BOKER'S, INC.
STAMPING & WASHER SPECIALISTS SINCE 1919

3104 Snelling Avenue • Minneapolis, Minnesota 55406-1937
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www.bokers.com
E-mail: sales@bokers.com

Bill Storm
MN Dept of Commerce
85 7th Place East, Suite 500
Saint Paul, MN 55101-2198
Re: Hiawatha Transmission Line Project.

Dear Bill,

Please accept my input regarding the proposed Hiawatha substation and transmission lines.

As a large power user, Boker's Inc. requires affordable, reliable power. Boker's, Inc. is a manufacturer of precision stampings. Our customers rely on us for quick delivery in order to manufacture their products. Annually, we experience loss of power, meaning we are shut down until power can be restored, which puts jobs in jeopardy.

As long as there are no health issues that make a different route a better choice:
We support the recommendation for the construction and placement of the Hiawatha substation, and transmission route "A", which appears the best plan.

We understand there is some opposition & emotions involved with:

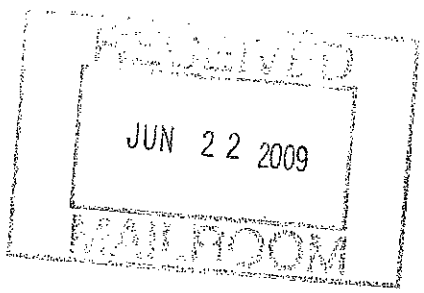
- Placement of the substation along Hiawatha Ave.
- Routing the transmission lines along the greenway.

We are counting on you to make wise decisions that will enhance future growth and the economy. Since the state regulates the price of power, users deserve a well thought out economical process to insure that affordable, reliable, electricity is available.

On a side note, we are concerned that a significant amount of trees were recently planted in the proposed site of the substation. We assume it was either a mistake or a cooperative effort to hinder the proposed development of that site, We trust our tax dollars were not wasted in the process.

Thank you, for the opportunity to provide input

Mark Kersey
Vice President
Boker's, Inc.
3104 Snelling Ave.
Minneapolis, MN 55406
612-729-9365



office of energy security

85 7th Place East, Suite 500, St. Paul, MN 55101-2198
main: 651.296.4026 tty: 651.296.2860 Fax: 651.297.7891
www.commerce.state.mn.us

Public Comment Sheet
SCOPING MEETING
Xcel Energy Hiawatha HVTL Project
PUC Docket Number: E002/TL-09-38

Name: Margaret Kirkpatrick

Representing: myself
I am also the East Phillips representative on the Midtown Greenway board

Address: 2636 17th Ave So

Email: mlkirkpatrick@earthlink.net

Comment:
Please consider planned land uses. There has been a city planning process for the Midtown Greenway Corridor anticipating higher density residential use. How will transmission lines above the Midtown Greenway on 29th St. impact future development along the bicycle & future streetcar corridor? How would overhead & underground lines fit with future streetcar stations on the outside of the Greenway?

The Hiawatha substation site west, on vacant land, has recently been planted with trees, part of planned greening along the greenway & a

Please submit comments to meeting moderator or send to:

William Cole Storm
MDOC
85 7th Place East
Suite 500
St. Paul, MN 55101-2198

Email: bill.storm@state.mn.us
Voice: 651-296-9535
Fax: 651-297-7891

Kirkpatrick 2/2

office of energy security

85 7th Place East, Suite 500, St. Paul, MN 55101-2198
main: 651.296.4026 tty: 651.296.2860 fax: 651.297.7891
www.commerce.state.mn.us

Comments Continued:

needed greenspace in a sea of asphalt. Please consider the aesthetic & environmental impact of cutting down these trees.

Please consider the impact of overhead lines on any of the routes - 26th, 28th & 31st St. - on potential future higher density residential development which is planned for this neighborhood.

Consider that non-auto transportation & higher density residential development are needed to reduce greenhouse gases. Consider the impact of these lines on the long term environment.

From: Michael Lander
To: Bill.Storm@state.mn.us;
Subject: Greenway power lines
Date: Thursday, July 09, 2009 7:01:40 PM

Dear Bill -

I am a local urban real estate developer and have developed the new Midtown Lofts housing along the Greenway. Our project would have been severely impacted by your proposal.

The Greenway is a wonderful new asset and armature for development. High voltage power lines are incompatible with the new development and uses proposed along the Greenway. I understand the importance of electrical distribution - we all need it and use it - but it must be installed in a way that supports (or at least doesn't negatively impact) development.

What are the alternatives to your proposal and why are they not being pursued?

I look forward to hearing from you.

ML
Michael Lander

LANDERGROUP
urban development

3802 Nicollet Avenue South
Minneapolis, MN 55409
612.250.6655 ph
612.825.8146 fax
michael@landergroup.com
www.landergroup.com

LONGFELLOW COMMUNITY COUNCIL
LONGFELLOW COMMUNITY COUNCIL BOARD

RESOLUTION REGARDING XCEL ENERGY'S HIAWATHA PROJECT AND THE SITING OF THE SUBSTATION AT HIAWATHA AVENUE

February 24, 2009

Whereas, Xcel Energy has proposed the "Hiawatha Project," a project in which Xcel Energy would construct and operate high voltage power lines along the Midtown Greenway west of Hiawatha Avenue and construct two new substations--one on the east side of Hiawatha Avenue in the vicinity of 28th Street and one at Oakland Avenue and the Midtown Greenway; and

Whereas, Xcel recommends locating its Hiawatha Substation on land that has been targeted for public greenspace by the Seward and greater Longfellow communities at the nexus of the Midtown Greenway, the Hiawatha LRT Trail, and our region's only existing Light Rail Transit line, and the pursuit of additional public greenspace on the Greenway has been supported by numerous other Greenway neighborhoods citywide for over 10 years; and

Whereas, the substation at Hiawatha Avenue could be expanded now or in the future in such a way as to force the relocation of the Midtown Greenway Trails in this area, greatly inconveniencing Greenway users;

