for many years. Near the City of Le Sueur, industrial, residential, and highway developments are anticipated along Hwy 169 to the northeast of town. Mr. Flygare suggested that MnDOT should have a coordinated, unified effort when dealing with CapX across all aspects of the project and across all MnDOT districts.

Ms. Piner asked what the big issues in this area are. Gasow replied that water and ethanol are big concerns among the people, and highways such as Hwy 5 and 19 are not. Ms. Piner sought input for where to cross the Minnesota River. No clear recommendations were brought up. Mr. Poorker asked for names of people who would be interested in attending the work group meetings.

Sibley County would like to have a copy of the maps used today sent to their office.

ACTION/NOTES

GRE/HDR

- Send Sibley County a pdf or paper copy of the map used for today's meeting.

Subject: Early Coordination and Route Planning – Carver County		
Client: Great River Energy	Project No:	64620
Project: CapX 2020 Brookings to Twin Cities	Meeting Location:	Carver Public Works Cologne, MN
Meeting Date: January 25, 2008	Notes by:	Angela Piner, Carole Schmidt, Paul Fischer

ATTENDEES

Bill Weckman, Carver County Public Works, bweckman@co.carver.mn.us
 Dave Drealan, Carver County Land and Water Services Director, ddrealan@co.carver.mn.us
 Paul Moline, Carver County Watershed Administrator, pmoline@co.carver.mn.us
 Andrew Lisua, Carver County, alisua@co.carver.mn.us
 Tracy Bade, Carver County, tbade@co.carver.mn.us
 Craig Peterson, Metropolitan Council, craig.peterson@metc.state.mn.us
 Amy VanEps, Carver County, avaneps@co.carver.mn.us
 Jason Mielke, Carver County Planner, jmielke@co.carver.mn.us
 Jay Molnau, Carver County Public Works, jmolnau@co.carver.mn.us
 Jim Uttley, Metropolitan Council, jim.uttley@metc.state.mn.us
 Lisa Barajas, Metropolitan Council, lbarajas@metc.state.mn.us
 Craig Poorker, Great River Energy Routing Lead, cpoorker@greenergy.com
 Carole Schmidt, Great River Energy Permitting Supervisor, cschmidt@greenergy.com
 Angela Piner, HDR Engineering Project Manager, angela.piner@hdrinc.com
 Dan Schmidt, HDR Engineering Project Manager, dan.schmidt@hdrinc.com

TOPICS DISCUSSED

The meeting began with introductions.

Mr. Poorker and Ms. Piner gave a PowerPoint presentation explaining Project background, need, details, permits, and approval process. Following the presentation, the floor was opened to questions and comments.

Mr. Uttley asked if 345 kV was the highest voltage line available. GRE/HDR responded that no, transmission lines can be built much larger, such as 765 kV but the majority of those lines are located east of Minnesota.

The question was raised if West Waconia Substation could be used, or would a new substation be required. Mr. Poorker stated that that has not been determined at this point. Depending on

the amount of land available and the potential routing options, a new substation may be needed if that system configuration is chosen. GRE responded the existing West Waconia site would be the first choice for the location of the substation, if the alternate configuration were chosen. The existing substation would likely need to be expanded, but the layout and existing fenced area would need to be looked at, as to whether it could accommodate the 345 kV facilities with its current design. A new substation will be required along the route in several locations, including the I-35 corridor and other locations farther away.

The question was asked how project need is determined. What is distributed generation? Poorker replied that distributed generation is locating smaller power plants or other generation facilities nearer to load centers. How do utilities know that there will be enough power to feed existing lines plus the new infrastructure? Is interaction with utilities formal or informal? GRE explained that the electrical system is a highly complex network, and the planners at the utilities have a challenging job of identifying all the new power sources and in turn trying to identify what kind of transmission lines are needed and where they should be located to make sure the network continues to operate efficiently.

The comment was made that Metropolitan Council (METC) has been doing more energy planning in the past six months. The Metropolitan Energy Task Force (recently renamed the Metropolitan Energy Policy Coalition [MEPC]) represents six metro counties not including Carver County. The CapX utilities are aware of this group and have attended some of their meetings.

Questions were asked about the easement acquisition process. Concerns were raised about how natural resource areas and existing easements are addressed. Mr. Poorker explained the easement process and stated that the utilities try to identify all existing easements when the easement acquisition process begins.

Is CapX required to comply with local permitting and zoning ordinances? GRE/HDR replied that since this project is under State regulation, CapX is not regulated by county conditional use permits. CapX will consider permits such as local roadway and sewer permits in the routing process and will need to obtain highway crossing permits and easements from public entities if public land is used for the ROW

Is CapX bound by state building codes? Will building inspectors have to inspect the structures? GRE/HDR replied that poles are exempt, but substation buildings have to comply with local ordinances.

Will CapX work with BWSR at a statewide level or will they work with each LGU individually? GRE/HDR responded that right now CapX is unsure how all the permitting will play out. At this time, we are assuming we will have to work with each LGU. However, we hope to continue to have conversations with BWSR and the LGUs to potentially streamline this process moving forward.

Are agency meetings being conducted separately or in conjunction with county and city staff? GRE/HDR responded that at this time, we are meeting with each agency separately, but some joint meetings have been held. The work groups are the point where we hope to have joint agency discussions about transmission line routing challenges.

Under what conditions would CapX use the alternative corridor over the preferred route? When will the route be decided? GRE/HDR explained the route permit process and that the PUC ultimately chooses the route. GRE/HDR is planning on an approval of the Certificate of Need in February 2009. The route will be decided approximately one year from the file date, which we anticipate will be in the fall of 2008.

What kind of expansion is planned for the West Waconia Substation? Depending on the amount of land available and the potential routing options, a new substation may be needed if that system configuration is chosen. Lakeshore lots are proposed on the north side of the lake in Section 5, Benton Township just south of the substation.

METC is considering one or two new wastewater treatment facilities at Belle Plaine and Jordan. Jordan's facility is likely to be constructed before Belle Plaine, and joint ROW use with the sewer interceptors is possible.

There are lots in agricultural preserve program; however, there are no federal interests involved. There are some restrictions on condemnation.

Carver County has good natural resource data. Mr. Uttley suggested that Carver County would be able to supply GRE with various different types of data to help in the routing analysis phase. Dave Drealan stated that the county would be happy to assist in providing data. HDR will contact the county GIS staff to facilitate the collection of county data.

Does CapX ever co-locate along trails? This is possible; however, the easement for the trail would need to be obtained by another entity. The easement that GRE would obtain would only cover construction, maintenance and operation of a transmission line. CapX has received this question from other individuals. It is something we will look at when deciding on a route to apply to the state.

ACTION/NOTES

CARVER COUNTY

- Contact HDR with natural resource GIS data.

GRE/HDR

- HDR will contact the county GIS staff to facilitate the collection of county data.
- HDR will contact Mr. Uttley about a meeting with Met Council staff.

Subject: Early Coordination and Route Planning – Le Sueur County		
Client: Great River Energy	Project No:	64620
Project: CapX 2020 Brookings to Twin Cities	Meeting Location:	Le Sueur City Hall Le Sueur, MN
Meeting Date: January 29, 2008	Notes by:	Paul Fischer, Angela Piner

ATTENDEES

Ms. Tana Nereson, City of Le Sueur Planning Director, tnereson@cityoflesueur.com
 Mr. Greg Drent, City of Le Sueur Assisstant Electric Dir, gdrent@cityoflesueur.com
 Mr. Rick Almich, Le Sueur City Administrator, ralmich@cityoflesueur.com
 Mr. Brian Skok, City of Le Sueur Water/Wastewater Dir, bskok@cityoflesueur.com
 Mr. Dean Kunze, City of Le Sueur Public Works, dkunze@cityoflesueur.com
 Ms. Kathy Brockway, Le Sueur County Zoning Administrator, kbrockway@co.le-sueur.mn.us
 Mr. Darrell Pettis, Le Sueur County Engineer, dpettis@co.le-sueur.mn.us
 Mr. Craig Poorker, Great River Energy Routing Lead, cpoorker@GREnergy.com
 Ms. Angela Piner, HDR Engineering Project Manager, angela.piner@hdrinc.com
 Mr. Paul Fischer, HDR Engineering Environmental Scientist, paul.fischer@hdrinc.com

TOPICS DISCUSSED

Mr. Poorker and Ms. Piner gave a PowerPoint presentation explaining Project background, need, details, permits, and approval process. Following the presentation, the floor was opened to questions and comments.

