

## **Additional Notes**

### **Lake Marion to Hampton Advisory Task Force April 29, 2009**

#### **1) Notes from Ms. Jennings, Task Force Member**



Meeting minutes taken by Carrie Jennings (15 minutes late)

I. Announcements

Public comment period ends April 30, 2009

Comments should be submitted to Scott Ek [scott.ek@state.mn.us](mailto:scott.ek@state.mn.us)

Dan Schmidt from HDR is with us.

Final report will be based on the Nashwauk-Blackberry report model handed out.

II. Review and comments on meeting notes from last time:

Ray Kaufenberg—Citizen letter should have a location associated with it so we know which route she lives on.

Charlie and Scott say there are privacy issues and they will ask her.

Trish—route near Hampton was misconceived/misrepresented in the material handed out.

Joel-makes data associated with route inaccurate

III. Certificate of need:

Scott Ek—all lines were determined to be needed. Specifics of order are not out.

They only specific he does know is that this line will have to have 700 megawatts of wind energy.

IV. Review of Alternate routes

Any new routes not suggested?

220<sup>th</sup>—Trish will cover later

Hwy 14—Clarence from Wheatland Twp.

Need to look at routes as a large group to see where there may be room for change/compromise.

HDR handed out a new copy of the maps for discussion. It is color coded to table with data on each route and how it compares to the preferred route for that segment.

Ray Kaufenberg: There is no way to compare the entire routes with alternates. The housing numbers, for example are incorrect and so do not allow an accurate comparison and the PUC will see incorrect information when they sit down to review these documents.

Scott Ek: There is another public comment period associated with the draft EIS public comment period. There is also an opportunity during the contested case hearing for this kind of comment.

NE Alt. 2 in Le Sueur Co.

Joel H. City of Lonsdale had an issue with route coming into city. They routed it differently through there.

Clarence: Wheatland-the topography is an issue here and the line also goes directly over homes in that area.

Joel: What about north of Patch Lake?

No projector available so they cannot project all the data needed. Scott Ek said in response to Carrie asking to get one “That’s not going to happen.” (They had been asked at the last meeting to make this kind of projection of the data possible). An engineer from Elko-New Market provided one, thankfully.

Pros: Avoids Lonsdale and impacts fewer homes

Cons: Remove route—ill considered.

Too far south

Lack of right of way

Cuts across land without roads

Goes across gas-line venting stations

Line would be at eye level for homes on the hill on the west side of Lonsdale.

***Figure: View looking south towards the west corner of Lonsdale—home are located on a hill that is 70’ in relief. If lines crosses on the north side of this hill, homes will have eye-level view and exposure to emf’s of line.***

***Has routing taken this kind of topography into account because if not, the relief is great enough to significantly alter the calculation of proximity to the line?.***



Explore 69 kvolt line route—follow it the whole way?

How would it connect to substation?

Very few pros, and lots of negative issues. Ten members of the group would like it dropped from consideration, 6 still want it considered. It will likely be low on the priority list.

NE Alt 3

Segment is missing—it angled from 47 across country; involved moving of a substation.

Pros:

Done specifically to avoid a bit of commercial, tax-available land to the City of Hampton.

Great River's proposed route impacts a lot of homes near the city. This affects fewer homes.

Rice Co. comment: Frustration with the process—Alternatives do not have potentially impacted people representing them at the table. We are impacting people that are not here.

Cons:

NE Alt 3A follows Lewiston Blvd.

Pros: Fewer homes impacted

Follows right of way.

Avoids commercial area of Hampton

Cons: Kart topography

No data on the table for this newly created segment

#### NW Alt 1A

Route through the center of Greenvale Twp. Difficult one to compare to alternate route. Not taking into account the preference for a substation farther south. Not including the full route that is meant to go with this segment so impact appears to be less.

Pros: Impacts fewer homes.

Closer to wind generation sites but can they really connect in?

Ray Kaufenberg is supporting wind as the new paradigm and promoting the location of the line to the south to be closer to the wind potential.

Cons: Goes 3 miles without right of way

Crosses Dutch Creek Marsh—very large and natural area.

Conservation easements on farmland there that disallow this use.

Natural areas/ Dakota County FNAP program not on map.

Make it go along a railroad and existing powerline rather than across new ground.

