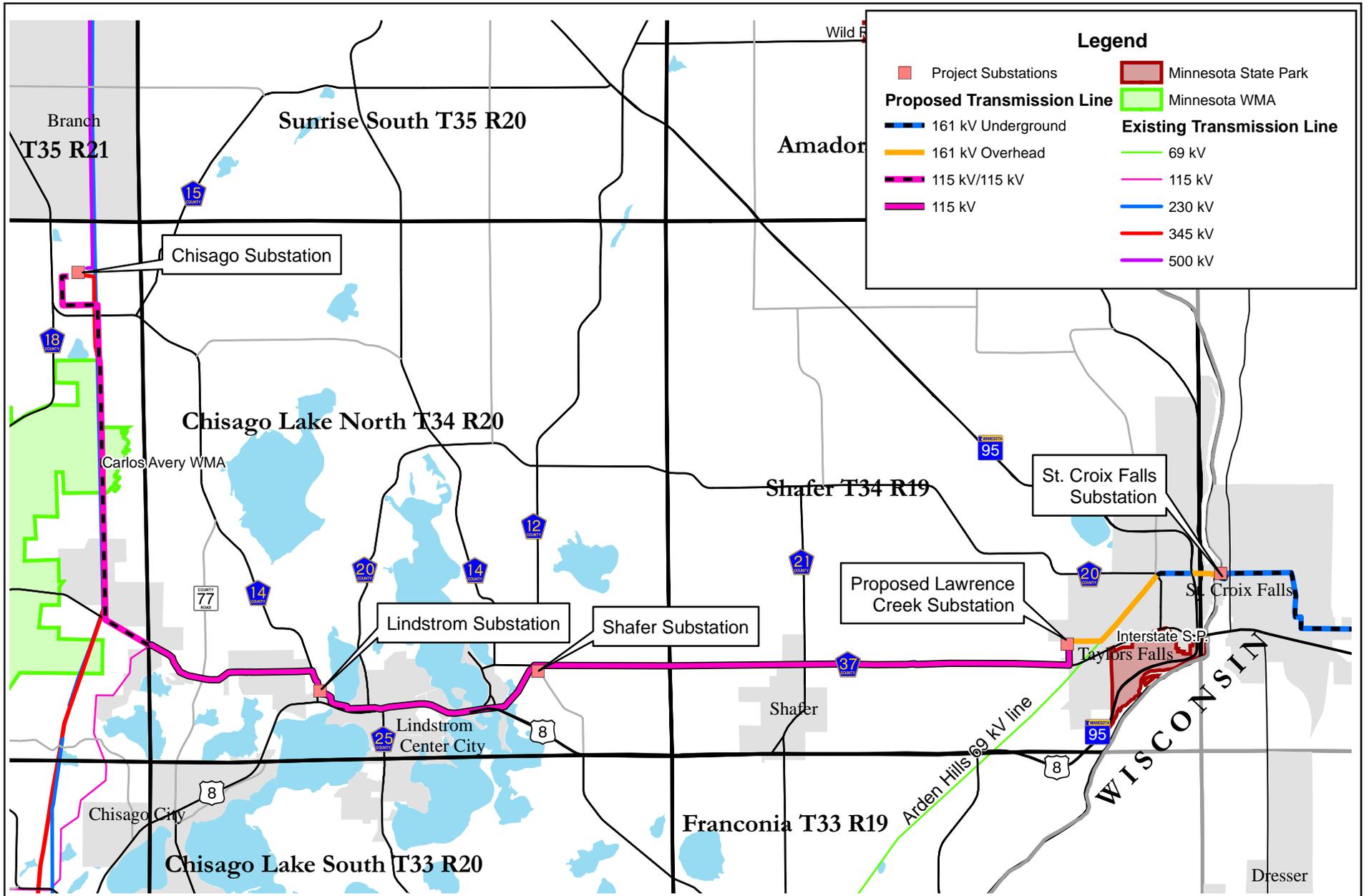
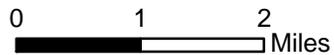


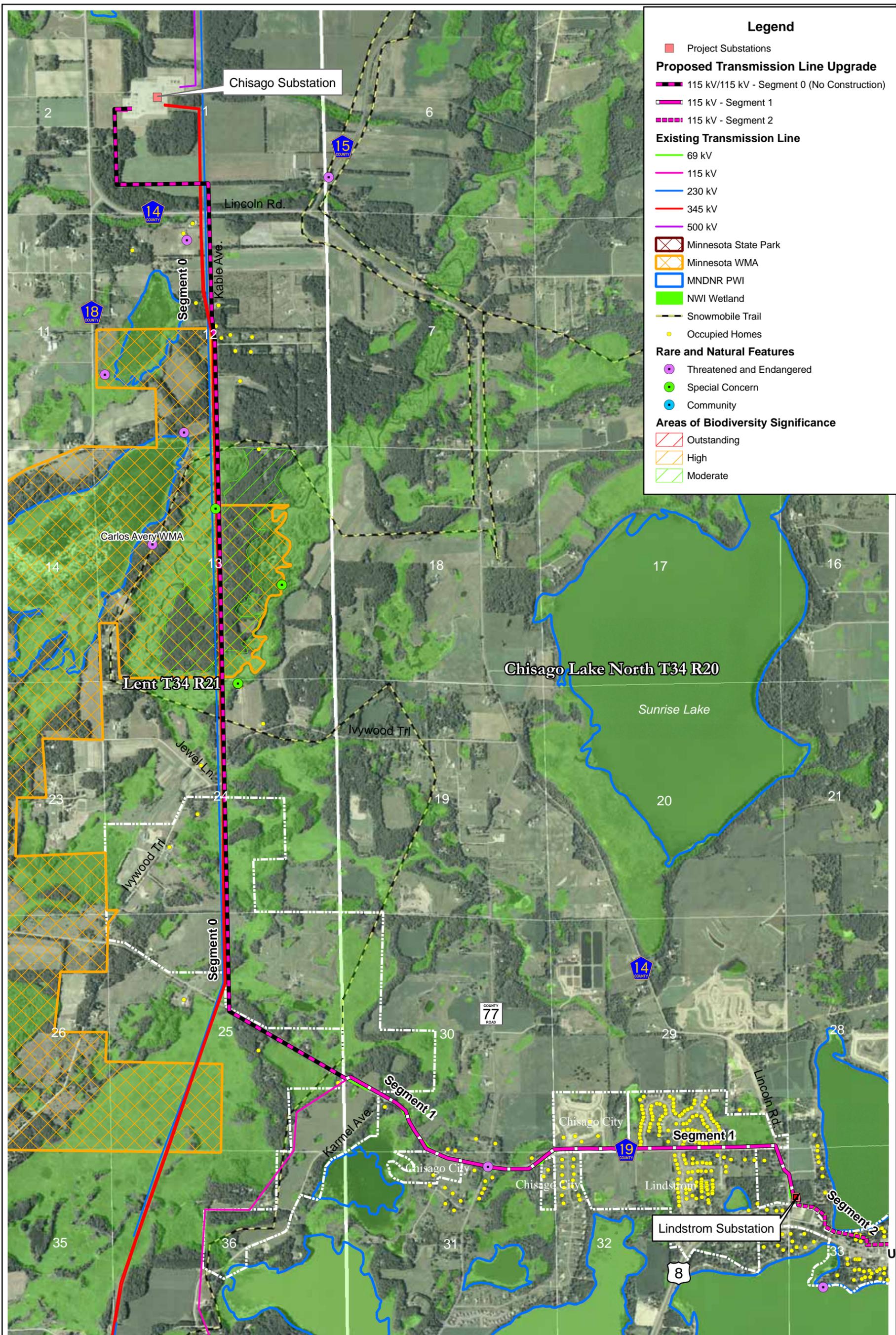
Appendix A –Project Maps

- Map 1. Proposed Route Overview Map
- Map 2. Proposed Route Detailed Map: West End
- Map 3. Proposed Route Detailed Map: Center
- Map 4. Proposed Route Detailed Map: East End
- Map 5. Working Group Alternative #2
- Map 6. Working Group Alternative #3
- Map 7. Underground Alternatives Through Lindstrom
- Map 8. Around the Lake Alternative



Map 1. Proposed Route Overview Map
 Chisago County to Apple River 115 kV/161 kV Transmission Line Project
 Xcel Energy
 Chisago County, Minnesota





0 1,000 2,000 Feet

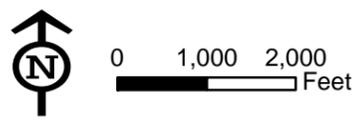
Map 2. Proposed Route - Detailed Maps
 Chisago County to Apple River 115kV/161kV Transmission Line Project
 Xcel Energy
 Chisago County, Minnesota