Introductions took place.

Mr. Almich expressed surprise and concern that no township representatives were present at this meeting. Townships are important groups to include in the routing process. Mr. Poorker replied that CapX has contacted townships with letters and townships are invited to attend. Townships often prefer that communication first goes through the township boards. Mr. Almich added that utility routing tends to be better when the line follows section lines and with the utility works with land owners. He advised keeping the easement compensation within a compressed price range. He also said that landowners for previous transmission lines (circa 1978) felt as though the utility right-of-way (ROW) agents were pitting neighbor against neighbor, and advised against such an approach. Mr. Poorker replied that easement acquisition is in a different era and landowner concerns are a priority. GRE will follow existing corridors and section or fence lines as much as possible. Payments are likely to be more robust than with previous projects, which were smaller, and it will be a good investment for GRE.

Mr. Almich asked if there was any connection between the recently proposed Outland transmission line and CapX. Mr. Poorker replied that the two projects are completely independent. Mr. Almich noted that people are supportive of renewable energy, and that the Brookings line transports wind energy is favorable for CapX.

Mr. Drent asked for how long the CapX lines will be adequate to meet the state's energy needs? Mr. Poorker replied that the line was designed for anticipated energy needs for 15-20 years into the future. However, due to growing wind energy generation in southwest MN, more lines are likely in coming years. Mr. Drent asked if customer rates would increase as a result of the new lines. Poorker replied that rates will go up about \$1.50 per meter per month.

The question was asked if there would be key points or a threshold of cost or other limiting factors where the project would no longer be feasible? Mr. Poorker replied that need will likely force this project through no matter the cost. There are many components that could affect project budget and schedule completion such as world-wide steel availability, labor, and land values.

Mr. Drent asked if the line will be able to pick up wind energy as wind generation develops in southwestern MN? Mr. Poorker explained that yes, it will; energy generated by wind is first transmitted to a substation, and then the voltage is stepped up to the CapX line. Mr. Drent asked if CapX can bury lines. Poorker replied that it is a possibility for short sections. It is usually cost-prohibitive, and line maintenance and repair are very expensive and difficult once the line is in the ground. Land impacts can be greater because a wide trench must be dug to install the line.

A county park is located south of County Hwy 19, east of Henderson. Art Straub is a local landowner who is very involved in maintaining natural areas. He is a very knowledgeable environmentalist and he should be involved in the routing process. Perhaps invite him to workgroup meetings next month.

An industrial park is being developed northeast of Le Sueur along Hwy 169. The area is scheduled for commercial and industrial development.

The City of Le Sueur boundary shapefile is out-of-date on the GRE/HDR map. Tyrone, Derrynane, Sharon, and Lexington Twps are agricultural and no development is planned. Section 9 of Lanesburgh Twp (T11 R23) near New Prague is planning a park.

Unimin Mines are proposing to mine silica and sand into Section 14 in Ottawa Twp (T11 R26). An EIS is in process.

Ms. Piner asked what plans are being considered for the sewage treatment ponds northwest of Le Sueur. Mr. Almich and Mr. Skok replied that a new treatment plant is being constructed, and the ponds will no longer be used as of next year. The ponds will probably be restored but there are no firm plans that they know of at this time.

Mr. Pettis recommended Hwy 169 as a potential river crossing. The City owns the land on the north side of the highway and there is one landowner on the south side. Mr. Almich said that the east side of the river is problematic because of residential property and land use issues. Growth pressure will be more north than east. Mr. Pettis offered that staying within Hwy 169 ROW could minimize land use issues, and then go east along Hwy 28. It would also be feasible to cross along Hwy 169 and then follow the railroad corridor north beyond city development. However, the railroad company Union Pacific can be difficult to deal with.

There were no suggestions for substation locations.

Ms. Nereson said that Le Sueur is lacking for GIS data. A GIS specialist is scheduled to start work in March. Ms. Nereson will email the city GIS boundary. Ms. Piner requested zoning location information as well, if available.

ACTION/NOTES

LE SUEUR CITY

- Ms. Nereson will send the city outline boundary and zoning information to HDR, as available.

GRE/HDR

- Contact Art Straub, local landowner and environmentalist. Perhaps invite him to workgroup meetings.
- Consider a river crossing due east of where Hwy 19 turns southeast into Henderson.

GENERAL

- Ms. Nereson will be out on medical leave until mid-march.

Subject: Early Coordination and Route Planning – MnDOT District 6			
Client: Great River Energy		Project No:	64620
Project: CapX 2020 Brookings to Twin Cities		Meeting Location:	Conference Call
Meeting Date: January 31, 2008		Notes by:	Paul Fischer

ATTENDEES

Chris Moates, MnDOT District 6 Planner, chris.moates@dot.state.mn.us
 Carole Schmidt, Great River Energy Permitting Supervisor, cschmidt@greenergy.com
 Craig Poorker, Great River Energy Routing Lead, cpoorker@greenergy.com
 Angela Piner, HDR Engineering, Project Manager, angela.piner@hdrinc.com
 Dan Schmidt, HDR Engineering, Project Manager, dan.schmidt@hdrinc.com
 Paul Fischer, HDR Engineering, Environmental Scientist, paul.fischer@hdrinc.com

TOPICS DISCUSSED

The meeting began with introductions.

Mr. Poorker and Ms. Piner asked whether that Mr. Moates was familiar with the project. Mr. Poorker gave a general overview of the need.

Mr. Moates inquired about whether we've heard much about the stray voltage issue. Mr. Poorker responded it was something we've heard at public meetings, but hasn't been much of an issue to date, and is more related to electric distribution.

Mr. Moates asked about future CapX meetings, including a March 6 workgroup meeting that he is interested in attending in Lakeville. GRE/HDR will send the invitation to Stacy Kotch at MnDOT and request that she distribute it to Mr. Moates. Mr. Moates should also talk to Ms. Kotch to get her approval.

Mr. Moates asked about meetings for the Twin Cities–Rochester–La Crosse CapX transmission line. Ms. Piner said that Pam Rasmussen from Xcel Energy will be getting a hold of him soon.

Ms. Piner asked if there are MnDOT road upgrades, plans, or other considerations in the CapX project area of which GRE/HDR should be aware. Mr. Schmidt said that routing may go farther south than originally considered, but we're still looking at a variety of options. Mr. Moates said that Hwy 19 from Northfield eastward has no planned expansion for the next 20 years, nor does Hwy 19 between New Prague and I-35. MnDOT will be doing a study for an expansion of Hwy 19 from I-35 to Northfield from two to four lanes. MnDOT may not use the existing Hwy 19 for

the expanded Hwy 19 corridor. MnDOT may consider using County Road 86 along the Rice/Scott county line and into Dakota County. A northern bypass around Northfield is also being considered. No work in the City of Northfield is being considered. This project may move forward within the next 10 years, and Mr. Moates would be apprehensive to see a transmission line follow the existing Hwy 19 ROW at this time.

A roundabout is to be planned at Hwy 19 and Co Rd 86 on the Scott and Rice County border. It will only partially be funded with state money. Also, an interchange at I-35 and Hwy 86 is being considered. The I-35 interchange at Dundas will be improved some time in the future. There are no plans currently for expanding I-35. Some day it will expand to six lanes, but not in the foreseeable future. Mr. Moates was not sure how much ROW would need to be purchased for that expansion. Mr. Moates will look into how much ROW would be needed and will give that information to Ms. Piner.