Whereas, some businesses in the Lake Street/Midtown Greenway corridor have experienced electricity quality or supply issues that have adversely affected them; and the Longfellow Community Council (LCC) supports the continued economic development in the Lake Street/Midtown Greenway corridor with higher density developed as encouraged through the City's Midtown Greenway Land Use and Development Plan; and

Whereas, the Midtown Greenway is a regional amenity and public space which serves thousands of users daily most months of the year and has served as the catalyst for development along its edges; and

Whereas, high voltage power lines are incompatible with the character of neighborhoods in Midtown, creating pollution (visual and otherwise) in the corridor, negatively impact property values and diminishing the potential for future development; and

Whereas, at least four community organizations in the impacted area have opposed the project and/or called for delaying it to allow for studying alternative methods of abating power requirements or supplying the electric power as well as load management through means such as Smart Grid; and

Whereas, the City of Minneapolis' Sustainability Initiatives related Climate Change and Renewable Energy support the pursuit alternatives to traditional methods of supplying electricity for users in our city; and

Whereas, a needs assessment for the Hiawatha Project may be done by Xcel Energy as part of its permit application to the Minnesota Public Utilities Commission but whose content has not yet been completed or made public and may be incomplete if released;

Now, Therefore, Be It Resolved:

That the LCC believes that the time is now to pursue the production of electricity more responsibly, the delivering of electricity more intelligently, and the consuming of electricity more efficiently; and

Be It Further Resolved that LCC opposes the placement of the Hiawatha Avenue substation just south of the Midtown Greenway on the east side of Hiawatha at 28th Street.

Be It Further Resolved that LCC recommends that Xcel Energy delay its routing permit application to the Minnesota Public Utilities Commission for the Hiawatha Project and provide greater detail regarding the current and future electricity needs that the project is planned to address, as well as a thorough analysis of aggressive alternative methods to abate and/or supply the electricity that is needed.

Be It Further Resolved that if such an analysis is undertaken and fails to yield a successful alternative approach to the need for high voltage power lines in Midtown; that the preferred route for the new high voltage transmission lines is underground below 28th Street East.

From: Michael Lawyer
To: Bill.Storm@state.mn.us;
Subject: Hiawatha Project EIS
Date: Friday, June 26, 2009 10:20:40 PM

Dear Mr. Storm,

I live roughly a block from the Midtown Greenway, and regularly use it for bicycling, walking my dog, and outings with my 15 month old son. I am very concerned about the proposed transmission lines and their effect on the Greenway. As you design the EIS, please examine this project very closely, particularly:

1. The effect of the power lines on recreational uses of the Greenway.
2. The effect of the power lines on property values of nearby homes.
3. The effect of the power lines on the development of the Greenway as a transit system linking Hennepin/Lake and Lyndale/Lake entertainment districts (taking into particular account the amount that Lyndale/Lake has just suffered from recent road construction).
4. The effect of the power lines on local business generally.

Thank you for your hard work on behalf of the citizens of Minneapolis. We appreciate all that you do.

Sincerely,
Michael Lawyer
2717 Harriet Ave.
Minneapolis, MN 55408
612-388-4433

From: Renée Lepreau
To: Bill.Storm@state.mn.us;
Subject: comment on Xcel power lines proposed for Midtown Greenway
Date: Thursday, June 25, 2009 2:22:30 PM

Dear Mr. Storm,

I am a resident of St. Paul and use the Midtown Greenway frequently. I am strongly opposed to siting the new 115 kilovolt transmission line along the Greenway. The power line would negatively impact the regional Greenway users, as well as the future potential of the corridor for more development and transit. Let us preserve the small amount of green space dedicated to pedestrians and bicyclists that we have in the Twin Cities.

Sincerely,

Renee Lepreau
1815 Ashland Ave Apt 4
Saint Paul MN 55104
651-647-4261

From: Leynia
To: Bill.Storm@state.mn.us;
cc: Tim Springer;
Subject: Environmental Impact Statement for Xcel"s Proposed Hiawatha Project
Date: Friday, July 10, 2009 9:05:10 AM

The Environmental Impact Statement for Xcel's Proposed Hiawatha Project should pay attention to:

(1) The research and conclusions about high-voltage EMF and leukemia, and the questions raised about
EMF's contribution to other serious health conditions.

(2) Small wildlife living along the path and flying through or across it. If human beings, of substantially
larger size, are adversely affected by high voltage exposure, consider the effect on small creatures.

(3) Lightning being attracted to the towers. Bikers are sometimes caught in storms.

(4) The possibility of a downed line.

From: Leynia
To: Bill.Storm@state.mn.us;
Subject: Envrionmental Impact State
Date: Friday, July 10, 2009 9:19:41 AM

Dear Mr Storm,

The Environmental Impact Statement for Xcel's Proposed Hiawatha Project should pay attention to
the abundance of published findings on the effect of high voltage transmission lines on health.

Ellen Lipschultz

From: Jlovick2@aol.com
To: Bill.Storm@state.mn.us;
Subject: Excel power lines
Date: Friday, July 10, 2009 11:07:12 PM

Good evening Mr. Storm,

My name is Janice Lovick and I live at 2542 11th Avenue South. We are very fortunate to live in the great state of Minnesota. Our urban areas are green and beautiful. Just a few years ago the Greenway corridor was a full of trash, and now it is a fabulous green walk and bike way. The flower gardens are an attraction. It gets better each year.

Please do not allow power line towers along the Greenway corridor. Certainly there is a better solution.

Thank you.

Janice Lovick
2542 11th Ave S
Minneapolis, MN 55404

A Good Credit Score is 700 or Above. See yours in just 2 easy steps!

This public comment has been sent via the form at:
www.energyfacilities.puc.state.mn.us/publicComments.html

You are receiving it because you are listed as the contact for this project.