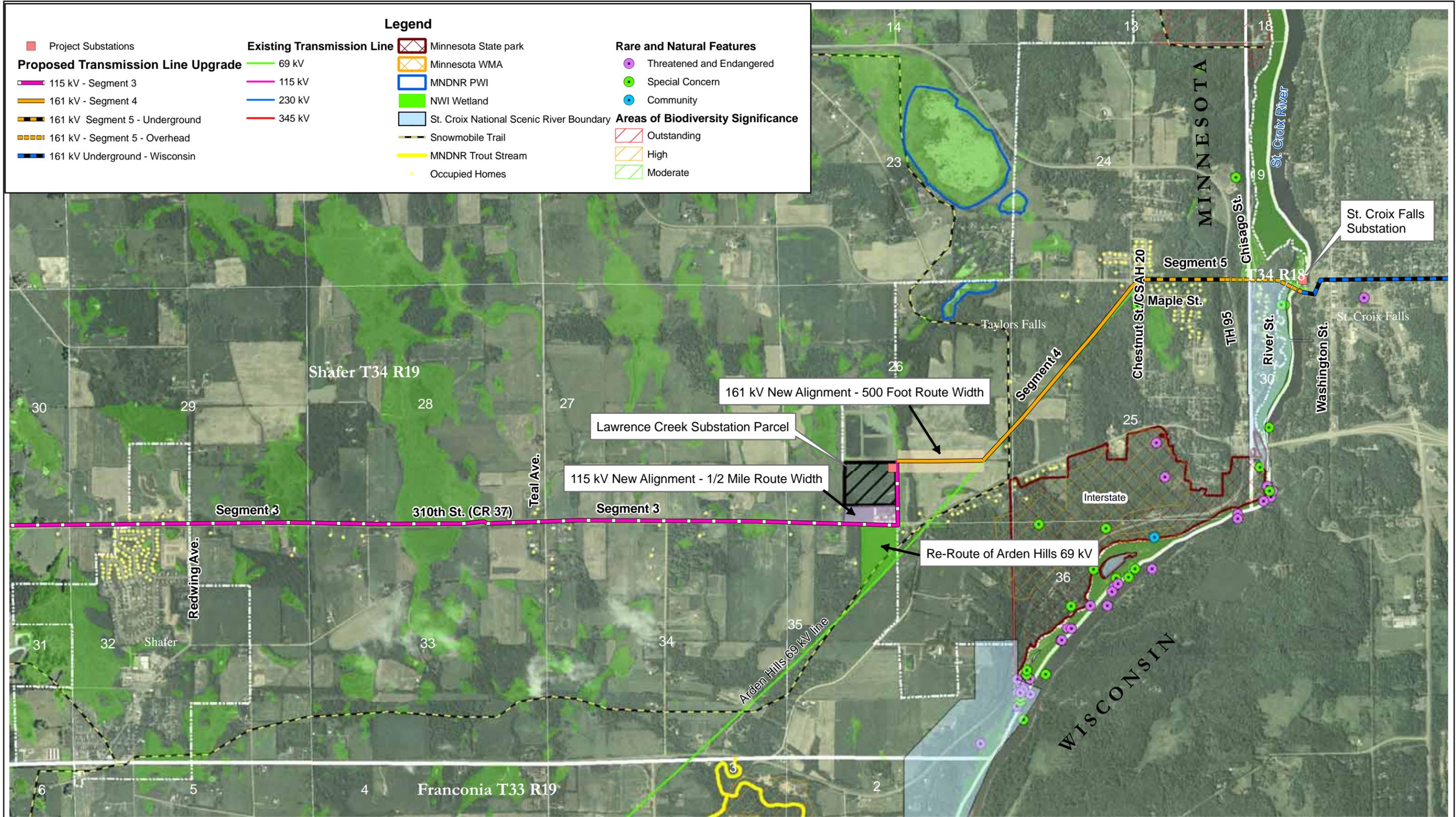


Legend	
Project Substations	Rare and Natural Features
Proposed Transmission Line Upgrade	Threatened and Endangered
115 kV - Segment 1	Special Concern
115 kV - Segment 2	Community
115 kV - Segment 3	
	Existing Transmission Line
	69 kV
	115 kV
	230 kV
	345 kV
	Occupied Homes
	Areas of Biodiversity Significance
	Outstanding
	High
	Moderate
	Minnesota State park
	Minnesota WMA
	MNDNR PWI
	NWI Wetland
	Snowmobile Trail

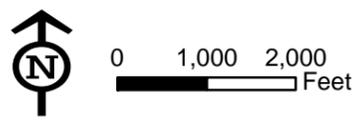


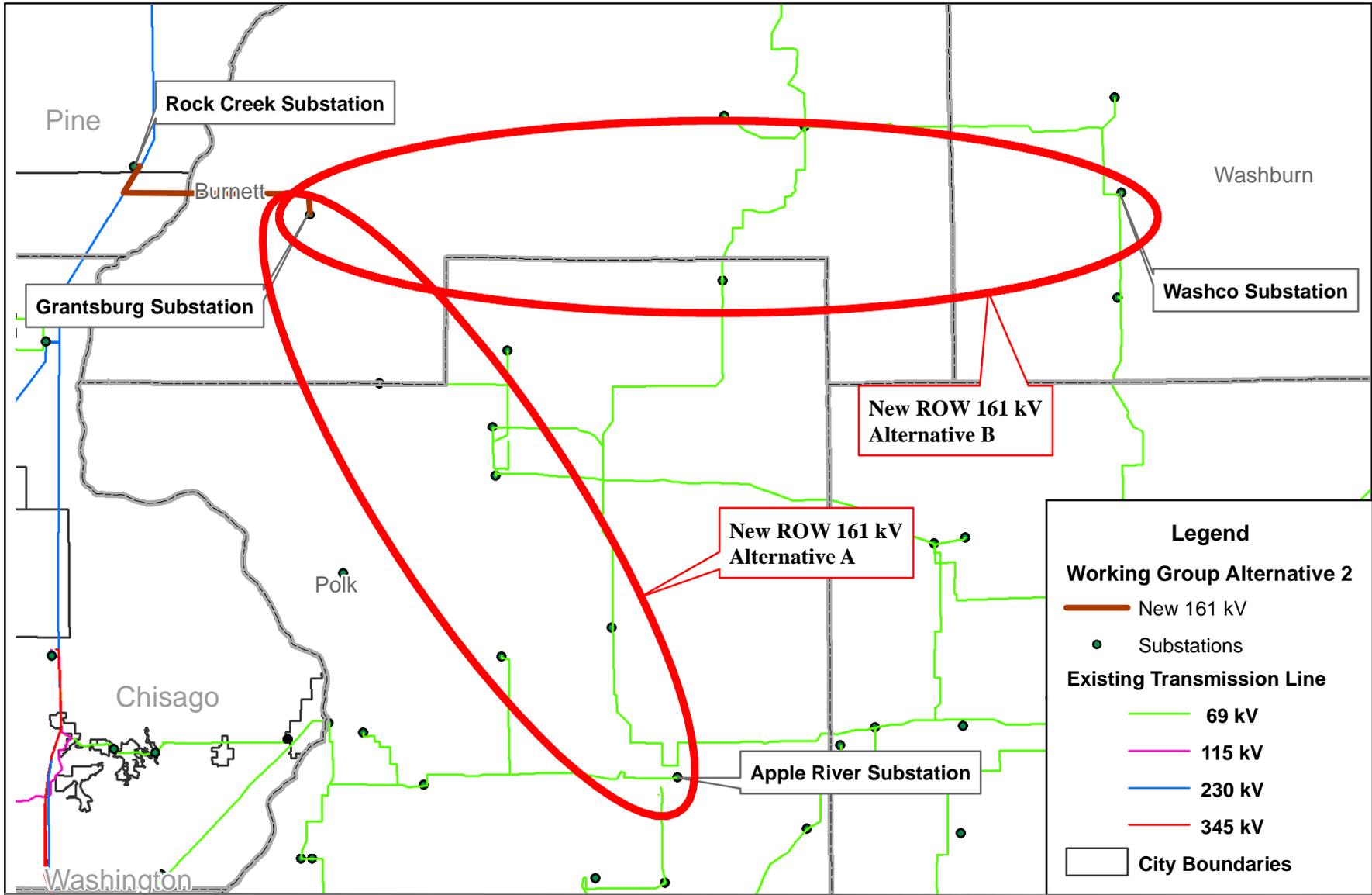
Map 3. Proposed Route - Detailed Maps
 Chisago County to Apple River 115kV/161kV Transmission Line Project
 Xcel Energy
 Chisago County, Minnesota



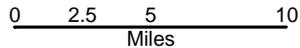


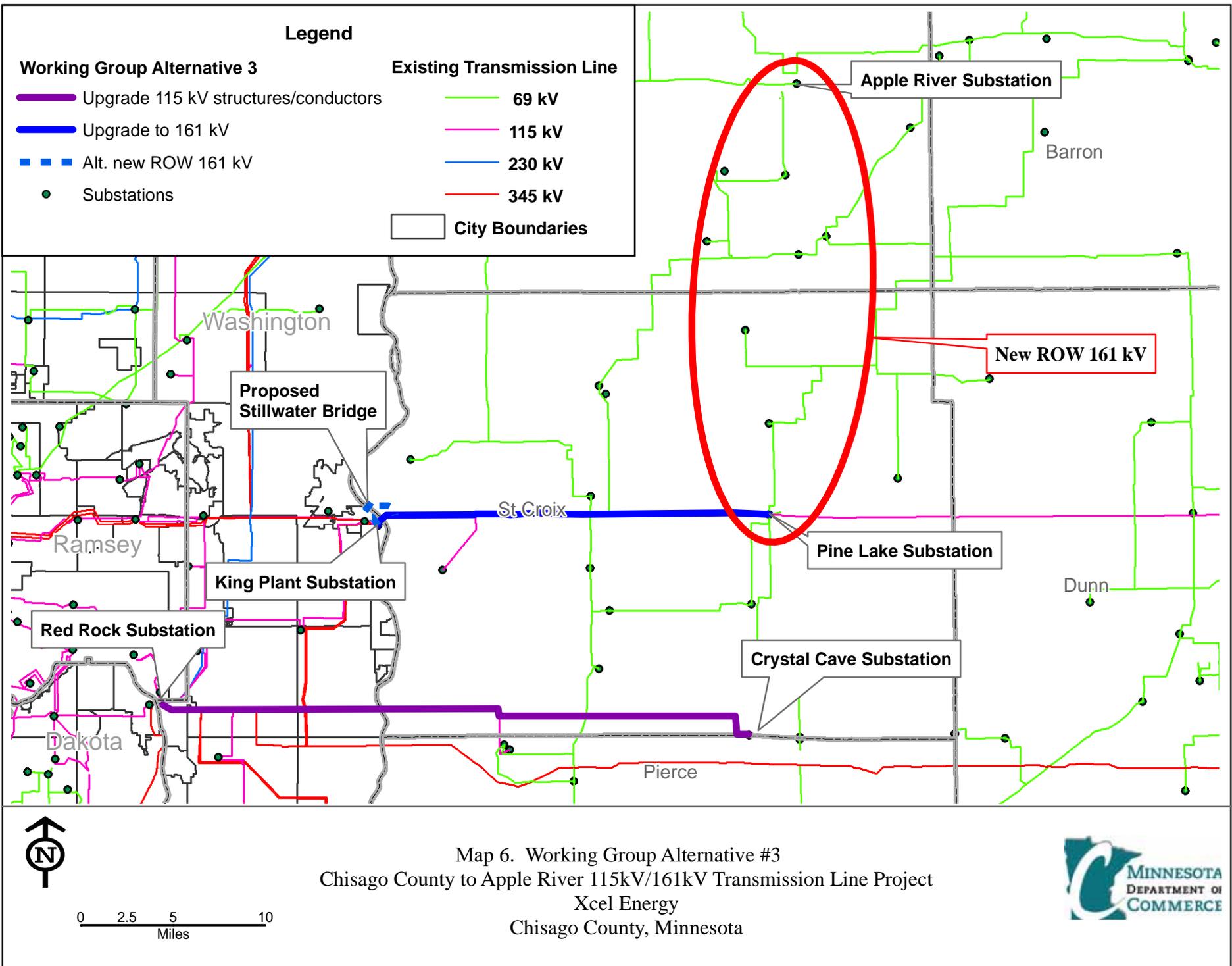
Map 4. Proposed Route - Detailed Maps
 Chisago County to Apple River 115kV/161kV Transmission Line Project
 Xcel Energy
 Chisago County, Minnesota