Hwy 3 may expand to four lanes sometime in the future. There are no plans or studies being considered at this time. This road is under MnDOT Metro District jurisdiction from the Dakota/Rice county line north.

No plans are being considered for Hwy 56, Hwy 246, or new rest stops along I-35. Existing rest stops are found at the Northfield and Fairbault exits off I-35. A park-and-ride is located in the NW quadrant of the I-35 and Hwy 19 intersection and may be enlarged at some point in the future.

Hwy 21 may be considered for upgrade to 10-ton load capacity some time in the future. No plans or studies are being considered now.

ACTION/NOTES

MnDOT

- Mr. Moates will give information regarding ROW widths for I-35 expansion to 6 lanes to Ms. Piner.

GRE/HDR

- Send an invitation for the March 6 work group meeting in Lakeville to Stacy Kotch, MnDOT, to be distributed to Mr. Moates.

Subject: Early Coordination and Route Planning – State Historic Preservation Office		
Client: Great River Energy	Project No:	64620
Project: CapX2020 Brookings to Twin Cities	Meeting Location:	Historical Center, St. Paul
Meeting Date: February 6, 2008	Notes by:	Angela Piner, Carole Schmidt, Paul Fischer

ATTENDEES

Mr. Dave Mather, SHPO Nat'l Register Archaeologist
 Mr. Dennis Gimmestad, SHPO Review and Compliance Officer,
 Mr. Mike Justin, HDR Engineering Senior Archeologist, michael.justin@hdrinc.com
 Mr. Craig Poorker, Great River Energy Routing Lead, cpoorker@GREnergy.com
 Ms. Carole Schmidt, Great River Energy Permitting Superintendent, cschmidt@GREnergy.com
 Ms. Angela Piner, HDR Engineering Project Manager, angela.piner@hdrinc.com

TOPICS DISCUSSED

Introductions took place. Mr. Poorker and Ms. Piner gave a PowerPoint presentation explaining Project background, need, details, permits, and approval process. Following the presentation, the floor was opened to questions and comments.

At present, no state review process takes place with SHPO. GRE/HDR need only be concerned with the federal process. SHPO is still refining how to coordinate with the Department of Commerce (DOC). Agencies play variable roles with tribal consultations. SHPO will be involved if historic sites are found off reservations, or on reservations without a Tribal Historic Preservation Office (THPO). SHPO will concur if sites and findings are eligible for listing on the National Register of Historic Places (NRHP). SHPO is not responsible for and cannot conduct government-to-government consultations.

SHPO recognizes three classes of resources important for the project:

- Historic Landscapes (state law only covers things listed on the state and national register)
- Archeological Sites (covered under state law)
- Architectural Sites (state law only covers things listed on the state and national register)

SHPO suggested GRE/HDR do a literature review of the route corridor once the corridor has been narrowed down, and then a more targeted investigation should take place. SHPO suggested the investigation include an inventory survey so a comparison of potential impacts to cultural resources for the alternative routes could be conducted.

SHPO suggested using a probability model for historic landscapes and archeology resources. Many are available with varying levels of usefulness. A probability model like MnModel could also be used to identify archaeological resources. HDR isn't authorized to obtain Mn/DOT's MnModel data; Mn/DOT will only release the data to archeologists on staff at state agencies. The data GRE/HDR has is only what is known – it is likely the areas the project crosses have not been surveyed. GRE/HDR asked what probability models have been used in the past that worked well. Mr. Mather stated that water pipeline projects in Iowa have used models with some success.

GRE/HDR asked what triggers ground surveys. SHPO stated that the DOC has an obligation to conduct ground surveys but that obligation is not specific. SHPO suggested getting their concurrence regarding DOC's requirements for ground surveys. Statue regarding surveys is found in Chapter 138 (Minnesota Field Archaeology Act).

GRE/HDR suggested it may be helpful to hold a meeting with staff from all three CapX projects and the DOC to clarify their involvement. Other federal agencies could be invited depending on how each project has federal agencies involved.

Architectural History sites should be looked at once the route is determined. Under state law, buildings are not evaluated unless the project is defined as a federal undertaking under Section 106 of the National Historic Preservation Act. SHPO recommends GRE/HDR should identify structures currently listed on the NRHP and evaluate impacts.

Historic landscapes are an issue and should also be addressed as a visual resource issue. One such landscape is located along the TRL line in Goodhue County. It includes 32 farms as a rural agricultural landscape from the late 18th and 19th century. GRE/HDR asked how they could identify historic landscapes to prevent impacts to them. SHPO suggested a historian identify/evaluate landscapes and seek concurrence so that issues do not arrive at the 11th hour in federal review. A probability model for historic landscapes could be used.

No rules prohibit showing cultural resources on maps. However, SHPO requests that GRE/HDR be sensitive to these resources. Perhaps label cultural resources as “sensitive resources.”

GRE/HDR would be viewed as having put forth a reasonable effort if they search the cultural resources database and identify known sites for architectural history and historic landscapes. If they want to meet the level of review necessary for Section 106 federal review, then GRE/HDR would need to develop a survey strategy for SHPO to offer suggestions specific to the project.

ACTION/NOTES

GRE/HDR

- Organize a meeting with SHPO, DOC, and the other projects in CapX to discuss cultural resources, surveys, and CapX's approach to these resources.

Subject: Coordination and Route Planning - USFWS		
Client: Great River Energy	Project No:	64620
Project: CapX 2020 Brookings to Twin Cities	Meeting Location:	USFWS Field Office, Bloomington, MN
Meeting Date: 04/25/2008	Notes by:	Anita Corrigan, Paul Fischer

ATTENDEES

Laurie Fairchild, USFWS
Chris Trosen, USFWS
Carole Schmidt, GRE
Craig Poorker, GRE
Angela Piner, HDR
Paul Fischer, HDR

TOPICS DISCUSSED

Project Update

Poorker described Project activities since last meeting, including narrowed corridors and possible river crossing areas. Public hearings for Certificate of Need will be in late June. A preferred route should be selected by the end of June, followed by open houses at the end of the summer. The Route Permit Application to the Public Utilities Commission will be submitted in September or October 2008.

Data Discussion

- HAPET data can be sent to Darrin. GRE/HDR should communicate directly with Rex Johnson, but cc Fairchild.
- Location and availability of Nexrad data
 - Fairchild will check with one more person and get back to GRE/HDR.
- Ecological sensitivity model used for wind farms
- USFWS trust land in areas west of Henderson
 - NWR land acquisition is taking place south and north of Henderson with little land acquired west of Henderson.
- National Tall Grass Prairie Refuge boundaries
 - Piner will send our data of parcel locations to Fairchild (shapefile or map). This area could be a naming remnant in GIS, or managed by the Bigstone USFWS office. GRE/HDR should ask them.
- Prairie chickens
- Data needed from USFWS

Perception of involvement with COE permit

- The USFWS has commitments under CWA. If the Project needs a Corps permit for filling of wetlands, the USFWS will comment on public notices.
- Communicate with USFWS equally with the Corps
- Let USFWS know if GRE foresees mitigation as part of a Corps permit
- Wetland banking is part of a federal review team
- USFWS involvement with routing and river crossing location regarding a Section 10 permit allows a 'back door' relationship with the USFWS as input would already be provided.
- USFWS will need involvement in a Section 404 permit. Impacts to wetlands should be evaluated using construction impacts, not just the permanent footprint.

Surveys

Federal nexus – This is not a trigger yet, but the topic hasn't been narrowed down enough to tell. It will be difficult or not possible to obtain a compatibility determination across refuge land. The project probably would not need a compatibility determination in the same way to cross a USFWS easement. Mitigation would be required, such as trading land for a new easement. Fairchild will send Piner descriptions of easements including wetlands, uplands, refuges, and private land, and include a sample easement agreement

- Timing and location
- Native prairie
- It will be hard to get compatibility deformation to cross refuge land. Mitigation would be required.