Project Name= Xcel Energy Hiawatha 115 kV Transmission Line Project

Docket number= E002/TL-09-38

User Name = Chris Lomheim

County = Hennepin County

City = Minneapolis

Email = clomheim@comcast.net

Phone = (651) 285-9939

Impact: = I chose to move to the Midtown Condo's on the Greenway because I am an avid runner and cyclist and believe in conservation.
An above-ground powerline along the Greenway would not only ruin the visual beauty of the Greenway but would also interfere with future plans to build a light-rail or trolly system on the rail-bed.
The city of Minneapolis should continue to promote this "green" area free of intrusive powerlines and health hazards from electric currents overhead and demand that Xcel Energy bury the powerlines below the ground.
The city has invested too much money in building and promoting the Midtown Global Market and the Greenway to see it be diminished by ugly intrusive powerlines and power-polls.
I also believe that Xcel (not the city of Minneapolis) should be responsible for bearing the costs of the powerlines.
Huge powerlines along the Greenway would ruin its integrity and make a mockery of the meaning "Greenway".
Thank you,
Chris Lomheim
2900 11th Ave S. #406
Minneapolis, MN 55407

Mitigation = I believe that Xcel should bury the powerlines in order to preserve the historic dignity of the Greenway and to help keep the Greenway a healthy and beautiful place for people to commute to work and to enjoy cycling, running and walking to promote health.

Submission date = Mon Jun 22 12:31:47 2009

HIAWATHA TRANSMISSION LINE PROJECT

Executive summary

Personal standing: Ratepayer and resident of Hennepin County. Objective is the lowest cost, safe alternative, but mitigate the ugliness. Also select the plan that causes the least disruption to residents and traffic during construction. Therefore, advocate for Route A, but with a 1-½% add-on for art works and graffiti resistance.

THE PLAYERS

Xcel

66 yrs turning on my lights, NSP/Reddy-Kilowatt, Top 5% rated US stockholder owned utility, top 3% for employee safety. No one's lucky for 65 years. At the very worst, Xcel is the smartest person in the dumb row. Love/hate, fair minded or move to Mars. Mix of power sources/fuels = Minnesota business friendly due to low power costs. Only two major blunders in last 20 yrs. 1) Ethics: Hired a former PUC Commissioner. 2) Strategy: spent and lost big $ in the de-regulation frenzy. Stockholders paid for both errors, not ratepayers and taxpayers. Under criticism now for nuclear fuel storage, but caught like all US utilities by a broken promise by Federal Govt = Yucca Mt.

PUC

Competent staff, intelligent, forthcoming, professional.

Conclusion: Pres. Reagan said, "Trust but verify" re Russia and the weapons reduction treaty. We should assume Excel and PUC come to this project with clean hands, but not give them a rubber stamp.

MPLS & HENN COUNTY

Demand for power is up, primarily due to the recent stunning successes of the Mpls. Planning Commission efforts to redevelop Uptown and Midtown, albeit it took 20 years. Sears Bldg, Abbott N/W Hospital, Apts & Condos. But, if you want milk you will have cow manure. Cite San Diego, CA. refusal to build new power plants = ROLLING BROWN-OUTS. Flat screen TVs, computers run 24/7, A/C, life style – all equal more power demand.

If you don't believe Xcel's demand forecasts &/or you don't believe that PUC can review them fairly, then hire PhDs from U of MN's Electrical Eng and Econ Depts. to do an independent peer review. City of Mpls is against the project; saying it's not necessary, just do more conservation. Hennepin County will gladly take their share of increased property taxes, but they don't want the rate increase spread outside Mpls. A pox on both their houses! Mpls does NOT have veto power over this project.

What Mpls. does have is a world-class **Arts Commission.** Therefore lets use their expertise and goodwill to employ innovative, talented local artists, many of who have been brutally hit by the current recession. Beginning in the late 1960's US Federal Law authorized adding up to 1-1/2% to the cost of new federal buildings construction for art, sculpture, etc. Route A costs $28.4 Million which is $12.6 Million less than Route B: burying the line. If you add 1 ½% to $28.4 Million you get (up to) $426,000 to add art to

the project. Even if you spend the full $426K on art, you will still save $12.13 Million, which is not chump change!

SUGGESTIONS:

1. Murals and sculpture on the tower legs, bases, transition structures, and the protective fencing/walls of the two substations. Represent the dozens of ethnic groups (Swedes to Somalis) that have lived in Midtown since 1850, AND the original residents-American Indians. Midtown is Minneapolis's Ellis Island. Specifically consider metal sculptured totem poles with accurate symbols of the tribes that lived in the area. Use high tech coatings to make the art resistant to corrosion and graffiti/taggers.

2. Make all the undecorated tower bases graffiti resistant with chemical coatings &/or specially hardened concrete. Paint the bases with colors that blend into the surroundings.

3. Tower design. Several years ago, Excel built a power line along the east side of the Mississippi River running from north of Broadway to St. Anthony Falls. The towers are slender stems facing each other (like a skinny arch) and painted sky blue. On a sunny day these towers almost disappear against the blue sky. Can this approach be replicated on the Hiawatha Project?

office of energy security

85 7th Place East, Suite 500, St. Paul, MN 55101-2198
main: 651.296.4026 tty: 651.296.2860 fax: 651.297.7891
www.commerce.state.mn.us

Public Comment Sheet
SCOPING MEETING
Xcel Energy Hiawatha HVTL Project
PUC Docket Number: E002/TL-09-38

Name: Hugh MAHONEY

Representing: HOMEOWNER

Address: 2741 Columbus AV

Email: MAHUGH9@MSN.COM

Comment:

The power line must be put underground. Three of the routes are heavily residential. (A power line on 28th ST. would run 4 doors from my house, substantially lowering its value when I sell, which I soon must [I need a full value house to buy an apartment]
And of course, overhead lines on the Greenway are entirely inappropriate.