#### Break

NW Alt 1B Runs along an existing transmission line near I-35 corridor. Meant to be associated with the proposed southern substation and connect to the prior route that bisects Greenvale. This was intended to be a 115-kv line to take power up to the current Lake Marion substation. It is a new substation versus an expansion.

Pros: Uses existing right of ways—wouldn't remove trees.

Doesn't impact homes as much

Follows I-35 noise corridor

Offers some redundancy which is safer (terrorist threats)

Was in earlier CapX documents. Lake Marion substation wasn't initially considered. It was suggested by the Office of Energy Security.

Cons: Does not meet the need that was determined on the state side unless an alternate substation is built (Scott Ek)

Effect it has to limit development on the future of the intersection of Co. Rd 57 and 35 W

Affects ability to develop along the interstate in Rice Co.

#### NW Alt 2 Purple line, follows 70

Pros: Commercial and industrial corridor

Favored by Eureka Township

Follows an principle arterial

Existing line

Impacts less farmland.

More consistent land use

Power is for the metro, line is closer to metro.

Cons: Air lake strip (not determined yet if it actually interferes with this use)  
Crosses Vermillion River (but it has to somewhere)  
Impacts commercial and more houses  
Near High School ball fields  
Adds a few miles to the route.

NW Alt 3 Pink (does not exactly represent the intent. Modification was included)

Pro: Avoids impact on widowed land owners  
Avoids impact on GPS navigated farm eqpt that makes 60'- wide swaths  
Avoids impacting a metal fabricators operation –generates sparks.  
Uses existing R of W  
Shorter line  
Chart is inaccurate, lessens impact on 9 people  
Cons: none presented

SW Alt 2 (Salmon line across Scott Co.)

Cons: Huge home impact  
Longer route  
Crosses 13 Public Water Inventory water bodies  
Pros: 100% existing right of way

SE Alt 2 Assumes power comes across I90 and north on I 35

Cons: Very unlikely that it would happen (Scott Ek)  
Leads to nowhere, doesn't hit substations or meet the need.  
Impacts the view shed of the Cannon River  
Comes close to Stanton Airfield  
Doesn't follow the right of way  
Pros: Less Cropland, wetland and PWI's  
Follows existing rail corridor

SE Alt 3 Premised on the idea that the Hampton substation would be farther south.

Pro: Around Randolph, commercial now.  
Intent is to affect commercial area recently annexed by Northfield  
Less cropland, wetland, one PWI  
Cons: Irrigation (but designed to avoid center pivot)  
Commercial area annexed by Northfield (who wants to work under one).  
Follows the route of the Mill Town State trail

I-90 Route:

Pros: Existing R of W  
Very little home impact  
Lots of space to add more lines.  
Wind generation crosses I-90  
In higher wind velocity area  
Flat

Lines up with lines headed to LaCrosse which is the presumed destination.

Cons:

Probability and feasibility is highly unlikely according to Scott Ek  
Doesn't meet the need that the PUC approved  
Doesn't connect to the substations (Marshall, Helena, Granite Falls) that it was meant to distribute energy to.  
If the desired outcome was to come up with a route that had a chance to be approved, we should propose a viable route.  
Adds 56 miles to the route  
Ends up being a whole new project (all comments of Scott Ek)

Additional New Sections:

Trish Johnson—for the 2.5 miles near 220<sup>th</sup> St. Goes behind the temple

Pros: Reduces home impact

Farther from Hampton

Around the temple

Avoids photo shop/day care/stud farm

Avoids frontage on Hampton Woods natural area

Cons: Goes cross country.

Preferred Routes from Great River

Cons:

Affects 22 more households than applicant said.

Data questions

Bad datasets were used to select the route

Impacts property values

New Market Twp, goes cross country

Only uses 60% right of way

40% crosses fields, impacts more acres

Passes through Eureka Twp and is inconsistent with land use and stated preservation values

Rationalizes the massive expansion of a substation in a residential area

Impacts at least 9 more home owners than maps indicate

Pro: Stays away from the middle of Hampton

Least amount of miles

Less farmland and prime farmland.

Better alternatives do not use as much right of way, affect fewer homes, pass through fewer PWIs

Alternative Route:

Pros: follows 91% right of way from

86 is a future principal arterial road according to some plans

This is the only east-west straight shot south of 46

Avoids preserved Ag land.

Closer to higher wind.