River crossings

NWR expansion areas –

New land acquisition efforts are taking place north and south of Henderson. The goal is to create a conservation buffer lining the Minnesota River. This transmission line should avoid these new land acquisitions. Not much land acquisition is taking place west of Henderson.

Crossings (Lower Minnesota River) –

Avian collision impacts are the USFWS primary concern.

Any crossing along a road or pipeline would be considered a new crossing. Paralleling an existing transmission line may reduce impacts, but due to the size difference between the existing transmission lines crossing the river here (69kV and 115kV), a new 345kV will add new impacts. Any alternatives to overhead crossings should be considered. Replacing an existing transmission line would be the option with the least new impacts for an overhead crossing. Using H-frame structures across the river crossing would reduce the number of lines in cross section by one set, probably from four sets of lines to three. GRE should investigate structure designs to consolidate conductors as much as possible. Lines would be marked with flight diverters or comparable device.

Significant mitigation could be involved with a new overhead transmission line crossing.

The southern river crossing areas in the Le Sueur area are probably better. -have not started to acquire land to south, are near Blakely Bluffs

Other discussion topics

Some groups have suggested the CapX should build the line bigger now, such as 500kv. What would 500kv structures look like with current technology? How would these structures impact birds and wildlife resources compared to the 345kV line?

ACTION ITEMS

- GRE/HDR will let the USFWS know if upgrading the line to 500kV becomes a viable possibility. Information about 500kV structures and ROW needs would also be sent to Fairchild.
- GRE/HDR should visit with USFWS Morris & Litchfield offices about Redwood Falls/Franklin/Granite Falls crossings
- GRE/HDR will send National Tall Grass Prairie Refuge boundaries to Fairchild (shapefile or map).
- Fairchild will send HDR descriptions of easements including wetlands, uplands, refuges, and private land, and include a sample easement agreement.
- Fairchild will look into availability of Nexrad data and get back to HDR.

Subject: BWSR Route Coordination & WCA Meeting		
Client: BWSR	Project No:	64620
Project: CapX 2020 Brookings to Twin Cities	Meeting Location:	DNR Office, St. Paul, MN
Meeting Date: 5/7/2008	Notes by:	Anita Corrigan

ATTENDEES

Ken Powell, BWSR Senior Wetland Specialist, Metro, ken.powell@state.mn.us
 Jeremy Maul, BWSR Senior Wetland Specialist- South, jeremy.maul@state.mn.us
 Tim Fredbo, BWSR Easement Specialist, tim.fredbo@state.mn.us
 Craig Poorker, Great River Energy Routing Lead, cpoorker@GREnergy.com
 Carole Schmidt, Great River Energy Permitting Supervisor, cschmidt@GREnergy.com
 Angela Piner, HDR Engineering Project Manager, angela.piner@hdrinc.com
 Paul Fischer, HDR Environmental Scientist, paul.fischer@hdrinc.com

TOPICS DISCUSSED

Introduction and Project Update

Poorker described Project, including narrowed corridors and possible river crossing areas. Public hearings for Certificate of Need will be in late June. A preferred route should be selected by the end of June, followed by open houses at the end of the summer. The Route Permit Application to the Public Utilities Commission will be submitted in September or October 2008.

RIM Conservation Easements

Lots of RIM is located in the Minnesota River valley area. Tim will try to get most recent easement acquisition info. Release from easements will probably be required for permanent structures. Releases have to be brought before the board. The board needs to have them 30 days before the board meeting.

Release of easements where there will be permanent structures will require repayment of land costs plus fees plus restoration costs. BWSR can probably allow transmission line easements as compatible use. Areas that have had money investments into habitat improvement will probably have to be purchased back from BWSR. This is called an "ultimate release." This process takes a few months to complete.

CREP easements are in partnership with USDA/FSA. After 15 years, these easements typically go to RIM. Most easements were acquired in 1998 or later. RIM easements are usually perpetual. Wetland impacts and removal of CREP easements will need approval from FSA & BWSR.

Utilities will be responsible for keeping ROW clear. Silver maples and other species on RIM easement areas are common. RIM can accommodate access across easements.

WCA Coordination

GRE/HDR should work with SWCDs individually, but have general meetings once route and potential impacts are known and when the route permit has been issued. This process involves a lot of interaction with SWCDs. Describe how wetland impacts were minimized. It is not worthwhile to meet with LGUs before route and impacts are known. If GRE/HDR sets up a meeting with LGUs before route permit is submitted, their comments can be considered. At these meetings, GRE/HDR should come prepared with: locations of pole placement, staging areas, substations, construction footprint, estimated wetland impacts, and aerial photo maps of the Project alignment. Coordinate LGU meetings around fall harvest.

Participants of this meeting should meet again once preferred and alternate routes have been determined, in the August or September timeframe.

WCA will have new rules by 2010. The current utility exemption for wetland impacts is ½ acre of cumulative impacts on a project-wide basis. LGUs will need to take a role in monitoring erosion control and wetland impacts. The DNR may choose to waive protected waters wetlands to the LGU for approval under WCA instead of the additional DNR process. This is separate from the permit needed for public utilities crossings of DNR waters.

Other Discussion Items

Consider pole spacing and construction footprint. Access roads, staging areas, substations, and construction areas all can have significant impacts to wetlands. Expect to minimize wetland impacts by using temporary bridges, winter construction, and other methods.

De minimus is based on total sum of wetland impacts project-wide. De minimus is based on wetland type, location, and building setback zones. This project should plan to exceed de minimus. Start planning replacement of wetlands. Look at wetland banks and bank boundaries. New WCA rules will be in play by the time construction impacts are known in 2010. DM&E is focusing on large, regional wetland replacement with approval from most LGUs.

ACTION ITEMS

GRE/HDR will set up a meeting with BWSR once preferred and alternate routes have been determined, in the August or September timeframe.

Tim Fredbo will get most recent easement acquisition info to HDR.

Subject: Early Coordination and Route Planning – Department of Natural Resources		
Client: Great River Energy	Project No:	64620
Project: CapX2020 Brookings to Twin Cities	Meeting Location:	DNR Offices St. Paul, MN
Meeting Date: May 14, 2008	Notes by:	Paul Fischer

ATTENDEES

Ms. Trina Zieman, DNR Regional Operations Supervisor, trina.zieman@dnr.state.mn.us
 Mr. Bob Hobart, DNR, bob.hobart@dnr.state.mn.us
 Ms. Lisa Joyal, DNR Endangered Species, lisa.joyal@dnr.state.mn.us
 Ms. Jade Templin, DNR Parks and Rec., jade.templin@dnr.state.mn.us
 Mr. Paul Hansen, DNR FAW, paul.hansen@dnr.state.mn.us
 Mr. Matt Langan, DNR Environmental Review, matt.langan@dnr.state.mn.us
 Mr. Ken Varland, DNR Wildlife, ken.varland@dnr.state.mn.us
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 Ben ____, DNR
 Ann Gysen, DNR Shallow Lakes Program, ann.gysen@dnr.state.mn.us
 Mr. Craig Poorker, Great River Energy Routing Lead, cpoorker@GREnergy.com
 Ms. Angela Piner, HDR Engineering Project Manager, angela.piner@hdrinc.com
 Mr. Paul Fischer, HDR Engineering Environmental Scientist, paul.fischer@hdrinc.com

TOPICS DISCUSSED

Project Update

Poorker described Project activities since last meeting, including narrowed corridors and possible river crossing areas. Public hearings for Certificate of Need will be in late June. A preferred route should be selected by the end of June, followed by open houses at the end of the summer. The Route Permit Application to the Public Utilities Commission will be submitted in September or October 2008.

Data Discussion

Big woods plan: Big Woods Heritage Forest in existing state parcels, such as AMAs, WMAs, SNAs, Nostrand Big Woods. Private landowners can voluntarily enroll in registry if they own lands with big wood forests. Not much is taking place on these parcels currently. No staff are assigned to work on it, there is no formal plan, and the committee that had managed it in the past is not currently functional. Dick Peterson, DNR, would know if more is going on.