Map 5. Working Group Alternative #2
 Chisago County to Apple River 115kV/161kV Transmission Line Project
 Xcel Energy
 Chisago County, Minnesota

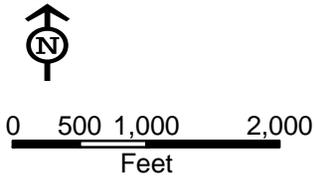






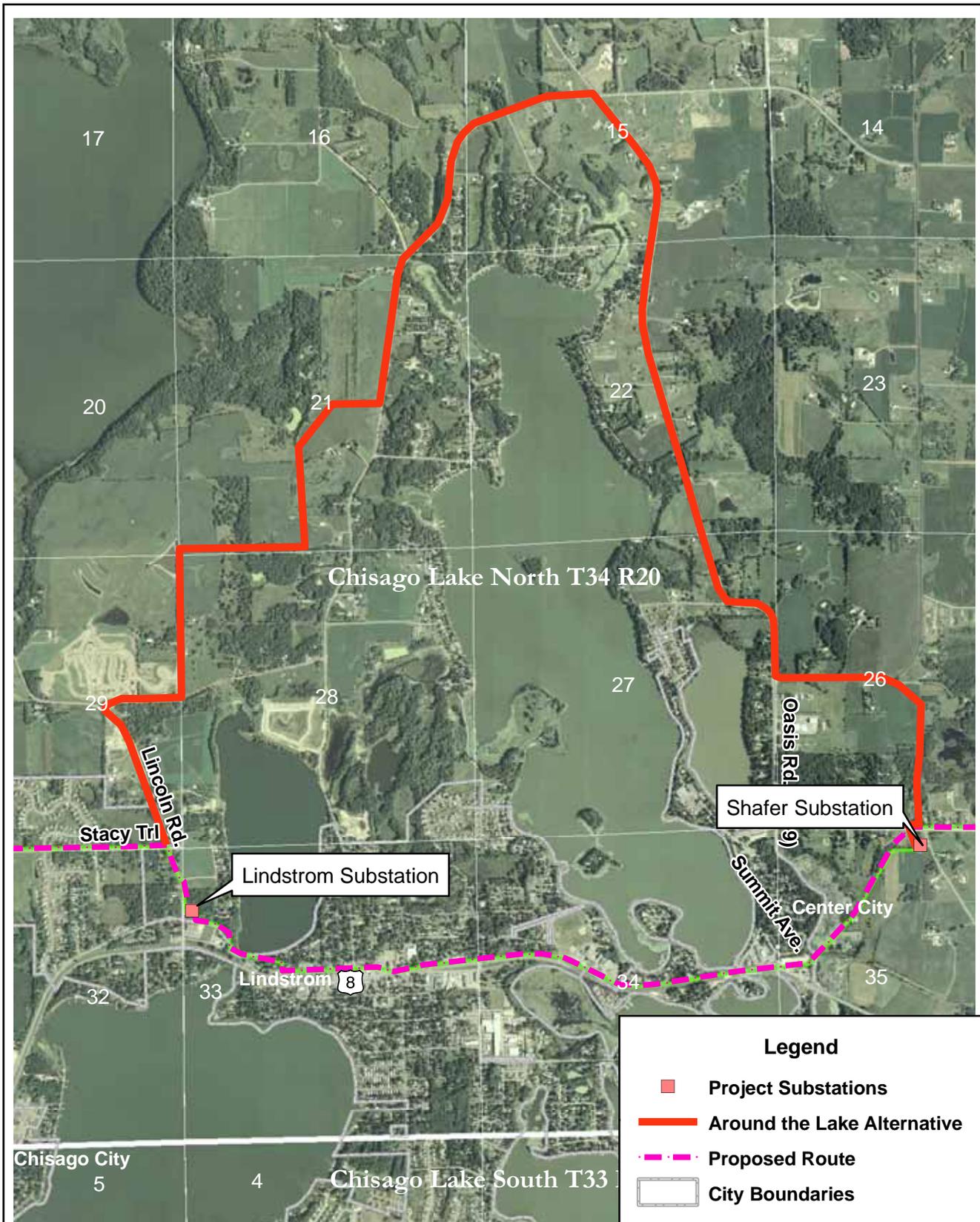
Legend

- Project Substations
- - - Proposed Route - Overhead
- Underground Alternatives**
- Option A
- Option B
- Option C
- City Boundaries



Map 7. Underground Alternatives through Lindstrom
 Chisago County to Apple River 115kV/161kV Transmission Line Project
 Xcel Energy
 Chisago County, Minnesota





Map 8. Around the Lake Alternative
 Chisago County to Apple River 115kV/161kV Transmission Line Project
 Xcel Energy
 Chisago County, Minnesota





Appendix B – EA Scoping Decision



In the Matter of the Xcel Energy and Dairy Power Cooperative Applications for a Route Permit and a Certificate of Need for the Chisago County to Apple River 115/161 kV High Voltage Transmission Line

**ENVIRONMENTAL ASSESSMENT
SCOPING DECISION**

**PUC Docket No. E002,ET3/CN-04-1176
PUC Docket No. E002,ET3/TL-06-1677**

The above matter has come before the Commissioner of the Department of Commerce (the Department) for a decision on the scope of the Environmental Assessment (EA) to be prepared on the proposed Xcel Energy/Dairyland Power Cooperative (“Applicants”) Chisago Substation to Apple River Substation 115/161 kV High Voltage Transmission Line (HVTL) Project in Chisago County, Minnesota.

The applicant has filed applications with the Public Utilities Commission (PUC) for the Certificate of Need and the Route Permit for the proposed facilities. The PUC has combined the Certificate of Need and Route Permit processes, and authorized the Department to prepare a single EA in order to streamline the processes. The Department will include in the EA the analysis of alternatives required in rules guiding environmental review in Certificate of Need cases (Minnesota Rule 4410.7035).

The Public Utilities Commission (PUC) has authorized the Department staff to initiate the environmental review process in these dockets in accordance with Minnesota Rule 4400.2750.

Public Participation in the Scoping Process

The Department’s Energy Facilities Permitting Unit (EFP) held a public information and EA scoping meeting on February 27, 2007, at the Lindstrom City Hall to discuss the project with the public and to solicit input into the scope of the EA to be prepared. Approximately 60 persons attended the public meeting. A public comment period on the scope of the EA closed on March 30, 2007. Several comments were submitted by the public and are available to review on the project web site at <http://energyfacilities.puc.state.mn.us/Docket.html?Id=18938>.

The Department also developed a structure and charge for an Advisory Task Force, as per the PUC February 12, 2007 Order, to solicit inputs on environmental impacts and possible route alternatives. Not all affected local city governments provided representation, meaning the task force could not meet the statutory requirements for an Advisory Task Force (Minnesota Statute 216E.08 Supd. 1). However, EFP convened and met three times with a group of interested citizens and local government officials in a working group tasked with the same charge as the proposed Advisory Task Force. The group prepared a report submitting four recommendations for project and route alternatives. Those alternatives have been included as “working group alternatives” in this Scoping Document.

Having reviewed the matter, including the Working Group inputs, consulted with the EFP staff, and in accordance with Minnesota Rule 4400.2750, I hereby make the following Scoping Decision:

MATTERS TO BE ADDRESSED

The Environmental Assessment will address the following matters:

The EA will include a description and analysis of human and environmental impacts of the proposed project and alternatives that would have otherwise been required by Minnesota Rule 4410.7035 under an Environmental Report for the Certificate of Need. This includes evaluating the matters of size, type and timing that would not normally be included in an EA for a route permit application. The EA will also address the human and environmental impacts of the proposed route in the route permit application and other impacts identified by public comments received through the scoping process as required under Minnesota Rules 4400.2750, subp 2. The following is an outline of the issues to be addressed and does not represent a table of contents for the EA.

I. SUMMARY OF THE CHISAGO TRANSMISSION PROJECT

- 1. Project Description**
- 2. Project Location**
- 3. Project Purpose**
- 4. Project Alternatives**
- 5. Sources of Information**

II. REGULATORY FRAMEWORK

- 1. PUC Certificate of Need**
- 2. PUC Route Permit**
- 3. Scoping of Environmental Impacts and Alternative Routes**
- 4. Environmental Assessment Requirement**
- 5. Public Hearing**

III. ALTERNATIVES TO THE TRANSMISSION PROJECT

The Department will evaluate alternatives that deliver an equal amount of energy and capacity to the area as proposed by the Applicants. Such alternatives may attempt to reduce, mitigate or eliminate the need for the proposed transmission line, while delivering the proposed “needed” energy. Any analysis of the alleged need will be conducted through the Certificate of Need testimony and public hearing(s) generally and not specifically in this EA. The EA will focus on the environmental, social, economic and cultural impacts of the proposed project and alternatives.