Please submit comments to meeting moderator or send to:

William Cole Storm
MDOC
85 7th Place East
Suite 500
St. Paul, MN 55101-2198

Email: bill.storm@state.mn.us
Voice: 651-296-9535
Fax: 651-297-7891

June 18, 2009

To: Public Utilities Commission/ Xcel Energy

Re: Xcel Energy's failure to provide promised Hiawatha Need Study/ Need Data, now requires "need" to be added as a central core issue in the entire Hiawatha Scoping and PUC decision process

Ladies and Gentlemen,

I attended my first Xcel Energy "Hiawatha Open House" at about 6 p.m., October 29, 2008. at the Midtown Exchange Building (lower level). As I entered the meeting area, I noticed a Star Tribune reporter interviewing city residents about the Hiawatha Project proposal.

I then began talking with a number of Xcel Energy officials, including 2 project managers directly connected with the Hiawatha proposal. I asked them to show me the Hiawatha Need Study, that would demonstrate to me, that the huge increase of power capacity proposed by the Hiawatha project, was actually needed in our area.

I was told that the Need Study was not yet done. I then asked for information on power failure problems and power quality problems in our area. I was told that they did not have that information available, but they would see if they could get it for me (if I got in touch with them via email). I said that I had heard that there were businesses in the very building where we were meeting, that may have had problems-- and I asked-- could they tell me who some of those businesses were. They said they did not know.

The very next day however, I saw a fairly extensive Star Tribune article, that included power failure and power quality information. Amazingly, this was the very same information that I had asked of the project managers the night before. I had asked those questions, just a few feet from where the Star Tribune reporter had been standing at the very same meeting!

Yet the reporter was given the information, and I was not. Not surprisingly, the reporter had been given a few examples of power outages that made for a good story in the paper. Not surprisingly, there wasn't much information in that story, about any people questioning the need for the Hiawatha Project's huge power increase, and the need for huge 70 foot tall power towers through our area.

Xcel's clear failure on October 29 to answer my direct questions, is unacceptable behavior by any entity, let alone one regulated by the State of Minnesota. It is also unacceptable behavior by Xcel Energy, a company that claims to have high ethical, as well as environmental standards.

Mark 2/2

In the ensuing weeks and months, I made several further requests for the need data information by email, but never received it.

I then attended a special Xcel meeting with a number of neighborhood leaders at the offices of the Midtown Greenway Coalition offices (in December 2008*). I had requested and received permission to videotape that meeting. At the end of that meeting, the executive director of the Midtown Greenway Coalition made a very clear request for a number of information items from Xcel Energy Project Manager Betty Mirzayi, including need study and need data. She promised to provide that information. She (and Xcel) never provided the information. All of this is on digital videotape and I would be happy to provide the PUC and Xcel, with DVD copies of that meeting and that interchange between The MGC Executive Director and Project Manager Betty Mirzayi.

I then attended the final Open House Xcel held, in January, 2009 on the top floor of Plaza Grande on Lake Street. I asked Project Manager Betty Mirzayi why we had not received the need study or need data, etc. yet. She then told me that Xcel had decided that it would not provide us with the need information.

This is clear, unacceptable misleading behavior. This cannot be tolerated by a state regulated public utility.

Ladies and Gentlemen, Xcel has sought to mislead the public from the beginning of its public notice process until the end, about the real (or imaginary) need for a huge power increase in our area.

In addition, Xcel has also sought to fragment the real size of the Hiawatha Project to a 1 and 1/4 mile length, when in reality, it exceeds 10 miles in length, once it's true beginning connection points and true end connection points are accurately described.

Ladies and Gentlemen for all those reasons (and more that I can provide, via video tape information, copies of email communications, etc)., the Public Utilities Commission has a clear duty to investigate this misleading behavior, accurately describe the true length of the Hiawatha project, and most importantly: add need as a central issue to be fully dealt with in the entire PUC review of the Xcel Hiawatha application.

*(I will be happy to provide further dates and times when I can review all the details in my archived daily schedule.)

With respect, but asking the PUC and Xcel for accountability,

Mark, (I signed at registration table — see that list please)

c/o Minneapolis Neighbors for Clean Power

612-310-7827

From:	Jana Metge
To:	Bill.Storm@state.mn.us;
cc:	voteKAREN@aol.com; Linda Berglin; Peter.McLaughlin@co.hennepin.mn.us; brian.elliot@mail.house.gov; dennis.greenhouse@usdoj.gov;
Subject:	Jana Metge, Phillips Neighborhood, Mpls., MN - Statement on proposed Xcel High-Power Magnetic lines
Date:	Thursday, July 09, 2009 7:18:57 PM

July 9th, 2009

Dear Mr. Storm:

I appreciate the opportunity to respond to you regarding the Xcel Power lines. I live between 28th St. and the Midtown Greenway, so in between both proposals.
I attended the community meeting held at the Global Market.

Simply stated -

I am opposed to any concept of overhead wires at all. We have spent millions of dollars and millions of volunteer hours rebuilding Phillips neighborhood.
Organizations such as the Swedish Institute have invested capital campaigns to build upon their campuses. Midtown Community Works and Phillips Partnership
have invested heavily in the Sears site and along the Midtown Greenway. Neighborhood have invested their NRP dollars to turn around the housing stock and
create parks along the Greenway. Individual owners, such as myself, have also contributed in our own landscape, investment, and countless volunteer hours
combating crime, enhancing safety, and turning around the neighborhood. This was a federal Weed & Seed site, under the Community Capacity Development
Office of Washington D.C. for 10 years. Revitalization is and has been a huge part of our plan, locally and federally. Ensuring and promoting health and safety
is a huge part of our plan.

I am opposed to burying power lines under 28th St. or 26th St. -
Since this would be precedent-setting, I would hate for Phillips to be the one to set it.
Not knowing what health risks may burden myself and my neighbors, I think it is simply awful to even consider burying high power magnetic lines in a

Metge 2/2

residential neighborhood. The Woman's Environmental Institute indentified 57 harmful pollutants in our soil alone. We do not need more. I am shocked and appalled that the Minneapolis City Council voted to support this option. I am thankful for Commissioner McLaughlin noting that this has never been done.