Shallow lakes program: Over 40 lakes are established under statute, no motorized craft are allowed. The program includes shallow lakes, wild rice, wildlife habitat, and feeding and resting sites. Lakes are managed primarily for migratory waterfowl. Lakes are typically 50 acres or larger and less than 15 feet deep. Some water control devices may be used, and these lands are targeted for land acquisition. These are often Migratory Waterfowl Feeding and Resting Areas.

State game refuges are often Migratory Waterfowl Feeding and Resting Areas. These can be public or privately owned.

Important wildlife habitats and wildlife corridors can include many features public and private. Any body of water, wetland, or natural area can meet the needs of wildlife. Collision fatalities with transmission lines can be a risk near any water system. Botulism can be spread from dead bird carcasses. CREP in the Minnesota River watershed has improved wildlife habitat on more than 50 acres.

Non-game wildlife including neotropical migratory songbirds could be a concern. Liz Harper has more information. Matt Langan will follow up with her to see if she has concerns. Mainly, the DNR is concerned about the Minnesota River corridor and to a lesser extent the Redwood River corridor. Avoid clusters of lakes to avoid daily wildlife movements.

Roadsides for Wildlife are aimed at upland birds, which are not as much of an issue as waterfowl. Matt Langan will follow up with Carmelita Nelson to see if she has concerns about impacts to the Roadsides for Wildlife program.

There is not much authority for visual resource plans for State Parks and SNAs, but visual impacts may occur if the line is routed in proximity to one of these. GRE/HDR should take photos from Cedar Mountain SNA and do a visual simulation of what the transmission lines would look like if the line was routed near there. Since no state parks are near the potential routes, no impacts are expected.

GRE/HDR should contact Jeannie Daniels for questions about conflicts between USFWS data and DNR data about state lands with federal interests. HDR will send the electric list in their files to Langan. Include Mike Sweet in this discussion. Langan will talk to Jane Norris and Joe Hillard about state lands with federal interest.

Blue Devil and Cedar Mountain SNAs should be avoided. Native Prairie Bank conservation easements should be avoided. A new NPB is currently being acquired. Avoid rock outcrop and rock outcrop/wetland complexes. Rock outcrops are common near the Morton area, especially north and east of there. SWCDs in Redwood and Renville Counties have land conservation programs. Fred Harris, DNR, has the Minnesota River Valley Plan. GRE/HDR should contact him for it.

Future Mines: Most mines are on private land. Mining reviews are found in the Environmental Resource Data Base (ERDB). The Minnesota River Valley Report has data on mining in that

area. Bob Hobart has more information on lands and minerals aggregate mining. Dan Martin, minerals person at DNR, is another good resource and should have some shapefiles.

Langan will include the Wild and Scenic River managers in the CapX project discussion. GRE/HDR should talk to Scott Hadelka, the Minnesota River Watershed Coordinator, about a Wild and Scenic River plan.

DNR Concerns and Other Discussion

At river crossings, reduce the number of conductor lines in cross section to minimize bird collisions. Mark lines with bird diverters.

Historic and tribe interests are being considered. GRE has met with SHPO and that discussion is underway. GRE/HDR does not have data for tribal trust lands but are interested in obtaining that data.

New routes may be considered based on work group, public, and agency comments. Generally, routes will be selected from within the original notice corridor as much as practicable.

Prairie and grasslands should be considered, prairie banks should be avoided. Lisa Joyal has new native plant community shapefiles and will email them to Dan Schmidt, HDR.

DNR Division of Waters Critical Waters Program - no areas appear to be a concern.

ACTION/NOTES

DNR

Matt Langan will follow up with Lisa Joyal to see if she has concerns about neotropical migratory songbirds.

Matt Langan will follow up with Carmelita Nelson to see if she has concerns about impacts to the Roadsides for Wildlife program.

Langan will include the Wild and Scenic River managers in the CapX project discussion.

Langan will talk to Jane Norris and Joe Hillard about state lands with federal interest.

Lisa Joyal has new native plant community shapefiles and will email them to Dan Schmidt, HDR.

Langan will contact appropriate counterparts in the Fisheries department to ensure that they are involved.

GRE/HDR

Work with Langan to contact Fred Harris, DNR, for the Minnesota River Valley Plan.

GRE/HDR should work with Langan to contact Jeannie Daniels for questions about conflicts between USFWS data and DNR data about state lands with federal interests.

GRE/HDR will send the electric list of state lands with federal interests in their files to Langan.

GRE/HDR will talk to Scott Hadelka, the Minnesota River Watershed Coordinator, and Wild and Scenic River Plan.

Send work group meeting locations, dates, and times to Langan.

Contact Langan if GRE/HDR develops new routes.

Subject: USFWS Routing Meeting			
Client: Great River Energy		Project No: 64620	
Project: CapX2020 Brookings to Twin Cities		Meeting Location: USFWS Visitor Center	
Meeting Date: September 4, 2008		Notes by: Paul Fischer	

ATTENDEES

Ms. Laurie Fairchild, USFWS Biologist, laurie_fairchild@fws.gov
 Mr. Chris Trosen, USFWS Minnesota Valley NWR, chris_trosen@fws.gov
 Ms. Jeanne Holler, USFWS Minnesota Valley NWR, jeanne_holler@fws.gov
 Ms. Carole Schmidt, Great River Energy Permitting Supervisor, cschmidt@GREnergy.com
 Mr. Dan Schmidt, HDR Engineering Project Manager, dan.schmidt@hdrinc.com
 Mr. Paul Fischer, HDR Engineering Environmental Scientist, paul.fischer@hdrinc.com

TOPICS DISCUSSED

Route selection process and status

Fischer described the route selection process, explained the location of the current routes, and outlined the upcoming final stages of route selection. Comments included that direct routes tend to have fewer impacts. Also, it is strongly recommend that the lines be routed on the opposite side of the road from FWS easements. While routing lines through these easements is possible, given that GRE has the flexibility, routing through the easements would not likely be worth the fight. The FWS will provide preliminary written comments on the Project and the Minnesota River crossing options in the next month or two.

Coordinated State and Federal permitting process

Ms. Schmidt described the coordinated state/federal route permit application process. The goal of this coordination is to ensure that the State approves a route that is permitable by the Corps and the FWS. This process will be different from the joint state/federal application being pursued by the Bemidji to Grand Rapids CapX2020 Project. Because this Project does not have a full Federal nexus to NEPA, Minnesota River crossings and wetland impacts are the only issues to coordinate with Federal agencies, minimizing workload. GRE asked if the FWS could provide comment on the state process before Corps letter comes out. Fairchild agreed, saying that the FWS can and would like us to use the letter for our application to the state. GRE recommended that Fairchild or her delegate talk with Tamara Cameron at the Corps.

FWS easements, WPAs and lands with Federal interest

Fischer asked for a description of Farmer's Home Administration (FmHA) easements. This agency provides loans for rural farmers and homeowners. Borrowers can enroll land purchased through this loan in easements to help repay debt. These lands were originally taken by the

NRCS and then managed by the FWS. On FWS easements, if the landowner grants permission to a utility to route across his or her easement property, then the landowner will have to take that land out of easements and owe FWS money. Habitat easements are typically managed for birds, and transmission lines generally aren't considered compatible. GRE/HDR should look for Fairchild's forwarded email about information on easement types from the Fargo to Monticello CapX2020 project.

It may be difficult to obtain new ROW across WMAs with Federal funding. The State managing agency must obtain approval from the Federal agency that provided funds. Mike Sweet is the FWS contact person. Transmission line easements across National Wildlife Refuges and WPAs are not compatible and would not be allowed. If collocating with existing transmission line ROW, new transmission lines could be permissible, but is strongly discouraged. Routes collocating with existing corridors must be evaluated first.

FWS asked what the procedures are for mitigation when RIM and CREP easements are terminated due to a transmission line easement?