Cons: Negatively affects Hampton

Lonsdale city limits

Crosses corridor of FNAP easements that disallow the use

Affects more farmland and wetlands

Doubles the line along I-35

Impacts development along the highway corridor—future exists

Crop dusting , flyover, and sky harbor in Webster area

At least 6 homes missing along the Eureka Township portion of the line

Castle Rock area –geology issues, karst in sandstone

Co. 47 Pioneer wheat trail—historic route—Pioneer Wheat Trail. Visible area,

topography issues (a high ridge line so would be visible from much farther)

Alternate Routes at the meeting that we came up with are preferred over the two that Great River Energy proposed.

Joel wants consensus and feels like this is a failed process if we don't vote.

Much of the task force feels like these are false choices, especially if we are being limited to only three votes.

Go with the pros and cons for the report

Scott is giving us opportunity to provide input. “I heard the door being opened a little bit—providing opportunity for input”

If we want to meet separately, can provide input on the webpage.

Task force will have its own web page.

Can't guarantee that the whole group will be included in future meetings.

Add a meeting with a couple more hours?

No additional meetings were scheduled.

Draft of report will be e-mailed the week of May 11<sup>th</sup>. One week turnaround time to get comments back.

Public Testimony to Task Force:

Mike Rybar: pass

Roger Tupee: Thank you to the task force, we have guts and are intelligent. In reference to the comment due tomorrow, take into consideration what the New Prague City Council resolved, I-29 to I-90. The Henderson meeting was considering the Black Dog line. The power is headed in a southwesterly direction along that portion of the line and headed to Nebraska.

Ray Kaufenberg: The group here identified broad categories of fairness, etc. Citizens have issues on negotiations of property value on easements. Wants easements in simple language or Great River should compensate to hire attorneys. Prompt payment is

required. Address aesthetics. Does not propose blue poles that disappear with the sky. People across from powerlines are impacted but with no compensation. Co-op members get more payment for using more power. Would be better if tied to conservation. –shared sacrifice dividends. Need a financial incentive to do what is right.

Math: Scott co. wants to build a highway by him and that pushes the power line closer to his house. (spoke before, family served in many wars, line goes directly over his home)

Parnell Mahowald—Lives on northern route, prefers farther south.

Beth Van Keichen—Nice to have more room for this meeting. Many people in the hallway. Her house is a green dot on the preferred route. Put outside counties 2030 plan. Supports modified south route.

Kate Smith-Supports the modified south route. Moved to their place because of the lack of infrastructure.(Joel's route)

Jim Weaver Opens—Long time resident of Castle Rock Twp., many changes. 1/40, rural, even though Farmington quadrupled. However, it's a magnet for infrastructure. Wetlands destroyed, urban townships are viewed as land banks for cities like Farmington, providing planned growth and annexation. S. branch Vermillion major wetlands, Highway 50 and Flagstaff, misplaced pole. Move CapX 2020 to recently modified S. route so as not to impede the growth of the S metro. Falls far from the mark.

Jim Curtis: not here

Nate Morrison: Support I-90 as opposed to primary or secondary. Real economic impact will likely be less expensive. Lives on a preferred route. Would prefer the S. modified route if only 2 choices.

Kevin: Dodd in Eureka Twp. First he had heard that burying was being considered. Hopes that it is strongly considered. 304' from centerline of Dodd. Nice setting. 33' easement, 22' from pipeline, 20' from phone line, this additional easement will destroy the property value. Not just a dot on the map. Applicant (Great River) was disingenuous and self-serving in the application. The data presented was totally false. Making lots of assumptions and decisions based on false data.

Didn't catch name: Massage therapy business. Homes close to road. Property values will decline. Hobby farm.

Mike Pendino: Preferred route, property value, environmental impact of electricity on humans, animals and water. Linked to autism in children. Human health impacts of the line have not been considered adequately.

Janet: Supports the modified S route, affects 61 fewer homes.

Todd Travant: Beard Ave. along preferred route. Borders his property. Eminent domain and property values—along the route won't be compensated if not on the property but close by. Power co. took the easy way out. Supports Joel's modified southern route.

Lesley Vanderworth: 245<sup>th</sup> and I-35, on border of preferred route, takes her house out. If you are trying to get a mortgage, HUD does not allow a home with an easement or high voltage line if "fall line" will hit house. How does this affect conventional loans?

Appraiser would note that and may not be able to get a mortgage. Health concerns.

