



## Hiawatha 115 kilovolt (kV) Transmission Line Project Advisory Task Force

### Hiawatha Advisory Task Force First Meeting – June 24, 2009

## DRAFT Meeting Notes

### Welcome and introductions

The facilitator for the task force, Charlie Petersen, State of Minnesota, Management Analysis & Development, welcomed task force members and all present. He asked task force members to, in “around the table” fashion, introduce themselves and to relate one expectation that they had for the work of the advisory task force. Expectations included:

- All partners will proceed with the acknowledgement of the unique parts of the project area
- Explore the impact on development and future development in the area
- Work to come up with something that meets the multiple needs of the parties involved
- All logical options are considered and all impacts are considered
- Information from the task force to OES is clear and shows the discussion; information identified the unique nature of the Greenway
- Ability to clarify and quantify the energy needs of the community
- All human factors are looked at
- Better understand what impact the line will have and to be clear that the best route is chosen
- Line is placed underground
- The task force work will affect the outcome of the PUC decision
- Put on the table alternatives to the proposed routes; consideration for the complex urban environment and mid-town greenway
- Reach consensus; task force members have been listened to and heard
- Look at all the alternative for substation locations

### State route permitting process

Bill Storm, Office of Energy Security, discussed the state permitting process. He reviewed the criteria used by the Minnesota Public Utilities Commission in making a route permitting decision and issues typically covered in an environmental impact statement (EIS). Questions by task force members were discussed and addressed.

### Why we are here

Charlie reviewed with the task force, the charge of the task force and a draft plan for accomplishing the charge over the course of three task force meetings. Charlie described his role as a facilitator and documenter of the task force's work. He described the summary of work which will be the product of the task force's work and how it will be developed. Charlie also provided ground rules for meeting logistics. Questions by task force members were discussed and addressed.

## **Project overview**

Raelynn Asah, Xcel Energy, provided an overview of the proposed transmission line project and process used by Xcel Energy to develop the proposed routes and sub-station locations. Questions by task force members we discussed and addressed.

## **Identification of impacts and issues**

Charlie led the task force through a small group discussion exercise to identify and categorize impacts and issues that should be considered in the EIS for evaluation of proposed routes and substation locations. The task force members responded to the question: *What land use planning and other impacts and issues need to be considered in the evaluation of proposed transmission line routes and/or substation locations?* The task force identified seven impacts and issue areas to be evaluated in the EIS. These issue areas and specific comments are included in the notes and table below.

Some task force members submitted a "homework" worksheet that had been sent to members prior to the meeting and used to help identify issues and impacts. They noted the comments on the worksheet added additional information. These impacts and issues are included in an attached appendix.

The issues and impact areas identified include:

### **Damage historic resources**

- Historic character of trench (plus others)
- Aesthetics and visual historic preservation – trench, bridge, exchange, etc.

### **Regional impacts**

- Who benefits? Who pays?
- Employees and customers of, large employers from outside project area
- Midtown Greenway is a regional resource

### **Cumulative impact of future potential extension of HVTL**

### **Impact on current city, state, and federal policies, for example, city plan retains or expanding 29<sup>th</sup> Street; state/federal emission reduction (how compliant)**

### **Health and safety: access to safe, green space and bike, walking paths (hotels welcoming)**

- The possible negative effects of EMF, especially children and elderly
- Electro-magnetic health issues
- Health: environmental justice – disproportionate; overlay – cumulative health

- Induced voltage in long pieces of metal, for example, proposed rail line

### **Visual impact on linear green space and elsewhere**

- Visual pollution of overhead lines
- Impact of scale of towers: 70 – 100-ft. towers and 20 – 30 ft. buildings and substation to Sabo Bridge
- Visual issues

### **Current and long-term livability impact**

- Routes above ground will have major negative impacts on current residents, recent economic development, and historic resources along the lines
- Interference: radio, TV, Wi-Fi, cell signals
- Construction – above or below
  - Noise
  - Dust (arsenic)
  - Traffic congestion and air quality
- Noise from HVTL and substation

### **Environmental justice**

- Dislocation of existing residents: impact on residents living in poverty is disproportionate
- Indigenous people, particularly Little Earth
- Environmental justice
  - Line will disproportionately impact communities of color and women and children and indigenous people
  - These groups are under-represented in this process
  - Seniors, disabled, kids

### **Impact on current and future development**

- \$430 M in development in parkway, 10 years
- Plan calls [for] intensifying land use with emphasis on residential and economic development
- Commercial and residential development – “community works”; district infrastructure, promotion to development
- Property values, structural historic preservation
- Above-ground option antithetical to multifamily-midrise residential development land use plans
- East substation “future expansion” area is in designated employment district – city plan
- Jobs, transportation and future development
- Route A, both underground and aboveground – discourages or prevents new development along corridor – especially around transit stations (see Minneapolis City adopted land use planning documents. Like Midtown Greenway Land Use and Development Plan)
- Development potential (this will set the tone)
- Hinders urban population recovery

### **Future and current alternate transportation issues**

- Hinder rail transit implementation, west station, not sure on Route A, both overhead and underground; Midtown Greenway corridor will have to have the trench floor widened – more land needed for this, especially at rail transit stations
- Negative impact on nonmotorized transportation and transit on greenway