River Crossings

The FWS asked if GRE would consider undergrounding at river crossings? Undergrounding is not viable. Cost of construction can be 10 times greater, an oil cooling system is used to keep lines cool enough to operate effectively, maintenance is more intensive, failures more likely, and repairs more difficult and invasive. GRE will look into ROW and maintenance requirements for buried transmission line. FWS requests that all wires be put on one structure at river crossings. Forest clearing has large impacts, including to songbird migration.

Above-ground river crossings and wetland complexes would need to be very well marked. GRE follows APLIC guidelines and line marking across water bodies is standard procedure.

Trosen asked about any issues with smoke and prescribed burns on prairies underneath lines. GRE will look into what safety issues may occur such as arcing potentially causing fires or electrocution, damage to lines or structures, or any other issue.

Future Coordination

Fairchild will write comments on the Project for GRE before her position change. These comments can be used during the Corps process. September 29th will be Fairchild's first day at her new position at the Rydell-Crookston NWR. Trosen will take over many responsibilities from Fairchild, particularly regarding NWR issues. Laurie will try to assign someone to take over her responsibilities in this Project.

ACTION/NOTES

GRE/HDR:

- HDR will send CDs or an email of maps with routes including NWR acquisition areas
- GRE/HDR will look into what risks with fire and smoke may occur such as arcing potentially causing fires or electrocution, damage to lines or structures, or any other issue.

FWS:

- Fairchild will forward an email regarding info on easements across WPAs for the Fargo-Monticello CapX2020 line
- Fairchild will write a letter with FWS comments before she begins her new responsibilities in early October
- Fairchild or delegate at FWS will coordinate with Tamara Cameron at the Corps

Subject: MN DNR Routing Meeting			
Client: Great River Energy	Project No:	64620	
Project: CapX2020 Brookings to Twin Cities	Meeting Location:	MN DNR	
Meeting Date: September 8, 2008	Notes by:	Paul Fischer	

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 Paul Fischer, HDR Engineering Environmental Scientist, paul.fischer@hdrinc.com

TOPICS DISCUSSED

Route selection process and status

Mr. Poorker described the route selection process, explained the location of the current routes, and outlined the upcoming final stages of route selection. He included a brief overview of the Project.

Maps of the river crossing locations were distributed and examined. Eagle activity is common on a small lake north of the Le Sueur wastewater treatment pond crossing. The FWS has a list of all eagle nests; GRE/HDR should obtain that information. Henderson promotes bird watching as a tourist activity and transmission lines would be disruptive. Avian collisions are a concern of the DNR. A shapefile of the routes, or at least of the river crossing locations, would be helpful to the DNR staff to assess possible impacts. GRE/HDR should provide a list of all river crossings. GRE/HDR should send out the link to PDF maps of the routes on the CapX2020 website.

(Route maps are available online here: <http://www.capx2020.com/routemaps/BTC-routemaps.html>. Also, GRE/HDR emailed preliminary shapefiles of routes to Mr. Langan on September 17, 2008)

It was commented that it is better to collocate with existing transmission lines on the same pole structures. Underbuilding is better than running transmission lines in parallel. Ms. Piner will send examples of underbuilt transmission structures to Langan to distribute to the DNR.

Coordinated State and Federal permitting process

Ms. Piner described the coordinated state/federal route permit application process. The goal of this coordination is to ensure that the State approves a route that is permitable by the Corps and the FWS.

State lands and waters: WMAs, PWIs, shallow lakes

A WMA acquisition is in process near the Minnesota River crossing north of Redwood Falls. Contact Mr. Ken Varland for this information. The DNR asked what impacts to RIM & CREP easements would be, and to consider these. Ms. Giesen asked for a list of shallow lakes.

The Marsh WMA is being expanded to the west such that it would be within the route. Trout streams should be considered. Water temperature is an important factor and tree clearing could affect this as well as water clarity. Chub Lake and the Chub Lake WMA are important drainages to the Cannon River. Consider sedimentation and water quality when dewatering during drilling holes for poles. Look into Aquatic Management Areas (AMAs).

River Crossings

Maps of the river crossing areas were viewed. River crossing site visits are being scheduled and GRE/HDR will email dates and times in the coming week. Eagle activity is common near the Le Sueur waste treatment ponds. Check the NHIP database for nest locations. The Henderson bird watching group is very active and promotes bird watching tourism in the area.

ACTION ITEMS

GRE/HDR:

- Send shapefile with existing lines if possible
- Send shapefiles of river crossing areas so DNR can comment
- Angela Piner will send examples of underbuilt transmission lines to DNR
- Provide list of shallow lakes to Ann Giesen
- Check with Lisa Joyal for all bald eagle data
- Add list of all river crossings in Excel spreadsheet format
- Get list of eagle nests from FWS
- Email / include in minutes CapX2020 website link to online mapbook PDFs.
- Send PDF of comparative transmission line info to DNR
- Look into AMAs.

DNR:

- Matt Langan to provide written comments responding to a letter from GRE that will be sent in late September.
- Matt Langan will send out river crossings info to DNR

Subject: Lower Minnesota River Crossing Site Visits		
Client: Great River Energy	Project No:	64620
Project: CapX2020 Brookings to Twin Cities	Meeting Location:	Belle Plaine, MN; Le Sueur, MN
Meeting Date: September 19, 2008	Notes by:	Paul Fischer

ATTENDEES

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**Photo naming convention example: "belleplaine_west_0." This photo was taken at the Belle Plaine crossing, on the west side of the river, facing 0 degrees (north).

BELLE PLAINE AREA CROSSING

Northwest Side of the Minnesota River

Photo: belleplaine_west_0.jpg; belleplaine_west_180.jpg

After meeting in Belle Plaine, the group drove to the northwest side of the Minnesota River to see the existing double circuit 69 kV transmission line corridor which the proposed line would parallel. The existing line cuts through deciduous trees and agricultural land on the bluffs and into the river valley. The nearest road access to the river crossing was not close and the river itself could not be seen, but much of the land area leading up to the river was visible. Wetlands are located in proximity to the river.

The possibility of combining the existing wires (conductors) with the proposed double circuit 345 kV conductors on one transmission structure was discussed in detail. Combining conductors onto one structure and minimizing widening the existing corridor is preferred by all meeting

participants over routing the proposed line parallel to the existing line. Due to the highly congested nature of the existing line, and the size of the proposed line, combining all conductors onto one structure may not be possible. GRE engineers will study the crossing to see if it is feasible to do this.

USFWS is actively acquiring land in the crossing area. This crossing would be in the middle of the area of the Minnesota River where they have identified National Wildlife Refuge (NWR) expansion. Lands on either side of the proposed route have not yet been acquired by the USFWS.

Avian collisions with transmission lines is a prominent issue with crossing the Minnesota River at all locations, including this potential crossing. Minimizing the number of conductors in cross-section across the river would help minimize impacts to migratory birds. Using an H-frame structure instead of a monopole structure at the river crossings would eliminate one horizontal plane of conductors. GRE is willing to construct H-frame structures for short distances where appropriate, and will consider using H-frames at river crossings. GRE will send the avian collision fact sheet to meeting participants, and they can be downloaded at:

<http://www.capx2020.com/learn.html#factsheets>.

The Avian-Power Line Integration Committee (APLIC) developed guidelines for transmission line design to minimize impacts to bird species, including a 2006 report on raptor electrocution available for free download on their website at <http://www.aplic.org/>. Of more relevance is the APLIC and Edison Electric Institute (EEI) 1994 report on avian collisions with power lines titled "Mitigating bird collisions with power lines: the state of the art in 1994." This is available for purchase only from EEI at:

http://www.eei.org/products_and_services/descriptions_and_access/mitigating_birds.htm.

Marking only the topmost non-conducting wires, called shield or ground wires, is the standard practice for avian collision avoidance. Marker balls are required where regulated by the Federal Aviation Administration (FAA), and other devices are designed specifically for avian aversion. Markers are not put on the conductors because the conductors are larger and thought to be visible enough by birds so that they may avoid them. Perhaps more significantly, no avian diverter devices are in use that won't damage the conductors but can withstand the high operating temperatures. Avian diverter devices on conductors usually fail. However, the CapX representatives will research products and other projects to see if such devices are available (See summary of APLIC 1994 regarding marking conductors at the end of these notes).