Margaret and Steve Vickla: Wheatland Twp, s 21, between 70<sup>th</sup> and 60<sup>th</sup>. Husband is a beekeeper, fly 3 miles, powerlines may be linked to colony collapse disorder. Alternate route is on top of their house. Goes through her farmland, woods, top of son's house and greenhouse business, lives along Jennings Ave., does Farmers Market. Houses are missing on the map distributed in New Prague.

Dave: Owns the woods where suggested route was placed. Part of the Big Woods ecosystem and high quality natural area with native species. Woods and wildlife inspiration to his artwork.

Steve and Theresa Hide: opposed to S. route, built their homes for keeps. Concerned about data quality—can't compare the two routes. Is there a hybrid solution? Avoid the towns, Lonsdale, Veseli and Webster

Delores Syllaba—60<sup>th</sup> St. wheatland Twp. Crops need planes to fly over; GPS farming systems; Lake along route. 22 homes, majority very close to the road. Two large dairy farms, one with >700 head; snow mobile trail. More homes along the preferred route. Alternate route had more, dots on map but the map doesn't record them all. More damage would be done to wild life on the alternate route and would cost 55 million dollars more. They also value their lives, land, homes. They resent efforts to send it south.

Michelle Pierce: Does not want the line on 60<sup>th</sup> st. Should go on an interstate. Childrens' health, property values. Rural area, fewer neighbors, shouldn't make her a target to a powerline. Lives on a dirt road and didn't expect to have to fight a utility about a 150' line. Power co. is the only one who stands to make money and should take the hit.

Kathy Syllaba: Alternate route, natural gas line with above ground valve. Should be avoided even according to their own manual. 60<sup>th</sup> St is where the valve is located. Look at interstate. Can't put a value on life. It is worth putting it south on I-90

Elaine Hutchinson—Preferred route through back yard. Escape noise of suburbs, severely handicapped son—sensitive to noise, causes seizures, he is blind. Handicapped accessible home. Would not have moved here if she had known. Hardship. Dignity of son, should not suffer consequences. In Eureka Twp on the preferred route.

Suzie Substand (had to leave—comment period extended for 45')

Susan Crandall: Supports modified S. route, if not, goes through neighbor's yard and dense housing. 3 acres per house in her area. Danger to be so close to homes. Number of homes close by, effects on property, health, pacemakers, etc.

Drea D. Castle Rock Twp supervisor, in support of modified route for majority of Castle Rock Twp. Options for people to decide on whether portions can be buried.

Jason McPherson

Chuck Nelson, Lakeville

Constance Mealman: Preferred route in Eureka on 240<sup>th</sup>. Largest concentration of homes in Eureka. If we as a society are choosing to continue dirty energy, then we need to minimize impact. Many alternative routes that have been proposed are ignored. Pick either modified route, Co 70. We have lost our ability for protection by eminent domain. Every person on this route is in trouble as a result.

Mel Girard—Wheatland Twp, Sec 19, opposes alternate route. People outside in the hallway can't hear what is going on in this room. Not a good situation. Aren't thinking of farmland or dairy. We are using our farmland for things other than farming. Harming more than just humans—animals—studies in UK, Wisc, farmer went out of business because calves died, wouldn't give milk. This is not being done right.

Steve Dolmeier—Cedar Laek Twp. Scott co., grew up near Hutchinson, similar voltage. Could confirm that he would have headaches when he farmed beneath the lines and in order to make it through a day had to take 8 – 10 Advils .

Sy Simon—Master Electrician, class in Jan. Film on a similar line in Iowa, rural areas through fields. Would kill property value in Scott and Rice Co. Scott park, New Market Sportsman Club, ball field, aluminum bats, danger. Person killed at Monticello when not even touching lines. They arc to the anchor bolts. Don't know electricity. Where are the engineers in this process?

Kurt Steeka—lives in this area, licensed realtor. Having enough problems with property values. Should be worth a half million dollars. Cant' get home refinanced. Might as well foreclose or burn it down. Ugly, health issues (leukemia). Addressing comments to Scott Ek. Biggest concerns are health issues and property values. Natural area and habitat—bald eagles—will drive them away. Shame on you.

Julie Ackermann

Steve Vickla: On a proposed alternate route. Three greenhouses. No road access for line to come through for a mile. Low, peat land. How will it affect his greenhouse business.