1. Alternatives To Be Considered

There are a set of standard alternatives that require address, as laid out in Minnesota Rule 4410.7035, subp. 1, B. These are the Environmental Report system alternatives that require review in the Environmental Assessment when environmental review has been combined in a joint need and routing proceeding.

- A. No-build Alternative
- B. Conservation Alternative
- C. Purchased Power
- D. Existing Line/System Improvements
- E. Generation Alternative

Additionally, the EA will review the following alternatives proposed by the working group in their report to the Department. They are considered here as project alternatives rather than route alternatives as they do not propose a transmission alternative that shares endpoints with the Applicant's proposal. Setting endpoints is a usual outcome of a need determination.

- F. Working Group Alternative 2: St. Croix Crossing from Rock Creek Substation in Minnesota to Grantsburg, Wisconsin
- G. Working Group Alternative 4: The Hugo Area Long-Range Electric Delivery System Study series of local upgrades

2. Potential Human And Environmental Impacts

This section will provide a comparative analysis of each of the system alternatives in respect to the following issues. Not all alternatives will have exactly the same set of impacts to review.

- A. Right-of-Way Requirements
- B. Anticipated Size and Type of Structures
- C. Electric and Magnetic Fields
- D. Anticipated Noise Impacts
- E. Anticipated Visual Impacts
- F. Anticipated Emissions of any Hazardous Air Pollutants and VOCs
- G. Anticipated Impacts on Water Quality
- H. Anticipated Impacts on Natural and Wildlife Resources
- I. Anticipated Social and Economic Impacts

3. Potential Mitigation Measures

An analysis will identify mitigative measures that could reasonably be implemented to eliminate or minimize any adverse impacts identified for the proposed project and each alternative.

4. Feasibility And Availability Of Alternatives

This section will analyze the feasibility and availability of the proposed project and each alternative considered.

IV. IMPACTS OF TRANSMISSION ROUTE AND ALTERNATIVES

The EA will review impacts and mitigation measures for the proposed route as described in the Chisago County – Apple River Project route permit application and two route alternatives from the working group recommendations.

1. Alternatives not Reviewed in the EA

A number of route alternatives were discussed during the scoping process, especially in public comments, that will not be reviewed in the EA. This section describes those options and the reasons for not including them as alternatives in this assessment.

2. Routes and Alternatives Reviewed in the EA

The Applicant's proposed route and the working group's alternatives 1 and 3 will be reviewed in the environmental and economic impacts section of the environmental report. The alternatives share end points with the applicants' proposal, so are appropriately reviewed in this section rather than the project alternatives section.

- A. Applicants' route proposal
- B. Working Group Alternative 1: Undergrounding the proposed 115 kV between the Lindstrom Substation and Center City
- C. Working Group Alternative 3: St. Croix Crossing from King Plant Substation at Bayport, Minnesota, to the Pine Lake Substation near Baldwin, Wisconsin, and the Red Rock Substation in Newport, Minnesota, to the Crystal Cave Substation near Martel, Wisconsin

3. Assessment Of Impacts And Mitigation Measures

This section will provide a comparative analysis of the alternatives in respect to the following issues. This joint environmental review analyzes the human and environmental issues laid out in Minnesota Rule 4400.3150, as well as issues discovered during the public scoping process. It also reviews mitigation requirements and the feasibility of each option.

- A. Description of Environmental Setting
- B. Impacts on Human Settlement
 - i. Socioeconomic
 - ii. Displacement
 - iii. Noise
 - iv. Aesthetics
 - v. Human Health and Safety
- C. Impacts on Land-based Economics
 - i. Recreation
 - ii. Prime Farmland
 - iii. Transportation
 - iv. Mining and Forestry
 - v. Economic Development

- D. Impacts on Natural Environment
 - i. Air Quality
 - ii. Water Quality, Soils and Geology
 - iii. Groundwater and Wetlands
 - iv. Fish and Wildlife Resources
 - v. Vegetation
- E. Rare and Unique Resources
 - i. Rare and Unique Natural Resources
 - ii. Archeological and Historic Resources

4. Other Considerations

- A. Significant Unavoidable Adverse Impacts
- B. Irreversible/Irretrievable Commitment of Resources

V. PERMITS AND APPROVALS REQUIRED

Required permits include all federal, state and local permits that must be obtained.

ISSUES OUTSIDE THE SCOPE OF THE EA

The Environmental Assessment will not consider the following matters:

1. The manner in which land owners are paid for transmission right-of-way easements, as that is outside the PUC jurisdiction.
2. Any alternatives that do not meet the underlying need for or purpose of the project.
3. Any alternatives not described specifically in this Scoping Decision.

SCHEDULE

The EA shall be completed and available by August 03, 2007. A public hearing in Chisago County and an evidentiary hearing in St. Paul will be held before an Administrative Law Judge after the EA has been issued and notice served. The hearing date and locations will be determined by the Administrative Law Judge.

Signed this 19 day of April, 2007

STATE OF MINNESOTA
DEPARTMENT OF COMMERCE



Glenn Wilson, Commissioner



Appendix C – Working Group Report and Recommendations

**A View From The Ground:
Alternative Routes & Least Environmental
Cost Considerations
for the
Proposed Chisago Electric Transmission
Line Project**

A Report to the
Minnesota Department of Commerce
by the
Advisory Task Force
March 2007

**In the Matter of Route Permit and Certificate of Need Applications for a 115/161 kV
Transmission Line Between the Chisago County Substation and the St. Croix River as
proposed by Xcel Energy and Dairyland Power.**

MPUC Docket Numbers: E-002/CN-04-1176
E-002/TL-06-1677

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 - B. GUIDE FOR ASSESSING ALTERNATIVES -- p.6

- III: RECOMMENDATIONS -- p.8
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I. INTRODUCTION

A. CHARGE

In the Public Utilities Commission Order "accepting route permit application as complete, authorizing selection of Public Advisor, and combining environmental review and public hearing with Certificate of Need application," dated February 12, 2007, the Commission authorized "the Department of Energy Facilities Permitting staff to establish an advisory task force and develop a proposed structure for the task force."

The Department developed a candidate application form and presented the proposed structure and charge for the advisory task force at a Public Meeting in Lindstrom, Minnesota on February 27, 2007. A six (6) day deadline for submitting applications for membership on the task force was announced. Predictably, the short time frame ruled out the possibility of appointments from most affected governments because they do not meet frequently enough to respond to such an unreasonable deadline. According to the Project Manager, only one of the nine affected local governments responded. One affected local government, Chisago City, was not notified of either the applications or the task force opportunity, yet has since become involved in the process.

Subsequently, representatives from two affected cities and several other citizens did submit candidate applications to the Public Advisor by the March 5, 2007 cut off. The Department declined task force member requests and a request from the City of Lindstrom to extend the deadline for submission of task force applications and on March 9 declined to establish a formal advisory task force, citing Minnesota Statute 218E.08, supd 1:

The Commission authorization to establish a task force was then replaced by Commerce with an informal advisory task force process led by the Project Manager. The advisory task force had a membership of sixteen (16) representatives and met three times as a group to discuss scoping, alternate route designations and environmental and safety issues that should be addressed in the Environmental Assessment (EA). The advisory group met March 19, 23 and 26 at the Lindstrom City Hall and individual 'homework' assignments were completed by members between meetings.

The advisory task force included eight staff or elected official representatives from Chisago City, the City of Lindstrom, Center City, Shafer Township and Chisago County. The advisory group also included at least one representative of East Central RDC, Chisago Lakes School District, Concerned River Valley Citizens and St. Croix Scenic Coalition. Depending on how you count, four or five listed members of the advisory task force were citizens who represented themselves. Additionally, another eight or ten community leaders attended the meetings, participated in discussions and made recommendations to the group. The advisory task force was given only nine work days within which to initiate its work at the first meeting, draft and review recommendations and submit its recommendations to the Project Manager.

The impossibly rushed participation schedule was presented to affected local governments as a *fait accompli* and this has led Chisago community leaders to conclude the spirit and intent of the Power Plant Siting Act to "provide for broad spectrum citizen participation as a principle of operation" was not intended in the above described process. To this point, agencies entrusted with protecting a fair public process have failed themselves...and the public. The City

of Lindstrom has filed a Motion for Extension of Task Force and, in the alternative, Certification to the Commission. We hope for a late rally that will overcome the initial failures of process

The public, in this case represented by advisory task force members, did participate in good faith to conclude prescribed work on time and bring forward recommendations. They represent a public perspective of what should be the overriding 'charge' directed to all parties to protect the public interest.

The Chisago Advisory Task Force respectfully submits the following recommendations for your consideration.

B. DELIBERATIVE PROCESS

Discussions during meetings of the task force were informal and consensus driven. The Project Manager and a representative of Xcel Energy were present at meetings and willing to answer questions from members. Task force members and visitors quickly got to the point on significant environmental and safety issues associated with the project design and proposed route. Health and safety concerns were strongly expressed, pointing out that overhead placement proposed by the applicants through Lindstrom and Center City would result in too big a line in too small a corridor that includes downtown areas and passes directly adjacent to a school. The task force determined that undergrounding is the only reasonable and feasible alternative through this particular route segment. The task force discussed criteria for addressing additional aesthetic and environmental concerns and determined a suggested scope for alternative routes. It looked particularly and carefully at routing improvements to make crossings of the St. Croix River safer and less visually intrusive. It was also determined that time constraints indicated the task force would limit the number and specificity of recommendations it could responsibly put forward by the March 30 deadline. The time and process has unduly restricted input and participation.

II: FINDINGS AND ISSUES

A. FINDINGS OF THE TASK FORCE

1. The task force finds that applicants' characterization of need is beyond the capability of members to address in the limited time allotted. Members do recognize that a major decision on whether to permit or not permit a transmission line as proposed or an alternative routing must be based on an accurate determination of need. If need is determined, then project design and routing must adequately address local health and safety concerns and must fairly balance local economic impacts against any quantifiable benefits to regional load serving and system reliability. Local cultural, historic, tourism and environmental impacts are financially quantified and must be made a part of the cost equation used as a basis for a final decision. Typically, utility direct costs associated with a project do not capture local costs to subsidize the project. The 'cheapest' utility option may instead be the most expensive option when outright public costs and public values for lost or damaged assets are included as costs of a project.