The height of the conductors from the ground level was discussed in the context of bird migration habits. GRE will send Mr. Trosen and the DNR (via Matt Langan) diagrams of typical conductor height for monopole and H-frame 345kV structures. Migratory birds tend to fly within a certain height range above ground level. Mr. Trosen will send this information to GRE when the design phase of the project approaches so that GRE can consider the feasibility of constructing the river crossing structures to avoid having conductors within this height range. While the design phase will not likely take place until approximately early 2010, GRE will accept this information at any time.

Spring construction avoids impacts to the fish-spawning season. CapX can modify the construction schedule to minimize impacts to particular sensitive species.

It was discussed what the process for routing lines across land conservation easements such as the state Re-Invest in Minnesota (RIM) or federal Conservation Reserve Enhancement Program (CREP). CapX coordination with MN Board of Water and Soil Resources (BWSR) and the federal Natural Resource Conservation Service (NRCS) indicates that if the managing agency determines the transmission line structures or transmission line wire overhang to be a non-compatible land use with the objectives of the reserve program, then the land owner will be required to purchase the easement back from the managing agency, including fees and costs of restoration. CapX would pay for the buy-back and advise the land owner in this situation. The USFWS and DNR would be interested to see some kind of mitigation for removing land from conservation easements, such as placing other land in a similar easement.

Bald eagle activity is known in this area, and active nests have been recorded in the past ten years.

Southeast Side of the Minnesota River

Photo: belleplaine_east_0.jpg

The group drove to the nearest road access to the proposed crossing location. Again, the river was not visible, but the existing transmission corridor showed the resources in the river valley. A large open water wetland and wetland complex is located on this side of the river.

Wetland impacts were a concern here. Right-of-way (ROW) maintenance schedule and procedures were discussed. Wetland vegetation in ROWs are usually conducted in winter as clearing crews cannot access the ROW in wet and saturated soils. Mechanical clearing is the norm for woody vegetation, and herbicidal management is also used. ROW management techniques can be tailored to promote land management goals as long as obstructions are kept clear per federal regulation.

DNR and USFWS asked about burning as a prairie management technique under and near transmission line structures. The high particulate matter in smoke can allow arcing to occur, where electricity travels from the wires to the ground. Electrocutation could result if a human were under the lines in this condition. Habitat managers need to know if burns that take place away from structures, but whose smoke may be dense near the structures, are allowable. While prairie fires are typically low intensity and would be unlikely to damage concrete and steel transmission structure, it is unlikely that a utility company would allow prescribed burns near transmission structures on easements. GRE will research prairie management techniques in transmission ROW, and risks of arcing due to smoke from prescribed burns.

The DNR commented that the Helena Substation search areas are located in prairie pothole habitat, and none of the search areas are good.

The USFWS commented that the Belle Plaine crossing would likely have more impacts to natural resources and the resources that they manage than would the Le Sueur crossing.

LE SUEUR CROSSING

Photo: lesueur_west_90.jpg

The group drove to Le Sueur, where they met Ms. Tana Nereson and Mr. Brad Skok with the City of Le Sueur, and Mr. Joel Anderson, the DNR area wildlife biologist. The group then drove to the west side of the river valley.

Mr. Skok described the City of Le Sueur's plans to decommission the waste water treatment pond that CapX proposes to use as a crossing. The city plans to decommission the ponds in three to five years. They do not have final plans for what to do with the area at that time, although making the area a park has been discussed, and selling the land is another possibility. The ponds will be dredged back to original depths. Clay liners in the ponds will be left in place, and dikes will remain but will not be maintained.

Le Sueur City concerns include the following: the park on the east side of the Hwy 169 crossing, placement of pole structures in city land and resources, residential development on the top of the eastern river bluff, the industrial area on the northeast side of the city along Hwy 169 including the Cambria plant and visual impacts to the front (highway side) of that building, that CapX be considerate of the existing landscape and the viewshed of the city and Hwy 169, and the MnDOT rest stop.

Bald eagles nest in the area. Many species of mussels live in the mud of the river. Transmission line structures would not be placed close enough to the river to directly impact mussel species. Lines would have to be marked, as discussed at the Belle Plaine crossing. Structures at the Highway 169 bridge allow the river channel to meander and change over time. Transmission structures would need to be able to avoid this or accommodate it.

Meeting attendants asked if MnDOT been approached about using or paralleling their ROW along 169? CapX has been in contact with MnDOT since January. That discussion is ongoing. If CapX routes the lines outside of existing MnDOT ROW, then MnDOT has no jurisdiction.

ACTION ITEMS

CapX:

- Send Chris Trosen (USFWS) and DNR diagrams of conductor height for monopole and H-frame 345kV structures.
- CapX representatives will research markers design for use on conductors to see if such devices are available.
- CapX will research if prescribed burns that take place away from structures, but whose smoke may be dense near the structures, are allowable.

USFWS:

- Chris Trosen will give migratory flight heights to GRE to consider in the design phase of the river crossing structures.

AVIAN COLLISIONS AND MARKING OF CONDUCTORS

Information in the following paragraph has been taken from the publication “Mitigating Bird Collisions with Power Lines: The State of the Art In 1994” (APLIC 1994) This is the most recent version of this publication and is considered the leading source for guidelines relating to avian collisions

Research presented in APLIC 1994 indicates that the overhead static wires are the wires that are “most often struck by birds in flight.” Nearly all the research referenced in APLIC 1994 relates only to marking static wires. Industry-wide, marking only static wires is the accepted standard.

Bird flight diverters of all designs commonly used to mark static wires are almost exclusively made of PVC. PVC weakens and becomes brittle to the point of breaking on conductors due to the detrimental effects of ozone gas that is formed at the conductors. APLIC 1994 states that PVC devices cannot be used on conductors carrying greater than 230kV for this reason. Metal swinging plates that would be resistant to ozone have been used on static wires for diverting birds; however, these devices damage aluminum conductors. An aluminum flight diverter manufactured by Preformed Line Products (PLP) and used in South Africa was mentioned in APLIC 1994. This device was suitable for high voltage transmission conductors; however, no research was available to indicate its success at reducing avian collisions. HDR researched PLP’s website. While other standard PVC wildlife markers were available, the aluminum device was not shown in the online products catalog. While not addressed directly in APLIC 1994, the text indicated that aluminum marker spheres can be installed on conductors.

Reference:

Avian Power Line Interaction Committee (APLIC). 1994. Migrating Bird Collisions with Power Lines: The State of the Art in 1994. Edison Electric Institute. Washington, D.C.

Subject: Upper Minnesota River site visits		
Client: Great River Energy	Project No:	64620
Project: CapX2020 Brookings to Twin Cities 345 kV	Meeting Location:	Redwood Falls and Franklin, MN
Meeting Date: September 18, 2008	Notes by:	Paul Fischer

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**Photo naming convention example: "belleplaine_west_0." This photo was taken at the Belle Plaine crossing, on the west side of the river, facing 0 degrees (north).

REDWOOD FALLS CROSSING

Photos: redwood_east_315.jpg, redwood_west_25.jpg

The group met in Redwood Falls and then drove to the western side of the Minnesota River approximately one mile from the river crossing. An existing 115 kV line runs on the opposite side of the road from the Klabunde Wildlife Management Area. CapX may be able to design structures that would allow the existing 115 kV wires plus the 345 kV wires on a single structure; however, this is not preferred for engineering reasons. GRE engineers will study the feasibility of collocating all wires on one structure for limited distances. The CapX lines would most likely be placed about 75 to 125 feet apart from the existing transmission line away from the road, or on the edge of the WMA land.