I support alternative forms of energy and looking at how corporations can lessen their usage by innovation and retooling - Move forward, follow
President Obama's goals, think differently. Use investment to become more energy efficient, geo-thermal, solar, innovative. Move forward.

I support Xcel looking at an alternative location - WHY PHILLIPS?

I support the Midtown Greenway's resolution for an alternative site for the Sub-Station-east end and the idea that we may only need one, not two.

Jana Metge
Resident
Phillips Federal Weed & Seed Chairperson 2002-2008
2812 15th Ave. So.
Minneapolis, MN 55407
612-874-9002/work

MIDTOWN COMMUNITY WORKS

Business Leadership Public Commitment Citizen Involvement

July 10, 2009

Bill Storm, Project Manager
Minnesota Department of Commerce
85 7th Place East, Suite 500
Saint Paul, Minnesota, 55101-2198
bill.storm@state.mn.us

RE: XCEL ENERGY HIAWATHA TRANSMISSION PROJECT
PUC DOCKET #E002/TL-09-38

Dear Mr. Storm:

The Midtown Community Works Partnership is comprised of top executives of prominent corporations and non-profit institutions, the Mayor of Minneapolis and various elected officials from the Minneapolis City Council, Hennepin County Board of Commissioners and the Metropolitan Council. The Partnership passed a resolution on February 12, 2009 in support of changes to the Xcel Energy Hiawatha Project.

The attached resolution is applicable to the following categories in the Environmental Impact Statement, including: A.3. Project Location and Setting; A.4. Project Description/Engineering and Operation Design; A.5. Description of Alternative Routes; B.1. Human Settlements; B.3. Aesthetics; B.4. Recreation; B.5. Transportation, B.6. Land Use; and B.11 Archeological and Historic Features.

Please let me know if you have any questions.

Sincerely,

Louis N. Smith, Counsel
Midtown Community Works Partnership

cc: MCW Partners

MIDTOWN COMMUNITY WORKS

MIDTOWN COMMUNITY WORKS PARTNERSHIP

RESOLUTION IN SUPPORT OF CHANGES TO THE XCEL ENERGY HIAWATHA PROJECT

February 12, 2009

WHEREAS, Xcel Energy has proposed the "Hiawatha Project," a project in which Xcel Energy would construct and operate high voltage power lines along the Midtown Greenway and/or a nearby parallel roadway between Hiawatha Avenue and I-35W and construct two new substations;

WHEREAS, the Midtown Community Works Partnership recognizes that businesses in the Lake Street/Midtown Greenway corridor have experienced electricity quality or supply issues that have adversely affected them, and that the electrical infrastructure needs to provide the quality of power required for the commercial corridor now and in the future to accommodate new development;

WHEREAS, the Midtown Greenway is a regional amenity and public space which serves thousands of users daily most months of the year and has served as the catalyst for development along its edges and the Lake Street corridor is a commercial corridor which serves tens of thousands of users daily and has undergone the most vibrant redevelopment of all Minneapolis commercial corridors;

WHEREAS, consistent with the MCW Partnership's Corridor Framework Plan, the Urban Village, Midtown Exchange, and at least six other new proposed developments approaching $1 billion in new investment are oriented to the Midtown Greenway;

WHEREAS, the City of Minneapolis adopted the Midtown Greenway Land Use and Development Plan (MGLUDP) on February 23, 2007, which states the following vision for the Midtown Greenway: "The greenway area...will grow as a place where the natural and built environments work together, where mixed-use development patterns of varying intensity are complemented by open space and traditional urban neighborhoods. New private development, and enhancement of the public landscape, will add to its commercial, residential and recreational assets, and strengthen its sustainability and connectedness";

WHEREAS, the Midtown Community Works Partnership has worked for ten years to support a vision of the Midtown Greenway as a transit corridor, pedestrian and bicycle trail, catalyst for community and economic development, opportunity for new urban open space, and a historic landscape;

WHEREAS, unsightly overhead high-voltage power lines would discourage future development along the Midtown Greenway as currently envisioned by the Midtown Community Works Partnership Corridor Framework Plan and the Midtown Greenway Land Use and Development Plan, negating over ten years of planning and hundreds of millions of dollars in investment by members of the Partnership, the City, the County, the community and others;

WHEREAS, Hennepin County Regional Rail Authority bought the Midtown rail corridor with the intention of using it for a future transit line, the construction of which could be impeded by a high-voltage power line along the Midtown Greenway corridor because of conflicts between power line infrastructure such as pole foundations or retaining walls and new transit line infrastructure for station platforms, retaining walls or substations;

WHEREAS, a 2.8-mile length of the Midtown Greenway is listed on the National Register of Historic Places as the Chicago Milwaukee and St. Paul Grade Separation Historic District; included among the "character-defining features" of the historic landscape resource is the "Spatial Organization" of the Greenway, including the "long unobstructed views of the bridges and the trench from both levels;" locating a power line of this size on the Corridor will adversely impact this historic resource by introducing a new feature that is visually incompatible in size, scale, and design with these historic features;

WHEREAS, there are 17 bridges on the 29th Street Corridor between 5th Avenue and Hiawatha Avenue that are approximately 100 years old and will need to be replaced or reconstructed in the near future and installing a power line along 29th Street could make this construction work more difficult and expensive;

WHEREAS, the negative aesthetic impact of overhead high-voltage power lines would have a detrimental impact on existing buildings or structures in the Greenway Corridor including Midtown Exchange, which would be located less than 100 feet from the planned power line, the Martin Olav Sabo bicycle bridge over Hiawatha Avenue development, and well-established residential neighborhoods;

