

Additional Notes

Lake Marion to Hampton Advisory Task Force April 15, 2009

1) Notes from Ms. Jennings, Task Force Member

4/15/2009

These meeting notes, taken again by Carrie Jennings, are not necessarily being entered into the public record. Will be discussed.

(Later the group voted to include them seeing no problem; in fact, the more information the better.)

I. Task Force Charge:

A. ATF members will assist the OES in identifying impacts and issues in the area of concern that should be evaluated in the EIS.

B. ATF members will assist the OES in identifying alternative transmission line routes or substation locations in Dakota, Rice and Scott Co. that may maximize positive impacts and minimize or avoid negative impacts of the project in the area of concern.

II. Plan of Action

A. Meeting Schedule

1. Meeting 1. March 2, 2009: Review Project and Process, identify issues and impacts to be considered in EIS (Charge 1)
2. Meeting 2. April 15, 2009: Discuss issues and impacts (Charge 1); review the two proposed routes, and begin discussing alternative routes and route segments based on identified criteria. (Charge 2)
3. Meeting 3. Discuss alternative routes and/or route segments (Charge 2); wrap-up
4. Can discuss meeting more after next week. Not currently scheduled

B. Housekeeping

1. Sign up sheet going around
2. Talk and share ideas. Idea is to operate as a group, talk, work through them. Be good listeners.
3. Time at the end (after 4:00) for public comment.
4. Introductions: Darren Schmidt, OES new.
5. Craig Poorker did not say the things during our last meeting that are reported on p. 2 in the minutes. This paragraph was sent to be entered into the record.
6. Does this look like the meeting you attended two weeks ago? If there are after thoughts, e-mail Charlie on this. Personal comments (homework) were scanned and are in the appendices.

III. P. 3 and 4. Issue and impact grid: Out of these 11 headings, where are the group's priorities. All eleven of these will go forward, are important and need to be looked at. He is pushing/challenging us to choose 3 of the most important, 4 very important, 4 important. Using "sticky dots" on a poster.

A. Highest importance:

1. 11-12 Negative impact on property value
2. 9-10 Health issues
3. Coordination with existing comp plans 8

- B. Very important
- C. Important

IV. Route discussion and preparation for work.

A. Scott Ek. Neither route is currently favored by the State of Minnesota. He is not going through the routes specifically. When creating new routes, can go outside the lines. Don't feel limited to what is in the application. New information is welcome and hoped for.

B. Early on when routes were being evaluated, it looked like Lake Marion substation location was fluid. A more southerly route was being considered. It was recently presented at a Dakota County Commissioners' meeting. (John Merton and Trish Johnson comments).

C. Joel Helmberger: Engineer from Great River Energy said that the Lake Marion substation was not included originally in the proposal. It was suggested by the OES as an intermediate tap. The Lake Marion substation is part of a network fed by Black Dog, Mankato gas plant, one other, then it ties into Kendricks, etc . At this point it does not need anymore and could be fed by a 115 kv line from a point farther south. An intermediate tap could handle it. Could leave that station alone rather than tripling the size of it and feed it with a smaller line. There may be engineering considerations (stray voltage, resistance issues) that will have to be figured out. Joel will consider sharing notes that represent his recollection of the conversation. We will look at copies and decide if we want to have this on the record.

They are talking a double circuit from Brookings in (Scott, yes in some locations, but in other, only strung with one line). Could bring just one circuit up to Lake Marion rather than a double circuit. One could continue farther east.

Joel favors the southern route and this supports that.

D. Mark: City of New Market—why couldn't a substation be built farther south? He heard it was the expense of this. He thinks we need an engineer to consider these advantages and disadvantages.

E. Scott would like this included in an EIS.

F. Carrie: If this southerly route is more likely, we need to bring more communities and people to the table. (Greenvale, Rice County, Waterford, Farmington)

G. Trish: would there be more public meetings? Yes, but this is the task force and there will not be another one convened. All the routes included in the EIS require notification of the affected landowners. They would have an opportunity during the draft EIS comment period to comment.

H. Clarence doesn't want it to be part of the record. It seems to be pitting one of us against the other in this room.

I. Gaylen objects to this being part of the record. Rice also has a resolution not to have the line. The line does not benefit Rice County, they have not had the growth.

J. Ray: The reason to put this in the record is to have the opportunity to refute them.

K. Scott—this doesn't pit one side of the room against the other. Should be looked at in the EIS. It is just a factual document and should provide all the alternatives.

L. Bill—Hampton's point of view is why jog it up there and why go so far east to Hampton? If making Lake Marion is in question, why bring more power to Hampton? What is the clear answer to where the power is needed.

M. Trish: Bring the line in south of Hampton.

N. Joel: The reason for the Hampton link is to pick up power coming from the Prairie Island line with the Hampton substation.