Mr. Dahlke expressed concern regarding impacts to the WMA including mature hardwood trees. GRE described how vegetation within the ROW would be regularly maintained to keep vegetation from growing too high and potentially interfering with the transmission lines.

The group drove to the river crossing at a public water access site on the west side of the river. The river is designated “scenic” and is protected by state statute. Setbacks and clearing restrictions could apply to transmission line crossings. This route may be feasible because CapX proposes paralleling an existing transmission line. GRE is studying the feasibility of combining all wires from the existing 115 kV and the proposed 345 kV onto one structure across all Minnesota River crossings. The DNR favored combining wires onto one structure across the river. Additionally, designing structures to minimize the number of wires in cross section would reduce avian collisions. GRE is looking into using H-frame structures at river crossings, which would cluster the wires horizontally instead of vertically, which would reduce the number of wires in cross section by one. The existing 115 kV transmission line feeds a rendering plant and would be difficult to take an outage on that line to build a new transmission line on the same ROW.

Several native prairie remnants, restored prairies, and rock outcrops occur on the east side of the river. Transmission lines could affect these resources, and GRE/HDR should consider these areas as they develop routes. Bedrock is shallow in this area. A river crossing where the floodplain is narrow is preferred, and this crossing would be good for that. An illegal aggregate mine is found on the east side of the river. Avoid that mine and the area because of rock outcrops and sensitive habitats.

A new prairie bank easement is located near the Granite Falls crossing north of the proposed alignment. Mr. Stangel will provide contact information to GRE/HDR so they can consider the easement.

FRANKLIN CROSSING

Photos: franklin_east_90.JPG, franklin_east_270.JPG

The group drove to the Franklin crossing where an existing 69 kV transmission line crosses the river. There is a RIM Emergency Wetland Reserve (EWR) easement on the north side of the river. A bald eagle nest is also thought to occur at this crossing; GRE/HDR should check the NHIS database, and Mr. Stangel also will look into it. There are more wetlands here than at the Redwood Falls crossing. Outside of the 1,000-foot route there are sensitive habitats including a RIM rock outcrop easement, and the Cedar Mountain WMA and SNA. The Cedar Mountain WMA is being expanded to the west side of the SNA. This expansion is outside of the proposed 1,000-foot route.

It could be feasible to build a single structure that can accommodate the 69 kV lines with the 345 kV lines for short distances. An outage on this 69 kV line to rebuild it with the 345kV line would be possible.

In general, there are fewer environmental issues here than at the Redwood Falls crossing.

SOUTH FRANKLIN/BROWN COUNTY CROSSING

Photos: sfranklin_east_270.JPG, sfranklin_west_90.JPG

The group drove to the west bluff of the South Franklin crossing. This crossing follows a county road across a single lane, 10-ton weight limit bridge that is planned to be removed from service once the bridge does not meet structural standards. North of the river crossing approximately

three quarters of a mile, there is a dry prairie near the probable ROW. With appropriate construction practices and vegetation management, transmission line construction could be compatible with the prairie habitat as transmission corridors exclude tree encroachment. CapX should ask for a wider route in this area to allow for more routing options out of the east side of the river valley. Few wetlands are found at this crossing. Those that do occur are small and can be spanned.

Meeting attendees discussed which side of road would be better to route the line. The west side of the road would minimize visual impacts, but the east side of the road would allow easier crossing of the existing 115 kV line north of the river crossing.

The group drove across the bridge to the floodplain on the east side of the river.

Although there are few environmental impacts at this crossing, once the bridge is removed from service, there will be no disturbance to the river. Adding this transmission line corridor will impact an area that would otherwise in the future have no corridor across it. GRE should minimize impacts to trees on the bluffs on either side of the river. Keep the maintained ROW as narrow as possible, especially on the west bluff where there is no existing corridor.

Because the river is not protected under the Minnesota Wild and Scenic classification at this crossing, getting approval to cross may be easier. However, because there is no existing transmission crossing, the DNR may undertake a more rigorous review of this crossing once they get the Route Permit application through the state process, which may take longer than if there was an existing crossing. A more rigorous review does not mean that the crossing can't be approved.

DNR representatives asked about prairie management techniques under transmission lines. CapX should consider this for RIM and CREP/CRP easements. GRE/HDR will look into vegetation management techniques under transmission lines to accommodate prairies. In the context of prescribed prairie burns, arcing under the wires in smoke is possible, and safety risks exist. GRE/HDR will look into the risk of arcing under the wires in smoke.

GRE answered questions about the timing and process of the route permit application submittal, review process, public involvement, easement acquisition, and construction. It was agreed that the Granite Falls river crossing meeting would be held on September 30th at 3:30pm, starting at the museum in Granite Falls.

Meeting attendees agreed that this crossing appeared to have the fewest impacts to natural resources of the three upper Minnesota River crossing locations, and recommended this crossing most favorably of the three. The Franklin crossing would be the second best option, and the Redwood Falls crossing would have the greatest impacts.

ACTION ITEMS

CapX

- GRE engineers will study the feasibility of collocating all wires on one structure for limited distances at the Redwood Falls and Franklin crossings.
- GRE/HDR should check the NHIS database for bald eagle nests at crossing locations.

- GRE/HDR will look into vegetation management techniques under transmission lines to accommodate prairies.
- GRE/HDR will look into the risk of arcing under the wires in smoke.

DNR

- Mr. Stangel will provide contact information to GRE/HDR regarding the new prairie bank easement near Granite Falls.

Subject: Upper Minnesota River site visit – Granite Falls		
Client: Great River Energy	Project No:	64620
Project: CapX 2020 Brookings to Twin Cities 345kV	Meeting Location:	Granite Falls
Meeting Date: September 30, 2008	Notes by:	Dan Schmidt

ATTENDEES

Mr. Lucas Youngsma, DNR Waters, lucas.youngsma@dnr.state.mn.us
 Mr. Randy Bradt, DNR Waters, randy.bradt@dnr.state.mn.us
 Mr. Craig Poorker, Great River Energy Routing Lead, cpoorker@GREnergy.com
 Dan Schmidt, HDR Engineering Project Manager, dan.schmidt@hdrinc.com

GRANITE FALLS CROSSING

The group met at the Yellow Medicine County Museum in Granite Falls. Mr. Poorker and Mr. Schmidt explained the project and the potential route. This route would replace an existing 115 kV transmission line. This project would eliminate the electrical need for the existing 115 kV line, so this project would remove the existing 115 kV H-frame structures and replace them with single pole double circuit 345 kV structures in the same ROW. This project would require additional ROW to widen the existing easement to 150 feet. GRE isn't sure how wide the existing easement is, but speculates that it is about 70 to 100 feet wide.

Mr. Bradt asked how many planes of wire there will be in cross section, and asked about what the utilities will do to minimize bird strikes. Mr. Poorker and Mr. Schmidt showed the typical structure diagrams and talked about the types of structures and heights that may be used in the area compared to the existing structures in the area. For the single-pole double circuit 345 kV structure that is proposed, there would be four planes of wires. Using H-frame structures at the river crossing would reduce the planes of wires to three. Marking the static wires at the top of the structures is standard at river crossings, and Mr. Poorker described the bird diverters that the utilities often use. A fact sheet about avian impacts is available at: <http://www.capx2020.com/learn.html#factsheets>.

Mr. Bradt asked if there were any other DNR lands that the project crosses. Mr. Poorker and Mr. Schmidt said that the open house maps show where the potential routes are located and show DNR lands. At this crossing, there are no DNR lands in CapX's GIS database, and none are thought to exist. RIM and CREP lands do occur at the crossing, and are common throughout the route. Mr. Bradt expressed that the proposed steel poles are better for burn areas and would be more compatible in state lands where vegetation is managed to promote prairie species.

The group drove to where the potential route crosses Hwy 23. Mr. Bradt mentioned that this area was once a pasture and the DNR has been doing some work to control cedar trees that have been encroaching on the prairie. Rock outcrops are common in this area and should be avoided. Mr. Bradt and Mr. Poorker discussed ROW width and the construction process.