2. The task force finds that cost data presented for the proposed route does not include certain specific costs that the task force feels will be inevitable costs. One such cost is undergrounding through Lindstrom and Center City where the proposed corridor is just too narrow for an overhead 115kV line. In addition, the present alignment of the 69kV line between the Lindstrom Substation and Center City is already too close to residences, businesses and the middle school, and this unacceptable condition would be exacerbated by the proposed project. Health and safety concerns for this larger line can not be addressed with an above ground design in this location. Discussion of undergrounding cost can not and must not be limited to utility costs -- direct costs and health and safety costs accruing to communities and households must be part of the cost/benefit equation.

3. The task force finds that the St. Croix River corridor is an important ecological characteristic of Chisago County. It provides important recreational opportunities, provides environmental services, and contributes to the life-styles and economies of the area. The St. Croix corridor is also fragile and in danger of being damaged by any kind of crossing that creates intrusive impacts to the scenic and recreational values that caused the river to be incorporated under the federal Wild and Scenic Rivers Act. The Wild and Scenic Rivers Act strongly articulates avoidance of the St. Croix River and requires extreme caution when proposing any alteration of the river and its valley.

4. The task force finds that applicants' statement to advocate for undergrounding in Taylors Falls and down the St. Croix River bluff face does not sufficiently capture the absolute necessity of undergrounding through this stunning and federally recognized zone. The bluff face is in direct line of view from the federally designated St. Croix Wild and Scenic Riverway and from the Minnesota designated St. Croix Scenic Byway which passes beneath the bluff face on County 16. Undergrounding down the bluff face is essential. If feasibility for undergrounding in this location is in question, an alternative route that incorporates another St. Croix River crossing should be mandatory.

5. The task force finds that the proposed transmission line route misses an opportunity to consider alternative pathways and river crossings that better fit the public interest. Other alignments do provide for better environmental solutions and project integration; and, we think it likely they also provide better regional reliability and regional load serving solutions. Historical MEQB, PSCW and NPS perspectives entered in the prior record reinforce the need to analyze alternative routes. A panoply of location specific St. Croix River crossing studies prepared by third party engineers and agency staffs in both Minnesota and Wisconsin also support alternative route consideration. Additionally, utility models prepared in part by the applicants demonstrate equivalent or improved load and reliability improvements using alternative routes.

6. The task force further finds that the five findings above argue in favor of expanding the scope of alternative routes, which is hereby strongly recommended by the task force.

B. GUIDE FOR ASSESSING ALTERNATIVES

The task force began its deliberations by recognizing that if local load serving and local reliability were the goals being addressed in the current proposal, Chisago communities would not be facing a large transmission line. It is a matter of record that the line between Lindstrom and Taylors Falls is open, with no current flowing. Other options for a smaller, less intrusive local solution exist. The project proposed by the applicants' may be one way to serve local Minnesota loads and reliability but the lion's share of benefits from the proposed project are claimed to provide regional reliability and serve regional loads. Yet, local Minnesota communities are being asked to bear a disproportionate share of health and safety concerns and bear the greatest burden of environmental and scenic impacts. If the grid's system reliability was the goal, the project design would be configured to connect into the upgrades to the 161kV system in Wisconsin.

Historically, the Wisconsin Public Service Commission (PSCW) has studied nearly every configuration of transmission line passing from Minnesota into Wisconsin. The ample record of studies under Advance Plan 7, Advance Plan 8, WIREs and WRAO verifies that there are numerous routing alternatives that would meet Wisconsin's regional need and reliability into the future. These documents also point out the distinction of a system reliability need and a need for bulk power transfer capacity. The task force used these PSCW planning models, independent engineering perspectives from the earlier Chisago Project application and documents from Minnesota agencies, the National Park Service and from the applicants themselves to inform and provide a basis for task force recommendations.

Of all the PSCW Minnesota-to-Wisconsin routing options studied, the task force focused on two alignments in addition to the one proposed by the applicants. The first alternative route is from the Rock Creek Substation in Minnesota to Grantsburg, Wisconsin via the Highway 70 bridge crossing of the St. Croix River and, then to the Apple River Substation, which is the same project terminus proposed in the current application. The second alternative route would require less than a mile of transmission line in Minnesota to be reconducted in an existing overhead transmission corridor at the NSP Allen S. King power plant at Bayport, Minnesota. This crossing of the St. Croix River could be accomplished without any appreciable change to the towers or to the 'look' of the transmission alignment from the Minnesota side of the river into Wisconsin. Second and third components of this alternative option may require changes at Red Rock to Crystal Cave from 115kV to 161kV and building a second 161kV transmission line between Pine Lake and the Apple River Substation, again using the same terminus proposed in the current application. The task force asks the question whether the alternative route configurations (in addition to providing better health, safety and environmental solutions) also provide better transfer capacities, better regional reliability and better regional load serving than the project proposed by the applicants. The applicants should bear the burden of proving that the proposed project exceeds the alternative route configurations discussed above in every measure.

One distinction the task force used to look at transmission line corridors is whether the line is proposed to be overhead or underground. In most circumstances, it is not necessary to make the distinction but when a corridor is too narrow or environmentally constrained; where federally designated, or if residences, businesses or schools are too close to a powerline right of way, the distinction is necessary. In the case of a too narrow corridor such as the Lindstrom and Center City route segments, the applicants propose to place the line overhead. Overhead placement should be prudently avoided. The alternative route favored by the task force in the

case of Lindstrom and Center City is to underground the line on the same alignment proposed by the applicants. This would prevent environmental or health and safety impacts from disqualifying the alignment. The Minnesota DNR has applied the same distinction between overhead and underground crossings of the St. Croix River. A change from underground to overhead is considered a new corridor.

Finally, the task force adopted the 'precautionary principle' and applied the two separate senses of the term to its evaluation of a route. Health and safety impacts that would be caused by routing a line too close to sensitive populations of individuals in schools, hospitals, nursing homes and day care centers would dictate that unless or until 'no harm' is conclusively proven, it is prudent to simply avoid placing a transmission line near them. The second sense of the precautionary principle is environmentally based and recognizes the connection between human communities and their natural surroundings. The effort to prevent harm to sensitive and special environmental features requires an applicant to assume the burden of proof for assuring harm to important assets can be prevented.

The precautionary principle thus ties in to environmental law and the rights of the public to defend protectable resources from material harm under MERA and MEPA. In the case of a potential for material harm to a protectable resource, it also requires the project applicants (not just an advisory task force or the public) to prove that no feasible alternatives exist that could be utilized to protect the resource. The St. Croix River is a protectable resource and universally recognized as a public environmental treasure. The task force applied the precautionary principle in recommending two alternative crossings of the river. Each alternative route would be more prudent than the proposed route from a perspective of protecting river resources and accomplishing river crossings with less potential for harm.

It is important to point out that aesthetic concerns are often dismissed as peripheral, subjective and unimportant. But in the St. Croix River valley where tourism-based business is the backbone of the community, aesthetics means livelihood. And when people come from neighborhoods where power distribution lines are underground and unseen, a 'scenic view' can not be defended as pylons, wires and clear-cut rights-of-way. Such intrusions are simply visual pollution -- litter that does not blow away. And when power transmission lines are prominent in a photograph, the value of the backdrop is destroyed and the reasons for visitors to return are taken away. Cities along the Highway 8 corridor provide one of the two most important gateway approaches to the National Riverway and the descent into Taylors Falls ranks as one of Minnesota's iconic scenic panoramas, rivaled only by vistas along the North Shore Drive. Broad ecological and aesthetic resources must be ascribed a public value that supercedes narrow financial considerations. Once significant material harm has taken place in an ecological or aesthetic setting, it can not be replaced.

III: RECOMMENDATIONS

The Chisago Advisory Task Force makes three recommendations. They are:

FIRST, the Task Force recommends that the following four alternative routes be accepted for consideration in the EA and the permit hearings. Each of the four alternatives have in common an expectation that supporting distribution systems in Chisago County, Minnesota and Polk County, Wisconsin will be undertaken. The task force further recommends each key assessment factor incorporated in the EA for the proposed project also be undertaken for each alternative transmission route.

1. Alternative routing underground between the Lindstrom Substation and Center City, with the underground segment terminating in Center City at an existing power pole location at GPS coordinate N45°23.438', W092°48.809' and itemized cost estimate;

2. Rock Creek Substation in Minnesota to Grantsburg, Wisconsin, then (depending on engineering value decisions) either to the Apple River Substation near Amery, or to the Washco Substation near Shell Lake, Wisconsin;

3. King Plant Substation at Bayport, Minnesota, to the Pine Lake Substation near Baldwin, Wisconsin, and the Red Rock Substation in Newport, Minnesota, to the Crystal Cave Substation near Martel, Wisconsin, and from Pine Lake Substation to the Apple River Substation near Amery, WI (the new Stillwater bridge would be an alternative route segment for the King crossing); and,

4. Hugo alternative. The Hugo Area Long-Range Electric Delivery System Study set out a series of upgrades to bolster the distribution system in the area, particularly the 69kV facilities. There were 8 alternatives proposed using four variations of basic configurations in Phase I, and a 115kV Base Plan was proposed in Phase II. The study noted that "A high voltage line from Chisago County to Wisconsin has no immediate benefit for this study area." The extent of upgrades in this area must be addressed, and the task force recommends that those upgrades not made in association with this study be completed. Further, in light of applicants' claimed reliability needs, the 161kV system upgrades in Wisconsin must be reviewed.

Physical designs, full-cost proposals and Environmental Assessments are needed for all alternative routes.

SECOND, the Task Force recommends that comparable cost data be developed for all alternatives, including the original proposal, and that those data go beyond narrow financial projections to include the cost of environmental degradation and its effect on the natural, social, economic and aesthetic dimensions of the surrounding area.

THIRD, the Task Force recommends that when future route advisory task forces are established to consider scoping and routing alternatives that those task forces be given adequate time and adequate resources to assist in the inquiry.