WHEREAS, plantings for Arbor Day have occurred along the Midtown Greenway since 2001 and would be disturbed by the Hiawatha project; in particular the Hiawatha substation is proposed at the site of the Hiawatha Greenspace project, a "Gateway" landscape feature begun in 2008 which leads to the new Sabo bicycle/pedestrian bridge;

WHEREAS, Xcel Energy is working on a needs assessment for the Hiawatha Project that would accompany its permit application to the Minnesota Public Utilities Commission but the content of this assessment has not yet been completed or made public;

THEREFORE BE IT RESOLVED that the Midtown Community Works Partnership continues to support a vision for the Midtown Greenway as a future transit, bicycling and pedestrian corridor with mixed-use development complemented

by landscaped green spaces, and the Partnership finds that the Xcel Hiawatha Project as proposed is incompatible with this vision;

BE IT FURTHER RESOLVED that the Midtown Community Works Partnership recognizes the need for businesses along the corridor to have more reliable power as soon as practical and feasible, and supports Xcel's initiative to study alternatives for more reliable power sources within an appropriate timeline so as to minimize the length of time the business and residential community continues to suffer from unreliable power;

BE IT FURTHER RESOLVED that if a further analysis of current and future electricity needs fails to yield a successful alternative, the Midtown Community Works Partnership supports exploring an upgrade to the existing power distribution system;

BE IT FURTHER RESOLVED that should high voltage power lines be determined as the only feasible solution, the Midtown Community Works Partnership opposes placement of these power lines above ground in the Midtown Greenway, and concludes that an option for underground placement would be below 28th Street East; and concludes that the cost of the Hiawatha project should therefore be borne by the entire NSP rate base;

BE IT FURTHER RESOLVED that the Midtown Community Works Partnership requests further study of both substation locations, recognizing the Midtown Phillips designation of the proposed Midtown Substation site as green space, and hereby requests Xcel to consider an alternative Hiawatha substation site which is an important planned public green space, or if not feasible, to prepare a mitigation plan for the Hiawatha substation site that compensates for the trees and plants installed, volunteer and staff hours, and provides alternate, safe access to the Sabo bridge for bicyclists and pedestrians;

BE IT FURTHER RESOLVED that the Midtown Community Works Partnership supports further legislative clarification of the process and cost responsibilities for the installation of new substations and high voltage power lines, especially in urbanized communities.

Attest: David Orbuch

David Orbuch, Chair

Dated: February 12, 2009

From: Nathan Miller
To: Bill.Storm@state.mn.us;
Subject: Re: Environmental Impact Statement (EIS) for Xcel's Hiawatha Project
Date: Friday, July 10, 2009 3:33:41 PM

Bill Storm, Project Manager, Minnesota Department of Commerce:

We appreciate your role in hosting the public information meeting June 18 and wanted to add our comments regarding the scope of the Environmental Impact Statement (EIS) for Xcel's Hiawatha Project.

As homeowners (2603 Columbus Ave S.) and residents of Phillips West, my wife and I are very concerned about Xcel's planned transmission lines.

Our preference would be for the line to be run underground along the midtown greenway. This would provide the greatest long-term, aesthetically-pleasing solution to increased electricity needs without lowering the resale value of the property along the greenway or creating an eye-sore for the many people who use this transportation corridor.

While this would cost Xcel more, Xcel should be willing to pay the extra costs for this as they could have put in underground transmission lines during the recent re-construction of Lake Street.

Additionally, as homeowners and residents at 2603 Columbus, the proposed overhead route on 26th would be an extreme concern for us in terms of its environmental impact (in both health and aesthetics). Running the transmission lines along 26th above ground would have significant impact on residents already stressed by the expansion of Children's hospital, Chicago Ave construction and increased congestion on 26th. The impact on property values as well as potential health concerns would be significant.

Thank you for considering our concerns,
Nathan and Maria Miller

From: P Miller
To: Bill.Storm@state.mn.us;
Subject: Hiawatha Project power lines.
Date: Thursday, July 09, 2009 8:08:11 PM

I just wanted to say that I'm quite concerned about putting above ground high power transmission lines along the Greenway in south Minneapolis. I live a few blocks from the Greenway, and often bike along it—especially because it's a lovely area that seems to feel like I'm not in an urban environment. Putting high power lines along the Greenway would totally destroy the look and feel of the existing space, totally in contradiction to the idea of a Greenway.

I'm especially frustrated with the idea of above ground power lines since this plan has been in existence for at least 10 years, bypassing several opportunities to bury the cables underground—such as when Lake Street was reconstructed, or when the Greenway was originally being developed. I don't feel that poor (or cheap) planning on the part of Xcel Energy justifies destroying one of the only truly "green" spaces we residents of south Minneapolis still have to enjoy.

I look forward to hearing your comments.

Thank you,
Philip Miller
Resident, south Minneapolis

Minneapolis
City of Lakes

Community Planning & Economic Development
250 South 4th Street, Room 110
Minneapolis, MN 55415

Department of Public Works
Room 203, City Hall/Courthouse
350 South 5th Street
Minneapolis, MN 55415

July 10, 2009

Mr. Bill Storm
Project Manager
Xcel Energy Hiawatha 115 kV Transmission Line Project
Minnesota Department of Commerce
Office of Energy Security
85 7th Place, Suite 500
Saint Paul, Minnesota 55101-2198

TOPIC: Comments to Draft EIS Scoping Document, PUC Docket E002/TL-09-38

Dear Mr. Storm:

The following are comments to the draft EIS Scoping Document from the City of Minneapolis Departments of Community Planning and Economic Development and Public Works. We write to convey background information on the city's policy and regulatory framework. We also note where the scope should be augmented with additional analysis and information.