Dale Zemanski

Cindy Helmberger—Evaluate cost of new substation south of Lake Marion. Applicant route was not linear, purposely routed through communities. Confused why S. Helena substation is preferred and then they go north again. Best route not chosen based on the economy of homes and land. Appendix K did not include all of the comments. If they based their route decisions on 300 some comments, this was asinine. Big difference in home impact (appendix F). Wide range on routes originally and narrowed down with only limited input.

Kevin and Susan Leigh: Dakota Ave, preferred route over barn. Backs the modified southern route. Affects 70 fewer homes.

Woman with baby –on preferred route. 7 children under the age of 10. Built within the last 6 months. Will become a ghost town, will not grow.

Lives next to her. Financial ruin. Works 12-14 hours a day to support his family.

Bev Topp—This represents the fact that no agreement has been made on alternate line. If no agreement, it will be stated that nothing was decided. Will all of this be considered? Ask Scott. The I-90 route probably wouldn't go. There may be some portions that can be buried. What should be buried? Doesn't take care of EMFs. Eminent domain isn't going any where. Health issues are on record. Our last hope is maragaret Kellerher, Speaker of the House, e-mail about hearing to convince legislature to change imminent domain.

Scott says that our work will be utilized, that is posted for everyone to view.

Elaine Manders: modified southern route. Horse ranch, highly developed nervous system, expensive animals, disturbs production of melatonin, sleep patterns. Children, new school. She submitted written comments.

Neal Peterson, Castle Rock, came to support the modified southern route but doesn't like any of them now. How can the country/state allow a power grid to be constructed in this way? The money is coming out of the pockets of the locals and benefitting the power companies.

Meeting ended at approximately 5:45

Respectfully submitted, Carrie Jennings

## **Additional Notes**

### **Lake Marion to Hampton Advisory Task Force April 29, 2009**

#### **2) Notes from Ms. Johnson, Task Force Member**



## Raymond Kirsch

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**From:** trishlj [trishlj@frontiernet.net]  
**Sent:** Wednesday, May 13, 2009 8:01 PM  
**To:** Raymond.Kirsch@state.mn.us  
**Subject:** comments on Lake Marion to Hampton Advisory Task Force

Dear Ray,

Our last task force meeting did not provide meaningful closure to the process for which the task force was formed. So, I appreciate your letter leaving the door open for further comment. I would like to have voted on the modified alternative route. But, considering the lack of impact data available to us, Charlie's choices were too narrow.

The CapX group has a legislative mandate to produce two viable routes. The alternate route in this case was suspect from the beginning because it exposed so many more homes to negative impacts (clipping Lonsdale, traveling to Lake Marion twice, routing through the city of Hampton) compared to the preferred route. It had the appearance of being a "red herring" to force people to "choose" the preferred route.

The focus for our group was the fact that these are high voltage transmission lines under consideration. They are large, unsightly, have proven property devaluation characteristics, and can, potentially, cause disease. Our group concern was that the routing of high voltage lines required different considerations than the routing of distribution lines. Indeed, the very first exercise conducted by Charlie Petersen resulted in demonstrating that the group's first concern and focus was the impact routing would have on homes.

The preferred route may be less expensive to the utilities, but it has significantly more impact on homes as it proceeds east and enters higher density population areas. Developing a route just a mile or two south of the preferred route, avoiding some of the negative impacts created by the CapX alternate, was what we, as a group, spent 90% of our time doing.

Had a vote been taken, my vote would have been that the modified, southern route should be the focus of the work by OES and their engineering consultants as the best over-all route for the CapX line. OES should take into consideration the work done by the task force in defining areas of impact that require route modifications on the southern route.

On the evaluation of how the task force was conducted I have to say that I understand the need to have an unbiased person conduct the meetings. But, Charlie was *clearly* not unbiased. OES staff met with Charlie and outlined agendas and goals. As a facilitator, Charlie should have had equal time to meet with task force members (many of them professionals who were taking time off from work to attend the meetings) and hear what our agenda and goals were.

There was about an hour of each meeting that I thought was unproductive "busy work," valuable time that could have been devoted to concentrating on the routing task.

It was disappointing that the last meeting clearly got out of control. The public should have been limited to the gallery provided and not allowed to crowd into the room during the meeting. They could have waited outside the door, ready to speak when their name was called. We were rushed at the end, and that led to a less than satisfactory outcome.