O. Carrie: Can't make a good route without understanding the need and where power is being brought in.

P. Ray OES—Brainstorm as to what makes sense, we don't have to understand the need to have options on the table.

Q. Clarence—meetings today and tomorrow determining need, not route.

R. Scott—the Brookings routing process was started early based on their hope that the power would be needed. After the hearings, we will know the need possibly and then routing processes will begin on those needed lines. This was got the cart ahead of the horse.

V. Process—draw routes in small groups.

A. Commenting on two existing lines proposed. Next meeting we will consider the ideas that are brought up. We will also look at a completely new route next time from the best amount of knowledge that we have.

B. GIS layers will not be provided for this work, only hard copies.

C. Charlie “diddled” over how to break up the room into teams. Breaking us into regions to comment on NW, NE, SE, SW with each group having at least three people in it.

D. Questioning this logic—where we have the greatest knowledge? Trying to get alternatives identified within that area. You can still have a voice in that area

as to the details of the routes. We are not limited to just commenting on one route in the discussion.

Break

VI. Reports from work groups. We will present but not challenge the routes.

A. SW quadrant presentation:

1. I-90 to 52 or 35 North. Avoiding Rice County. Property owners along highway corridor. Makes sense if tying into LaCrosse.
2. Scott 8 east to Co. 70 and I-35. There are some lakes impacted (Cynthia, Fish, Spring Lake Township) avoided the heavily impacted areas along the Co. line (86) and Elko-New Market.
3. The third alternative is the “preferred route”

B. NW quadrant

1. Southern route, don't interfere with Lonsdale, straight east to Denmark Ave. east one mile south of co. 86, continues east of 47 on 86 instead of taking 47 NE. Goes on 60th around Hatch Lake.
2. Lake Marion substation N on I35, follow 70 through industrial park and to new proposed Hwy 70, comes down on Denmark or Pilot knob.
3. Small route no. 3, straight east of Marion substation to avoid home impact (welder, widow), reduces impact to 9 people.
4. Southern substation at the bankrupt meat market (on 17 acres).

C. NE quadrant

1. I-29 from Brookings to I-90 to LaCrosse with feeders where they are needed. More available right of ways, fewer households affected. Aesthetics not the reason for living along an interstate. Put intermediate taps where you need them.
2. Same as presented in NW #2. S from Fahey Aution, east across middle of Derrylane, Lanesburg and Wheatland Twp. along 60th St. (Co. 54). Intercepts 35 near meat plant. Move substation S to that point. Continue east along 307^t St through Greenvale, comes up Danbury to 1 mile south of 86 to 47. Continue east below 86 to Hwy 52 S. of Featherlight Trialer and intersect the Hampton to LaCrosse Line. Affects far fewer homes.

D. SE quadrant

1. I-90 to 52
2. Don't come across Rice or Scott Co. at all west of I-35. Come north on I-35 to just north of Highway 19, follow it east to the newly annexed industrial park on the NW corner of Northfield, follow existing powerlines where possible to get to Cannon River Blvd,
3. 2 alternates north and south of Byllesby.

VII. Public comment period

John Van Keichen, directly underneath the north route in Scott Co. Supports the I-90 corridor. Move it south, supports Joel's first two proposals.

Jim Curtis, lives in Sect. 16 in Scott Co. Prefers I-90. South route over north for reasons of land value and metropolitan expansion.

Ken, just back from the PUC with another person.

Alice Nyes. Oil pipeline in back yard, now this in front yard, 89 feet from her front door. Imminent domain laws changed. To get low ball offers. No CapX talked, energy use is down 11% in the last two years. Her usage is going down. Wind energy wanted only wind on the lines. No stipulation was going to be put in the certificate of need. Last guy was for it and he was from the OES, seemed dismissive of the real evaluation of need. She felt 'screwed by the system again'

Joyce—in favor of the I-90 route

Judy, pass

Matt Sirek (was here last time). 1953 imminent domain on his property, very unfair compensation.

Cindy: 240th between Highview and Cedar, Eureka Twp. Family represents one dot on map of many. Three sons, country life, had left the suburbs, rural and wildlife appreciation. Red-tailed hawk on deck swooped down and ate a chickadee. Nurse, worried about effects of EMFs. World research meeting tomorrow in China. Inconclusive. Exposure limits are based on exposure to short-term exposure because data on long-term exposure are insufficient. Need better guidelines in place, further studies on effects of high voltage lines. Radiation exposure badges—is there something similar for workers in EMF? Her son has a genetic defect that impacts his immune system. She is worried for her son's future health. Worried about farmers, Buddhist temple...Put the line farther south even if it costs more. People's health issues are primary concern. Resale value of homes now and into the future? Will future compensation be made if health risks become more apparent in the future. Lines in N. and S. Dakota, S. of metro area. Can't put a price on human lives.