A: RATIONALE AND ALTERNATIVE ROUTES TO BE CONSIDERED

The advisory task force recommends the following four Minnesota alternative routings and crossings of the Wisconsin/Minnesota border to be accepted for consideration in the EA and the permit hearings.

The alternatives and rationale are listed by location of state border crossing starting with the southernmost crossing.

1. **King crossing.** An upgrade to 161 kV of the existing 115 kV transmission line from the King Plant Substation in Bayport, MN, crossing the St. Croix River either at the King Plant or associated with the proposed Stillwater Bridge, to the Pine Lake Substation near Baldwin, WI; a new 161 kV line from the Pine Lake Substation to the Apple River Substation, north of Amery, WI; and an upgrade of the 115 kV line from the Red Rock Substation in Newport, MN to the Crystal Cave Substation near Martell, WI.

1. Existing transmission lines cross the St. Croix River at both locations
2. Lines have the potential to use existing rights of way
3. The King Plant Substation is a strong power source
4. Crossing is located in a developed industrial area
5. Potential to minimize adverse environmental impacts
6. Potential to be included with the St. Croix bridge at Stillwater.
7. This is shown as a viable alternative in the Wisconsin Advance Plan 7, Technical Support Document D23w.

2. **Taylor Falls crossing.** Uses the proposed project alignment between the Chisago County Substation and a new Lawrence Creek Substation, then proceeding to Taylor Falls. The alternative routing is for an underground segment between the Lindstrom Substation and Center City, with the underground segment terminating in Center City at an existing power pole location at GPS coordinate N45°23.438', W092°48.809'. This alternative incorporates the applicant-proposed undergrounding in Taylor Falls and down the St. Croix River bluff face as mandatory.

3. **Taylor Falls crossing.** 4. Hugo alternative. The Hugo Area Long-Range Electric Delivery System Study set out a series of upgrades to bolster the distribution system in the area, particularly the 69kV facilities. There were 8 alternatives proposed using four variations of basic configurations in Phase I, and a 115kV Base Plan was proposed in Phase II. The study noted that "A high voltage line from Chisago County to Wisconsin has no immediate benefit for this study area." The extent of upgrades in this area must be addressed, and the task force recommends that those upgrades not made in association with this study be completed. Further, in light of applicants' claimed reliability needs, the 161kV system upgrades in Wisconsin must be reviewed.

4. **Rock Creek crossing.** A new 161 kV or 230 kV transmission line from the Rock Creek Substation, MN, crossing the St. Croix River near the Highway 70 bridge to Grantsburg WI. In Wisconsin, the line could connect to either the Apple River Substation, near Amery, WI, or the Washco Substation, near Shell Lake, WI.

1. Existing bridge across the St. Croix River was built to carry 161 kV conductors.
2. An existing 69 kV line is routed under the river in this corridor.
3. This is shown as a viable alternative in the Wisconsin Advance Plan 7, Technical Support Document D23w.
4. Line has the potential to share right of way with TH 70
5. Line has the potential to connect 161 kV with the existing 161 kV system either at Apple River or Washco.
6. Line has the potential to share right of way for the majority of its length to Apple River.

216E.02 SITING AUTHORITY.

Subdivision 1. **Policy.** The legislature hereby declares it to be the policy of the state to locate large electric power facilities in an orderly manner compatible with environmental preservation and the efficient use of resources. In accordance with this policy the commission shall choose locations that minimize adverse human and environmental impact while insuring continuing electric power system reliability and integrity and insuring that electric energy needs are met and fulfilled in an orderly and timely fashion.

Subdivision 1. **Advisory task force.** The commission may appoint one or more advisory task forces to assist it in carrying out its duties. Task forces appointed to evaluate sites or routes considered for designation shall be comprised of as many persons as may be designated by the commission, but at least one representative from each of the following: Regional development commissions, counties and municipal corporations and one town board member from each county in which a site or route is proposed to be located. No officer, agent, or employee of a utility shall serve on an advisory task force. Reimbursement for expenses incurred shall be made pursuant to the rules governing state employees. The task forces expire as provided in section 15.059, subdivision 6 . At the time the task force is appointed, the commission shall specify the charge to the task force. The task force shall expire upon completion of its charge, upon designation by the commission of alternative sites or routes to be included in the environmental impact statement, or upon the specific date identified by the commission in the charge, whichever occurs first.



Appendix D – Agency Letters



MINNESOTA DEPARTMENT OF TRANSPORTATION

395 John Ireland Blvd
Mail Stop 678
St. Paul, Minnesota 55155-1899

July 27, 2007

Greg Chamberlain
Xcel Energy
414 Nicollet Mall
Minneapolis, MN 55401

Re: Permitting Proceeding for Proposed 115kV Transmission Line from Taylors Falls to Chisago County Substation; MPUC Dockets E-002/CN-04-1176(Certificate of Need) and E-002/TL-06-1677(Route)

Dear Mr. Chamberlain:

The Minnesota Department of Transportation is aware of the above referenced Transmission Line project. In August of 2004 a letter was sent to the MPUC with Mn/DOT's preliminary comments and information regarding the TH 8 future plans. Also, in March 2007 Mn/DOT sent a letter to the Department of Commerce with further comments. (See attached letters.) At the time of both letters we had no objection to the proposed aerial facility. If the facility remains an aerial facility, poles will be required to be two feet behind the curb and gutter line.

Currently, Mn/DOT is developing a project to be let for contract in June 2009. This project is in the geometric layout stage and it is anticipated that in the near future we will complete a final geometric layout. The layout shows a one way pair using current TH 8 and First Ave. N. through downtown Lindstrom. On First Ave. N. the right of way appears to go from building front to building front in the downtown area. Please be advised that Mn/DOT has not yet acquired the right of way known as First Ave. N.

In discussions with Xcel Energy, it has been learned that the City of Lindstrom would prefer that the transmission facility be buried through Lindstrom. When the right of way is acquired, according to the Mn/DOT Utility Accommodation Policy, Mn/DOT will not allow underground utilities to be placed parallel with and below the driving or turn lanes.

Additionally, there is a new culvert and pedestrian tunnel proposed to connect North Lindstrom Lake with South Lindstrom Lake. At this location there is very little room for buried facilities.

If Xcel Energy were to bury their facility in the First Ave. N. area of Mn/DOT's proposed construction it would likely add extra expense to Mn/DOT's design and further complicate construction within the limited right of way. A possible expense to Xcel could be the relocation of their aerial or buried facility to accommodate the TH 8 project.

Sincerely,

A handwritten signature in blue ink that reads 'Carol Molnau'.

Carol Molnau
Commissioner of Transportation

CC:

Rick Arnebeck
Khani Sahebjam
Mukhtar Thakur
Stacy Kotch
Michael Herman
Sue Mulvihill
Tim Quinn
Curt Fakler
David Birkholz
Marilyn Remer



Minnesota Department of Transportation

Memo

Telephone: 651-366-4635

Fax: 651-366-4769

Date: March 5, 2007

To: Deborah Pile

From: Stacy Kotch
Utility Transmission Route Coordinator
Office of Technical Support
Mailstop 678
395 John Ireland Blvd
St. Paul, MN 55155
stacy.kotch@dot.state.mn.us

Subject: Xcel Energy 115/ 161 kV Transmission Line- Chisago County
PUC Docket # E002, ET3/ TL 06-1677

Ms. Pile,

After reviewing the proposed Route Permit Application for the 115/ 161 kV transmission affecting Lindstrom Substation, Shafer Substation TH 8, and TH 95, Mn/DOT has determined that the project (as currently expressed) will have minimal contact or impact with our right-of-way. The only items Mn/DOT will require for this project are:

- 1) A long form utility permit for the crossing of TH 95 and a long form utility permit for the section paralleling TH 8 in the City of Lindstrom.
- 2) All "blowout zone" information should be included with *any* permit for aerial transmission lines.

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

Sincerely,

Stacy M. Kotch

David Birkholz

From: Mike Mueller [Mike.Mueller@dnr.state.mn.us]
Sent: Tuesday, June 19, 2007 9:21 AM
To: David.Birkholz@state.mn.us
Cc: Matthew Langan; Rebecca Wooden
Subject: Excel energy -Chisago County 1115/161 kV HVTL

David, This responds to your letter of May 29,2007 regarding the proposed high voltage transmission line in Chisago County, MN. As the Area Hydrologist for MnDNR, my concerns are with regard to any crossings of public waters. These include lakes, streams and the St Croix River. Because of its unique status as state and federal wild and scenic riverway, the St Croix valley has additional protections.

At our meeting in March I learned that the proposed St Croix River crossing by the dam, would result in the elimination of ten overhead lines, while replacing with one new line. In addition, the existing lines extending down the bluffline on the Minnesota side would be placed underground. Both of these options are highly supported. Although there are areas adjacent to the river where the shallow depth to bedrock precludes the undergrounding of the powerline(s), such is not the case in the bluff area. Therefore, the Department would likely object to any attempt to avoid mitigating the adverse effects associated with the current powerline corridor on the Minnesota bluff.

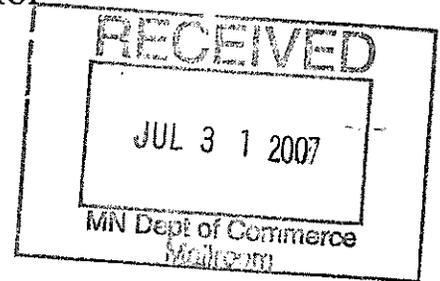
I am looking forward to reviewing the Environmental Assessment for the project. The Department will provide formal review and comments for the entire project at that time.