Trish Johnson

5/21/2009



## **Additional Notes**

### **Lake Marion to Hampton Advisory Task Force April 29, 2009**

#### **3) Notes from Mr. Erickson, Task Force Member**



## Raymond Kirsch

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**From:** Joel Erickson [jerickson@means.net]  
**Sent:** Thursday, May 14, 2009 4:22 PM  
**To:** Raymond Kirsch  
**Cc:** Clarence Salaba; jdocken@co.rice.mn.us; Joel Erickson  
**Subject:** Re: Lake Marion Task Force --- Meeting #3 Notes for Review  
**Attachments:** CAP X RESOLUTION.pdf

Good Afternoon Ray,

My only comment representing the City of Lonsdale on the Lake Marion to Hampton Taskforce is that the resolution adopted by the Lonsdale City Council in September of 2008 (a copy of which is attached) be included. Unfortunately, no alternatives were proposed that meet the City's desire to not have the line within two miles of Lonsdale. I believe that the Lonsdale resolution fits into the taskforce's prioritization grid that stated the top priorities are:

1. Negative impact on property values;
2. Heath Issues; and
3. Coordination with existing comprehensive plans and other ongoing studies.

Based on the resolution adopted by the Lonsdale City Council and the routes (preferred, alternative and "taskforce routes"), we have no other choice at this time but to support the preferred route. I believe the taskforce members, Scott, Charlie and yourself did a good job at the meetings. My only disappointment is that a vote was not taken on the routes. I believe this could have been accomplished if one more meeting was held.

Joel A. Erickson  
City Administrator  
City of Lonsdale  
Phone: 507-744-2327  
Fax: 507-744-5554

**RESOLUTION 2008-42**

**A RESOLUTION IN OPPOSITION TO ANY PROPOSED CAP X 2020 ROUTE  
WITHIN TWO MILES OF THE CITY OF LONSDALE**

**WHEREAS**, Cap X 2020 has proposed a 200 mile 345-kV transmission line between the Brookings, South Dakota area and the Southeast Twin Cities; and

**WHEREAS**, in August of 2007, Cap X 2020 Utilities filed a Certificate of Need Application with the Minnesota Public Utilities Commission for the projects; and

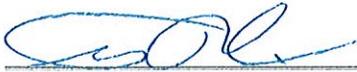
**WHEREAS**, Electromagnetic Fields (EMF) are created by anything that conducts electricity, including transmission lines; and

**WHEREAS**, one of the proposed routes touches the northwestern City limits of Lonsdale.

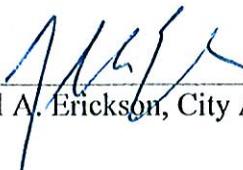
**NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF  
THE CITY LONSDALE, MINNESOTA:**

1. The City of Lonsdale is in strong opposition to any 345-kV transmission line proposed to be constructed within two miles of the City of Lonsdale.
2. The City of Lonsdale encourages the Minnesota Public Utilities Commission to deny any Cap X 2020 Route Permit within two miles of the City of Lonsdale.

Adopted by the City Council of the City of Lonsdale on September 25, 2008.

  
\_\_\_\_\_  
Tim Rud, Mayor

ATTEST:

  
\_\_\_\_\_  
Joel A. Erickson, City Administrator

( S E A L )

## **Additional Notes**

### **Lake Marion to Hampton Advisory Task Force April 29, 2009**

#### **4) Notes from Mr. Salaba, Task Force Member**



## Raymond Kirsch

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**From:** Delores [silvmem@myclearwave.net]  
**Sent:** Thursday, May 14, 2009 5:48 PM  
**To:** Raymond.Kirsch@state.mn.us  
**Subject:** Addtn.'l comments CapX2020 routing

CapX2020  
Wheatland Township  
Rice County, MN

Mr. Ray Kirsch,

The Southwest group of Lake Marion to Hampton Task Force members met to try to come up with a route that is favorable to everyone. No matter what, hard choices have to be made. The alternate to the alternate route on 60th St. & Leaf Trail in Wheatland Township, Rice County, is definitely the poorest of choices to have been suggested. Not to want to dump the line on anyone, I believe in all my heart, after researching the map that the CapX routing people did a good job in selecting the northern preferred route where it impacts the least amount of people & environment. Still, as was suggested, the I-90 route would be the most preferred if there would be a possibility for consideration.

Thank you.

Sincerely,  
Clarence L. Salaba  
Wheatland Township, Rice County Task Force member