Cindy (spoke last week) Apologizing first to OES staff here, they have her respect. Her main concern is the need, sounds like it will be buttoned down tomorrow. She has had no brownouts, power outages are only

related to accidents. Scott and Dakota have third and fourth easements through their land. Why the massive upgrade? Going out of state? Routes that impact fewer homes, land in CRP, Vermillion watershed issues, trout streams.

Janet: Strongly supporting the southern route (Joel's new proposal) moving Lake Marion substation.

Kathy: Concerned about the loss of property value (Eureka Township), 10% loss. \$25,000 per owner, 80 homes in the subdivision it is passing. Aesthetic values, township fighting to stay rural. Electromagnetic fields and stray voltage are issues in a subdivision.

Beth: Dakota Ave near here. Doesn't think that a powerline is the answer to the need of increasing electricity. Supports the use of the modified south route and the moving of the Lake Marion substation south.

Kevin Lay, lives next to Beth on Dakota Ave. Centerline means barn would have to come down and line goes through thoroughbred breeding pasture. Would lose the barn and the business. Supports Joel's southern route.

Susan Lay, also a thoroughbred breeder. Removes an acre of trees and goes into a wetland. Can't put the barn anywhere else because of the wetland. Also favors new south route and relocated substation.

Brian Farrell, 24044 Beard Ave., agrees with Joel's option. Would like to see this moved. Lived there less than a year. Dream to own acreage property. This will definitely affect property value and the wildlife. Believes there are health concerns.

Todd Trebont (?) on Beard Ave. off 91 and 62 in Scott Co. Strongly supports Joel's option. Concerns about property value. Moved 10 years ago and tried to avoid lines, urban issues. 23 kids live in their neighborhood and there are health concerns.

Michelle: 8574 60th St. West. Not sure where Joel's route goes but she is along the old alternate route. Lots of kids live on Highway 2. Make the line twice as long and go along interstates. Touting that we are trying to get wind energy to Chicago. If that is the case, why aren't we going about this in a green way? It should not be that we are pitting one family's kids leukemia against another's. If getting wind energy into the system means putting up 160 foot towers, then I'm not interested. Doesn't want to tell her friends on Highway 2 that their kids should get cancer.

Does it matter that she is commenting?

Scott Ek—they are talking to the task force. There will be a summary report of what happened in the task force. All the minutes will be put into a final by the task force by the facilitator (not the task force members).
Charlie—this task force is looking at routes.

Eureka and Castle Rock townships have given up enough easements for the energy needs of the metro.

Alice: When we are all done here, what is the effect of our task force at changing. When will the final route be ready for the PUC?

Scott Ek: All this goes into the EIS. All routes will be studied and supplied to the PUC. They would suggest a route that had the least number of impacts to the people that participated in this process. Applicants are out of this process at this point. He says that alignment has changed in the past as a result of public comment. Scott is the Office of Energy Security, an office of 8 with the help of a third party consultant.

Scott gave an example of a line being moved in the Baxter area off a County Rd and to a Potlatch property. It does help look at features missed by the applicant.

Application was accepted Jan. 29, 2009 and this, by statute is a one-year process. By late summer or early fall the EIS will come out with potential impacts and mitigation. There will be another round of meetings to comment on the draft EIS. Those will be addressed in the final EIS. At the same time there is a contested case hearing in front of an ALJ where people can provide testimony to a judge. The judge will create a findings of fact and summary. It will be funneled to the PUC.

Another question from Michelle—How much of the decision is based on wind, use in a different state, expansion of bad coal...why are we letting them use our state for ...

Scott—all those questions are part of the need decision, not the route decision. Meeting minutes will be made available. The PUC has a website where minutes are available.

Ed O'Brien, 245th and Dodd. Joel's route sounded popular. Would they look at an alternate route that is completely new and if so, would those individuals also get a chance to comment, would process start over? Everything is a proposal right now. Yes, they would get notified. Does not want it by his or his neighbor's house.

Kate Smith: Supports Joel's modified route and moving of the substation. They checked into these things with the county when they bought their land.

Steve Usby 250th St. E on the proposed route. Agree with an alternate route. I-90 is made for shipping power across this state. If this line is going to Lacrosse, it makes more sense. Moving Lake Marion substation makes sense because land is difficult to expand. Likes I-90 the best. Economic effects on developable land.

Joyce: Does Joel's route have anything to do with the Helena substation? They haven't picked that substation yet. Keep the line south of 19 on the Helena substation, preferably Interstate 90.

Sherry, 247th and Texas. Proposed route is on 245th. Don't want to see it in her yard, doesn't want to send it to someone else's kids either. Can this be something that is buried instead of viewed? Is there another route that is not even suggested that might be found?

Line is too hot, cannot be buried.

Next meeting April 29th, will consider routes. The maps will be distributed to us early.

We will consider new concepts at this point in time too. Start from scratch.

How will documentation be done?

Private citizen comments can be given to Scott Ek today.