Policy and Regulatory Framework—City policy, plans and regulations speak to the history, land use and development along the Midtown Greenway. These plans and policies should inform the scoping of the Environmental Impact Statement for the Hiawatha Transmission Project, specifically the discussion of project location and setting (Item A3 in draft scoping outline)

Land use: City policy is to support a long-term transition of property fronting the Midtown Greenway to multifamily residential development that takes advantage of this high-value urban amenity. With a few exceptions, this transition will result in the eventual phase-out of industrial land uses along the greenway, exhibiting a substantial change in character from the existing condition. This policy has been affirmed by the Minneapolis City Council in several adopted City plans:

- The Minneapolis Plan for Sustainable Growth, the City's comprehensive plan
- The Midtown Minneapolis Land Use and Development Plan (adopted Dec '05)
- The Industrial Land Use and Employment Policy Plan (adopted June '06)
- The Midtown Greenway Land Use and Development Plan (adopted Feb '07)
- The Seward Longfellow Area Land Use and Predevelopment Study (adopted Feb '07)
- The Uptown Small Area Plan (adopted Feb '08)
- The Lyn-Lake Small Area Plan (adopted June '09)
- The Phillips West Master Land Use Plan (adoption expected in July '09)

The City is in the process of aligning its regulations with the vision and policies adopted in these plans. The Community Planning and Economic Development Department's Planning Division is conducting the Midtown Greenway Rezoning Study which incorporates the recommendations of the above plans and covers a geographic area extending from the city's western border east to the Mississippi River. As a precursor to the Midtown Greenway Rezoning Study, the City Council approved a zoning code text amendment which increases the density allowed for multiple family dwellings in several zoning districts. This provides the means to intensify land uses along the Midtown Greenway to realize new development that supports city and county objectives for green and active living and a more balanced transportation system."

Transportation: Please note the following important land use considerations: 1) City policy is for East 29th Street to be preserved as a city street, and extended beyond its current termini in some locations. No vacations are anticipated or intended, and access points closed in the past are called to be reestablished as development occurs; and 2) Lake Street LRT station area planning contemplated an extension of East 28th Street across Hiawatha Avenue through the site identified as the preferred location for the Hiawatha Substation West. While this extension is not designed or funded, the design of a potential substation at that location should allow for the future extension of the street as well as a bicycle path leading from the Sabo bridge south to Lake Street.

Historic Preservation: The Midtown Greenway Trench is a federally designated historical landmark. There are also two locally-designated historical resources in the corridor; Pioneer and Soldiers Cemetery and the Midtown Exchange (Sears Roebuck). In 2005, the County developed Landscape Management Guidelines for the Midtown Greenway. The Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes (National Park Service, 1996) were used extensively in the creation of these guidelines. This area also features 37 historic bridges, 16 of which are located along Xcel Energy's preferred route for the Hiawatha Transmission Line project.

Economic Development: Since planning for the redevelopment and revitalization of the Greenway began in the late 1980's, efforts have contributed to significant economic development benefits. These benefits as well as future intentions for growth and progress should be factored into the scoping for the Hiawatha Transmission Project. As indicated on the attachments to this memo, the value of residential construction projects from 2000-2009 exceeds $58 million while the value of nonresidential permits for this same time span approaches $400 million. The Midtown Exchange is not only an important historic hallmark but also a nucleus for small business entrepreneurship. Abbott Northwestern, Wells Fargo and the Midtown Medical Clinic are indicators of several of the key business sectors in the city. The project area is very important to the city because of the jobs, housing and commerce concentrated there.

The following are specific comments to the draft EIS scoping document dated May 29, 2009—

General Description

- *Under number 3, Project Location and Setting*, include in the description an overview of existing land use policies and future land uses for the project area, explicitly reference official historic designations and landmarks, and expand the analysis to include economic development.
- *Under number 4, Project Description/Engineering and Operation Design*, include in the description what if any provisions will be made for future modifications resulting from needed changes to the existing City infrastructure, both above and underground. Will an underground installation create a permanent barrier preventing future underground utility crossings or will an above ground installation create a permanent barrier preventing above ground infrastructure improvements such as road widening, bike lanes etc.?
- *Under number 4, Project Description/Engineering and Operation Design*, include in ROW requirements review of private property installation of towers versus public ROW installation of towers.
- *Under number 4, Project Description/Engineering and Operation Design*, include in construction procedures review of negative impacts/ potential damages to existing City infrastructure, (for example, increased street deterioration caused by large cranes or excavation equipment).
- *Under number 5, Description of Alternative Routes, and number 6, Description of Alternatives to the Proposed Project*, include a no-build alternative, including discussion of the benefits and consequences of a no-build option.