**Green space/aesthetics impact, both line and substation**

- Limited supply, large investment, heavy use
- Hiawatha substation west – will destroy green space that is much needed and make a bike route to Lake Street nearly impossible (tunnel image)
- Hiawatha East substation and expansion area will sever Greenway – must come up with a convenient alternative route

**Hiawatha substation issues**

- Hiawatha East substation and expansion area will sever Greenway – must come up with a convenient alternative route
- Hiawatha substation west – will destroy green space that is much needed and make a bike route to Lake Street nearly impossible (tunnel image)

**Discourage several energy solutions**

- Avoid more of all these impacts with conservation, distributive generation, as mitigation, to avoid future Hiawatha Project expansions; page 17 refers to making Hiawatha substation expandable to 345KV
- As we increase supply, we are less inclined to reduce demand – green jobs

Hiawatha Advisory Task Force						Impacts
Damage historic resources	Regional impacts	Cumulative impact future potential extension of HVTL	Impact on city, state, and federal policies	Health and safety	Visual impact	Current and long-term livability impact
<ul style="list-style-type: none"> <li>▪ Historic character of trench (plus others)</li> <li>▪ Aesthetics and visual historic preservation – trench, bridge, exchange, etc.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Who benefits? Who pays?</li> <li>▪ Employees and customers of, large employers from outside project area</li> <li>▪ Midtown Greenway is a regional resource</li> </ul>			<ul style="list-style-type: none"> <li>▪ The possible negative effects of EMF, especially children and elderly</li> <li>▪ Electro-magnetic health issues</li> <li>▪ Health: environmental justice – disproportionate; overlay – cumulative health</li> <li>▪ Induced voltage in long pieces of metal, for example, proposed rail line</li> </ul>	<ul style="list-style-type: none"> <li>▪ Visual pollution of overhead lines</li> <li>▪ Impact of scale of towers: 70 – 100-ft. towers and 20 – 30 ft. buildings and substation to Sabo Bridge</li> <li>▪ Visual issues</li> </ul>	<ul style="list-style-type: none"> <li>▪ Routes above ground will have major negative impacts on current residents, recent economic development, and historic resources along the lines</li> <li>▪ Interference: radio, TV, Wi-Fi, cell signals</li> <li>▪ Construction – above or below <ul style="list-style-type: none"> <li>– Noise</li> <li>– Dust (arsenic)</li> <li>– Traffic congestion and air quality</li> </ul> </li> <li>▪ Noise from HVTL and substation</li> </ul>

<b>and Issues</b>					<b>June 24, 2009</b>
<b>Environmental Justice</b>	<b>Impact on current and future development</b>	<b>Future and current alternate transportation issues</b>	<b>Green space/aesthetics impact, both line and substation</b>	<b>Hiawatha substation issues</b>	<b>Discourage several energy solutions</b>
<ul style="list-style-type: none"> <li>▪ Dislocation of existing residents: impact on residents living in poverty is disproportionate</li> <li>▪ Indigenous people, particularly Little Earth</li> <li>▪ Environmental justice               <ul style="list-style-type: none"> <li>– Line will disproportionately impact communities of color, women, children, and indigenous people</li> <li>– These groups are under-represented in this process</li> <li>– Seniors, disabled, kids</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>▪ \$430 M in development in parkway, 10 years</li> <li>▪ Plan calls [for] intensifying land use with emphasis on residential and economic development</li> <li>▪ Commercial and residential development – “community works”; district infrastructure, promotion to development</li> <li>▪ Property values, structural historic preservation</li> <li>▪ Above-ground option antithetical to multifamily-midrise residential development land use plans</li> <li>▪ East substation “future expansion” area is in designated employment district – city plan</li> <li>▪ Jobs, transportation and future development</li> <li>▪ Route A, both underground and above-ground – discourages or prevents new development</li> <li>▪ Development potential</li> <li>▪ Hinders urban population recovery</li> </ul>	<ul style="list-style-type: none"> <li>▪ Hinder rail transit implementation, west station, not sure on Route A, both overhead and underground; Midtown Greenway corridor will have to have the trench floor widened – more land needed for this, especially at rail transit stations</li> <li>▪ Negative impact on nonmotorized transportation and transit on greenway</li> </ul>	<ul style="list-style-type: none"> <li>▪ Limited supply, large investment, heavy use</li> <li>▪ Hiawatha substation west – will destroy green space that is much needed and make a bike route to Lake Street nearly impossible (tunnel image)</li> <li>▪ Hiawatha East substation and expansion area will sever Greenway – must come up with a convenient alternative route</li> </ul>	<ul style="list-style-type: none"> <li>▪ Hiawatha East substation and expansion area will sever Greenway – must come up with a convenient alternative route</li> <li>▪ Hiawatha substation west – will destroy green space that is much needed and make a bike route to Lake Street nearly impossible (tunnel image)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Avoid more of all these impacts with conservation, distributive generation, as mitigation, to avoid future Hiawatha Project expansions; page 17 refers to making Hiawatha substation expandable to 345KV</li> <li>▪ As we increase supply, we are less inclined to reduce demand – green jobs</li> </ul>

Appendix  
(See PDF documents attached)