Mike Mueller
Area Hydrologist
DNR Waters
800 Oak Savanna Lane SW
Cambridge, Mn 55008
Covering:Chisago, Isanti and Kanabec counties
763.689.7105
763.689.7120 (fax)
mike.mueller@dnr.state.mn.us



United States Department of the Interior

NATIONAL PARK SERVICE
St. Croix National Scenic Riverway
401 Hamilton Street
St. Croix Falls, Wisconsin 54024-0708



IN REPLY REFER TO:

July 30, 2007

L7615 (SACN)

Mr. David Birkholz, Project Manager
Minnesota Department of Commerce
Energy Facility Permitting
85 7th Place East, Suite 500
St. Paul, Minnesota 55101-2198

Dear Mr. Birkholz:

This is in response to your May 29 letter regarding the Application for a Route Permit for the Chisago County to Apple River 115/161 kV electric transmission line. The proposed route for the project at the St. Croix River includes removing the existing 69 kV lines and placing the new 161 kV line underground down the west river bank at Taylors Falls, Minnesota. The new transmission line would then cross the St. Croix River above ground. Mitigation would include removing the old or unused lines that currently cross near the hydroelectric plant.

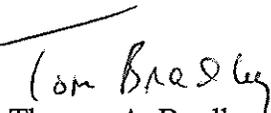
The St. Croix River at the proposed crossing location is designated as a component of the National Wild and Scenic Rivers System under the Wild and Scenic Rivers Act (the Act) (Public Law 90-542). The purpose of designation under the Act is to protect and enhance the river's outstanding remarkable scenic, recreational and other resource values. The St. Croix National Scenic Riverway (Riverway) is administered by the National Park Service (NPS).

The Department of Commerce (the Department) is preparing an Environmental Assessment (EA) for this project. A portion of the EA will evaluate whether the additional costs of placing the line underground down the west embankment are warranted. Given the purposes for which the Riverway was designated, the NPS believes that the additional costs are warranted. Undergrounding the line down the bank and removing old or unused lines in the vicinity will greatly enhance the scenic and recreational values of the Riverway in this area. The condition to place the power lines underground was negotiated by the cities of Taylors Falls and St. Croix Falls during the previous planning effort. Both communities have and continue to expend considerable time and money improving the quality of life for residents and visitors alike by developing new trails and parks, rejuvenating their downtown areas, and preserving historic resources. These recreational resources complement the Riverway.

We urge the Department to be sensitive to the needs of the affected communities as well as to the Riverway. The NPS generally supports additional planning and public involvement for this project. However, it should not reverse the enhancements to scenic values that were agreed upon during the previous planning process. The NPS would object to any reversals which would increase impacts to the scenic and other resource values of the Riverway.

We appreciate the opportunity to provide early input and trust that they will be fully considered. If you have any questions, please call Jill Medland of our staff at 715-483-2284.

Sincerely,


Thomas A. Bradley
Superintendent



Appendix E – Sample Route Permit

**ROUTE PERMIT
FOR CONSTRUCTION OF A
HIGH VOLTAGE TRANSMISSION LINE
IN
BLUE EARTH COUNTY, MINNESOTA
ISSUED TO
NORTHERN STATES POWER Co. d/b/a XCEL ENERGY
EQB DOCKET No. 05-95-TR-Eastwood
PUC DOCKET No. E002/TR-05-1192**

In accordance with the requirements of Minnesota Statutes Section 116C.575 and Minnesota Rules Chapter 4400, this Route Permit is hereby issued to:

NORTHERN STATES POWER CO. d/b/a XCEL ENERGY

Northern States Power Co. d/b/a Xcel Energy (hereinafter referred to as Xcel Energy) is authorized by this route permit to construct a new double-circuit 115 kilovolt high voltage transmission line 3.5 miles long from a tap into the Summit-Loon Lake Line, located south of the Mankato Airport in Lime Township, to the Eastwood Substation in Mankato Township, all in Blue Earth County. The project shall be built along the route identified in this Permit and as portrayed on the project map, and in compliance with the conditions specified in this Permit.

Approved and adopted this 4 day of January, 2006.

BY ORDER OF THE COMMISSION



Burl W. Haar,
Executive Secretary

I. ROUTE PERMIT

The Minnesota Public Utilities Commission (PUC) hereby issues this Route Permit to Xcel Energy pursuant to Minnesota Statutes 116C.575 and Minnesota Rules Chapter 4400. This permit authorizes Xcel Energy to construct a double-circuit 115 kilovolt high voltage transmission line in Blue Earth County, Minnesota.

II. PROJECT DESCRIPTION

The new alternating current high voltage transmission line (HVTL) authorized to be constructed under this Permit is a double-circuit 115,000-volt (115 kilovolt or kV) line that will connect the Summit-Loon Lake Line in Lime Township to the Eastwood Substation in Mankato Township, all in Blue Earth County. The line will require new right-of-way that will vary in width from 45 feet along existing road right-of-way to 80 feet for any segment of the line traversing open area. The route is approximately 3.5 miles in length.

Xcel Energy is proposing to use single pole, galvanized steel, double-circuit 115 kV davit arm structures. A portion of the route for .75 mile south of the tap will be designed to accommodate existing distribution lines as an underbuild on the 115 kV structures. The conductor will be 795 aluminum core steel supported (ACSS).

III. DESIGNATED ROUTE

The permitted route shall be 100 feet on either side of the roadway centerline along the preferred alignment to allow for exigencies in the plan and implementation of the HVTL. Where the line proceeds cross country south of Power Drive, the route shall be a continuation of the width along the roadway centerline.

IV. PREFERRED ALIGNMENT

The line begins on the east side of County Road 12 where it taps the Summit to Loon Lake 115 kV transmission line near the intersection of 232nd Street and County Road 12. The line then continues south along the east side of County Road 12 for approximately 0.75 miles. There is an existing distribution line in this area which will be underbuilt on the new transmission line structure.

At the junction of County Road 12 and 589th Avenue, the line will cross to the west side of the road and continue south paralleling the railroad for approximately one mile where it will cross over to the east side of 589th Avenue for 0.25 miles until it reaches Thompson Ravine Road (County Road 3).

The line then turns west following the north side of Thompson Ravine Road for 0.5 miles, then turns south following the east side of Power Drive for 0.3 miles and then cross country for 0.2 miles until it crosses T.H. 14. Upon crossing T.H. 14, the line will continue south approximately 0.25 miles until it enters the Eastwood Substation, paralleling the existing Wilmarth-to-Eastwood 69 kV transmission line that enters the northwestern edge of the substation.

V. PERMIT CONDITIONS

The Permittee shall comply with the following conditions during construction of the transmission line and associated facilities and the life of this Permit.

A. Plan and Profile. At least 14 days before right-of-way preparation for construction begins, the Permittee shall provide the PUC with a plan and profile of the right-of-way and the specifications and drawings for right-of-way preparation, construction, cleanup, and restoration for the transmission line. The Permittee may not commence construction until the 14 days has expired or until the PUC has advised the Permittee in writing that it has completed its review of the documents and determined that the planned construction is consistent with this permit. If the Permittee intends to make any significant changes in its plan and profile or the specifications and drawings after submission to the PUC, the Permittee shall notify the PUC at least five days before implementing the changes. No changes shall be made that would be in violation of any of the terms of this permit.

B. Construction Practices.

1. Application. The Permittee shall follow those specific construction practices and material specifications described in the Xcel Energy Application to the Minnesota Environmental Quality Board for a Route Permit dated June 14, 2005, and as described in section 3.0 of the Environmental Assessment unless this Permit establishes a different requirement in which case this Permit shall prevail.

2. Field Representative. At least ten days prior to commencing construction, the Permittee shall advise the PUC in writing of the person or persons designated to be the field representative for the Permittee with the responsibility to oversee compliance with the conditions of this Permit during construction. This person's address, phone number, and emergency phone number shall be provided to the PUC, which may make the information available to local residents and public officials and other interested persons. The Permittee may change its field representative at any time upon written notice to the PUC.

3. Cleanup. All waste and scrap that is the product of construction shall be removed from the area and properly disposed of upon completion of each task. Personal litter, including bottles, cans, and paper, from construction activities shall be removed on a daily basis.

4. Vegetation Removal. The Permittee shall minimize the number of trees to be removed as part of the construction of the line, taking into account Permit Condition V.H.1, which recognizes that the Permittee has obligations to comply with clearance requirements.

5. Erosion Control. The Permittee shall implement reasonable measures to minimize runoff during construction and shall plant or seed non-agricultural areas that were disturbed where structures are installed. Upon request, the Permittee shall submit to

the PUC a copy of any Soil Erosion and Sediment Control Plan prepared for the Minnesota Pollution Control Agency as part of a storm-water runoff permit application.

6. Temporary Work Space. The Permittee shall limit temporary easements to special construction access needs and additional staging or lay-down areas required outside of the authorized right-of-way.

7. Restoration. The Permittee shall restore all temporary work spaces, access roads, and other private lands affected by construction of the transmission line. Restoration must be compatible with the safe operation, maintenance, and inspection of the transmission line. Within 60 days after completion of all restoration activities, the Permittee shall advise the PUC in writing of the completion of such activities.

8. Notice of Permit. The Permittee shall inform all employees, contractors, and other persons involved in the construction of the transmission line of the terms and conditions of this Permit.

C. Periodic Status Reports. Upon request, the Permittee shall report to the PUC on progress regarding finalization of the route, design of structures, and construction of the transmission line. The Permittee need not report more frequently than quarterly.

D. Complaint Procedure. Prior to the start of construction, the Permittee shall submit to the PUC the company's procedures to be used to receive and respond to complaints. The procedures shall be in accordance with the requirements set forth in Exhibit 1 attached to this Permit.

E. Notification to Landowners. The Permittee shall provide all affected landowners with a copy of this Permit at the time of the first contact with the landowners after issuance of this Permit.

F. Completion of Construction.

1. Notification to PUC. At least three days before the line is to be placed into service, the Permittee shall notify the PUC of the date on which the line will be placed into service and the date on which construction was complete.

2. As-Builts. Upon request of the PUC, the Permittee shall submit copies of all the final as-built plans and specifications developed during the project.

3. GPS Data. Within 60 days after completion of construction, the Permittee shall submit to the PUC, in the format requested by the PUC, geo-spatial information (GIS compatible maps, GPS coordinates, etc.) for all above ground structures associated with the transmission lines and each substation connected.

G. Electrical Performance Standards.

1. Grounding. The Permittee shall design, construct, and operate the transmission line in such a manner that the maximum steady-state short-circuit current shall be limited

to five milliamperes rms alternating current between the ground and any non-stationary object within the right-of-way including but not limited to, large motor vehicles and agricultural equipment. All fixed metallic objects on or off the right-of-way, except electric fences that parallel or cross the right-of-way, shall be grounded to the extent necessary to limit the short circuit current between ground and the object so as not to exceed one milliamperes rms under steady state conditions of the transmission line and to comply with the ground fault conditions specified in the National Electric Safety Code.

2. Electric Field. The transmission line shall be designed, constructed, and operated in such a manner that the electric field measured one meter above ground level immediately below the transmission line shall not exceed 8.0 kV/m rms.

3. Interference with Communication Devices. If interference with radio or television, satellite or other communication devices is caused by the presence or operation of the transmission line, the Permittee shall take whatever action is prudently feasible to restore or provide reception equivalent to reception levels in the immediate area just prior to the construction of the line.

H. Other Requirements.

1. Applicable Codes. The Permittee shall comply with applicable North American Electric Reliability Council (NERC) construction standards and requirements of the National Electric Safety Code (NESC) including clearances to ground, clearance to crossing utilities, clearance to buildings, right-of way widths, erecting power poles, and stringing of transmission line conductors.

2. Other Permits. The Permittee shall comply with all applicable state rules and statutes. The Permittee shall obtain all required permits for the project and comply with the conditions of these permits. A list of the required permits is included in the permit application and the environmental assessment. The Permittee shall submit a copy of such permits to the PUC upon request.

3. Pre-emption. Pursuant to Minnesota Statutes section 116C.61, subdivision 1, this Route Permit shall be the sole route approval required to be obtained by the Permittee and this Permit shall supersede and preempt all zoning, building, or land use rules, regulations, or ordinances promulgated by regional, county, local and special purpose government.

I. Delay in Construction. If the Permittee has not commenced construction or improvement of the route within four years after the date of issuance of this Permit, the PUC shall consider suspension of the Permit in accordance with Minn. Rule 4400.3750.

J. Special Conditions.

1. Distribution Underbuild. South of the tap into the Summit-Loon Lake 115 kV line, Xcel Energy shall underbuild the distribution line on its transmission structures through the existing .75 miles and remove the existing distribution structures.

VI. PERMIT AMENDMENT

The permit conditions in Section V. may be amended at any time by the PUC. Any person may request an amendment of the conditions of this permit by submitting a request to the PUC in writing describing the amendment sought and the reasons for the amendment. The PUC will mail notice of receipt of the request to the Permittee. The PUC may amend the conditions after affording the Permittee and interested persons such process as is required.

VII. TRANSFER OF PERMIT

The Permittee may request at any time that the PUC transfer this permit to another person or entity. The Permittee shall provide the name and description of the person or entity to whom the permit is requested to be transferred, the reasons for the transfer, a description of the facilities affected, and the proposed effective date of the transfer. The person to whom the permit is to be transferred shall provide the PUC with such information as the PUC shall require to determine whether the new permittee can comply with the conditions of the permit. The PUC may authorize transfer of the permit after affording the Permittee, the new permittee, and interested persons such process as is required.

VIII. REVOCATION OR SUSPENSION OF THE PERMIT

The PUC may initiate action to revoke or suspend this permit at any time. The PUC shall act in accordance with the requirements of Minnesota Rules part 4400.3950 to revoke or suspend the permit.

Legend

Route (200 feet Wide)

Preferred Alignment

115 kV Double Circuit

115 kV Double Circuit with Distribution Underbuild

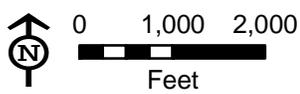
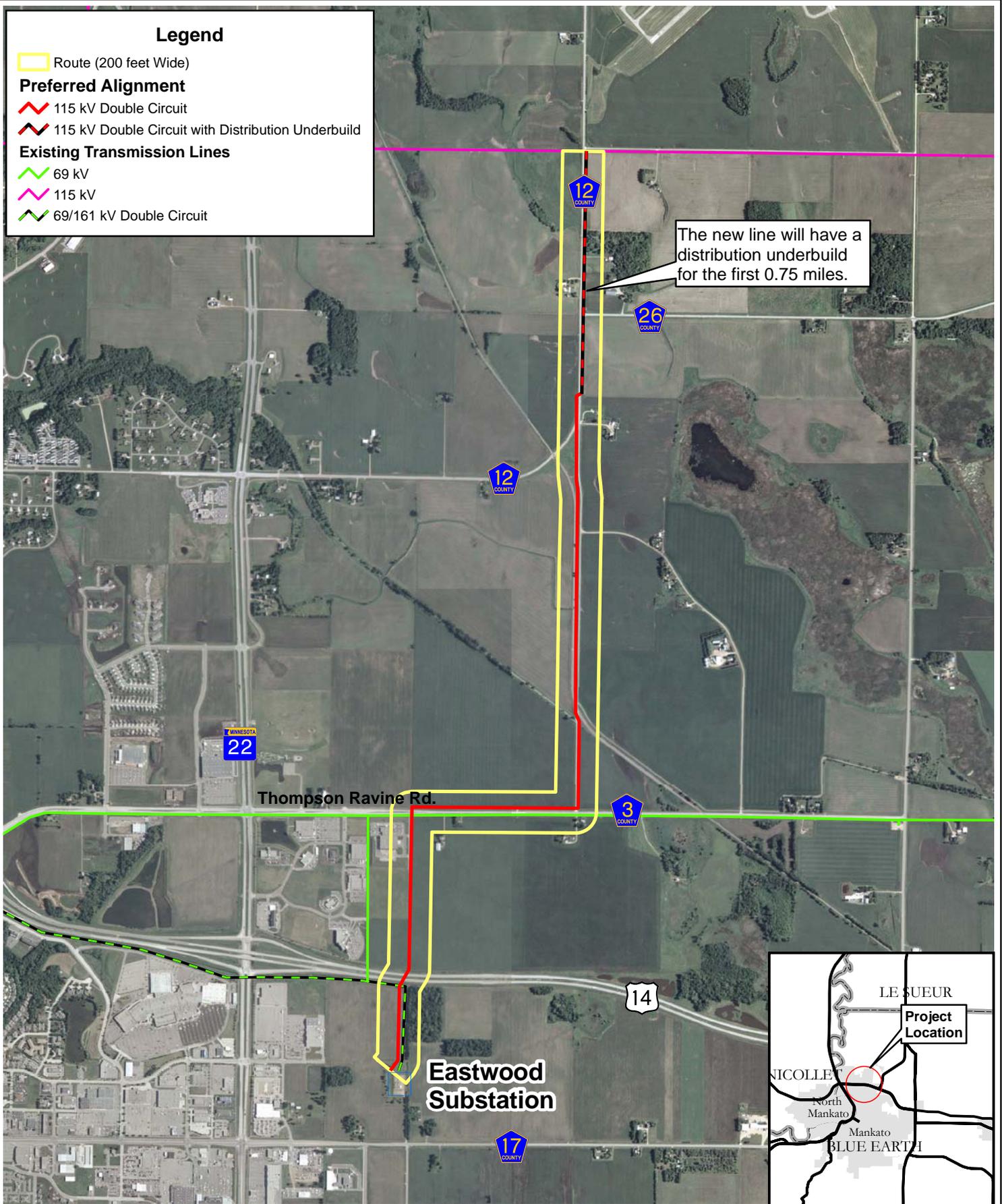
Existing Transmission Lines

69 kV

115 kV

69/161 kV Double Circuit

The new line will have a distribution underbuild for the first 0.75 miles.



Eastwood Double Circuit Transmission Line Project Mankato, Blue Earth County, Minnesota



**PUBLIC UTILITIES COMMISSION
COMPLAINT REPORT PROCEDURES FOR
HIGH VOLTAGE TRANSMISSION LINES**

1. Purpose

To establish a uniform and timely method of reporting complaints received by the permittee concerning the permit conditions for right-of-way preparation, construction, cleanup and restoration, and resolution of such complaints.

2. Scope

This reporting plan encompasses complaint report procedures and frequency.

3. Applicability

The procedures shall be used for all complaints received by the permittee.

4. Definitions

Complaint - A statement presented by a person expressing dissatisfaction, resentment, or discontent as a direct result of right-of-way preparation, construction, cleanup and restoration. Complaints do not include requests, inquiries, questions, or general comments.

Substantial Complaint - Any complaints submitted to the permittee in writing that, if substantiated, could result in permit modification or suspension pursuant to the applicable regulations.

Person - An individual, partnership, joint venture, private or public corporation, association, firm, public service company, cooperative, political subdivision, municipal corporation, government agency, public utility district, or any other entity, public or private, however organized.

5. Responsibilities

Everyone involved with right-of-way preparation, construction, cleanup and restoration is responsible to ensure expeditious and equitable resolution of all complaints. It is therefore, necessary to establish a uniform method for documenting and handling complaints directed to this project. The following procedures will satisfy this requirement:

- A. The Permittee shall document all complaints by maintaining a record of all applicable information concerning the complaint, including the following:
1. Name of the permittee and project.
 2. Name of complainant, address and phone number.
 3. Precise property description or tract number (where applicable).
 4. Nature of complaint.
 5. Response given.
 6. Name of person receiving complaint and date of receipt.
 7. Name of person reporting complaint to the EQB and phone number.
 8. Final disposition and date.
- B. The Permittee shall assign an individual to summarize complaints for transmittal to the PUC.

6. Requirements

The permittee shall report all complaints to the PUC according to the following schedule:

Immediate Reports - All substantial complaints shall be reported to the PUC by phone the same day received (or on the following working day for complaints received after working hours) at 651-201-2255.

Monthly Reports

By the 15th of each month, a summary of all complaints, including substantial complaints received or resolved during the proceeding month, and a copy of each complaint shall be sent to Minnesota Public Utilities Commission, 121 7th Place E., Suite 350 Saint Paul, MN 55101-2147.

7. Complaints Received by the PUC

Copies of complaints received directly by the PUC from aggrieved persons regarding right-of-way preparation, construction, cleanup and restoration shall be promptly sent to the permittee.