Impacts and Mitigative Measures

- *Under number 3, Aesthetics*, include in this topic review of operational/maintenance differences between the routes for issues such as graffiti, debris management and weed control. How areas around tower legs will be properly managed.
- *Under number 3, Aesthetics*, include in this topic review of lighting requirements of above ground installation (security lighting?) and impact to residents, businesses and other property owners.
- *Under number 5, Transportation*, include review of all modes such as pedestrian, traffic, light rail and bicycle.
- *Under number 5, Transportation*, include review of both presently existing and that currently within the City's comprehensive planning documents, including Access Minneapolis, the city's transportation policy plan.
- *Under number 6, Land Use*, add Economic Development as an item for review and identification of mitigative measures.
- *Under numbers 6 and 11*, include consultation and consideration of geological and archeological features that may be significant Native American or cultural resources.
- *Include review of impacts and mitigative measures for below ground infrastructure* such as utilities, foundations and structures, (areaways).
- *Include review of impacts and mitigative measures* for above ground infrastructure such as roads, bridges, bike lanes, traffic signals, signs, sidewalks, retaining walls and/or public art.
- *Include review of impacts and mitigative measures for ground water* such as impacts from temporary or permanent de-watering stations, or from potential contaminated ground water locations, or impacts to the ground water as a result of system failures such as in the case of underground transmission lines that utilize toxic coolants to control operating temperatures.
- *Include under number 9, Flora* – Under number 9, Flora – include review of future impacts to trees and vegetation as they mature.
- *Include review of impacts and mitigative measures for installations of appurtenances* such as control boxes, transformers, maintenance buildings etc., which may be required by the project either currently or in the future.
- *Under item 11, Archaeological and Historic Features*, include analysis of impacts to historic and cultural assets, designated features, and consideration of mitigative measures to these hallmarks.
- *Include review of impacts and mitigative* measures for below ground infrastructure such as utilities, foundations and structures such as areaways.
- *Include under number 13, Surface Water*, include in this topic review of storm water management impacts both as to complying with NPDES requirements and as to complying with City storm water management ordinances.
- *Include under numbers 3,4, 6, and 14, analysis* of impacts to open space, green space and park features. We suggest utilizing the city's future land use map to assist in this analysis as well as policies in The Minneapolis Plan for Sustainable Growth. While the city does not have any designated farmlands (Impacts and Mitigative Measures item number 7) the city values open spaces, parks, community gardens and recreational land uses for their contributions to sustainability, public health, and urban quality of life.
- *Include under number 15, Human Health and Safety*, add a sub category for access safety pertaining to securing the facilities against vandalism or unwanted entry, warning signage and emergency provisions and/or design fail safes in case of tower collapses.
- *Include environmental justice under number 15*, as an evaluative point in the environmental impact statement where environmental justice addresses Presidential Executive Order 12898 lists three major principles of environmental justice: 1) Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations, 2) Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process, and 3) Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.
- *Include under number 16, Interference from Transmission Lines*, add review of interference effects to traffic signal operation of emergency vehicle pre-emption devices, interference to traffic signal control boxes and/or interference to wireless net work systems.

- *Under number 16, Interference from Transmission Lines*, add sub category addressing potential for accelerated corrosion to underground metal utilities/ structures as a result of cathodic action.
- *Include analysis and consideration of impacts to existing public infrastructure and utilities* in the project area, including consideration of existing City policy and regulations, especially as regards the location of utilities (City Code chapter 99.850.)
- *Include under number 16, Potential for radio, television and cell phone interference from transmission lines, analysis*, consideration and mitigative measures for impacts to the city's wireless communications system, and emergency response technologies and systems.

We understand that the Environmental Impact Statement (EIS) on the Hiawatha Transmission Project will be completed by October 30, 2009. We request notification of its completion. After publication of the EIS, we request the opportunity to review the list of required permits to ensure that all city permits are identified. These include, but may not be limited to those cited on Page 6 of the Draft EIS Scoping Document. We note that the list of permits may be missing city and state permit requirements for historic properties and resources. The EIS should reflect a comprehensive list of all permits required for the alternative routes analyzed.

Thank you for the opportunity to review and comment. We look forward to working with you through this process. For questions on these comments please contact Karin Berkholtz (CPED, 612.673.3240, karin.berkholtz@ci.minneapolis.mn.us) or Heidi Hamilton (PW, 612. 673.3316, heidi.hamilton@ci.minneapolis.mn.us).

Sincerely,

pp/Karin R Berkholtz

Barbara L. Sporlein
Director of Planning
Community Planning and Economic Development
Economic Development

Steve Kotke, P.E.
Executive Director of Public Works
Department of Public Works

Cc: Council Member Robert Lilligren
Council Member Elizabeth Glidden
Council Member Cam Gordon
Council Member Gary Schiff
Cara Letofsky, Policy Aide to Mayor Rybak

From: Sarah Nassif
To: Bill.Storm@state.mn.us;
cc: Schiff, Gary; Sandy Colvin Roy;
Subject: No greenway power line
Date: Wednesday, June 17, 2009 2:03:03 PM

Hi Bill,

I'm writing you because I feel the Midtown Greenway is an inappropriate place for a high-power line. The main reason I oppose it is the visual blight it will cause for our hard-won bicycle path. The path is a delight to cycle on because of its serenity and visual interest traveling through old and new neighborhoods and beautiful plantings. A towering, buzzing series of lines and towers would be very unpleasant and would likely deter people from using – or at least— enjoying the greenway. I am reminded by the unpleasantness of running into power towers when hiking. Please protect this unique and wonderful transportation axis in Minneapolis and find another route better suited for high-power lines. I suggest and support burying the line on 28th Avenue.

Sarah Nassif
3644 44th Ave S
Minneapolis, MN 55406

July 10, 2009

Bill Storm, Project Manager
Minnesota Department of Commerce
85 7th Place East, Suite 500
Saint Paul, Minnesota, 55101-2198
bill.storm@state.mn.us

RE: XCEL ENERGY HIAWATHA TRANSMISSION PROJECT

Dear Mr. Storm:

Please include the following comments regarding the Environmental Impact Statement for Xcel's Proposed Hiawatha Project.

The EIS should evaluate **alternative substation locations** and footprint needed. Such as re-evaluating the 32nd Street location by using a higher impact substation, thus reducing the footprint needed.

The EIS should evaluate the **aesthetic impacts** of the proposed Hiawatha Substation, including the removal of trees and shrubs which are apart of a larger landscaping plan that gives homage to the historical train round house that once stood in the area; the views of the Hiawatha Substation from the Sabo Bridge and LRT and the impact the station will have on the southern gateway to Minneapolis.

The EIS should evaluate the **environmental impact** of the removal of 200 trees and shrubs at the proposed Hiawatha Substation location, including the 30 year impact on stormwater, loss of canopy for wildlife and loss of shade; and the contribution to the urban heat island and impact on demand for electrical energy in summer.

The EIS should analyze the **adverse recreational, cultural and land use impacts** to users of the Midtown Greenway and nearby residents who consider the Greenway critical green space and the affect the potential loss of this public open space will have.

The EIS should analyze the **social and community impact** the removal of half of the community envisioned landscape will have on community involvement in the future, and should include ways to mitigate eight years of community planning, thousands of staff hours provided by Hennepin County, Tree Trust, the Midtown Community Works Partnership, Longfellow Council, the

Midtown Greenway Coalition and the thousands of volunteer hours that has gone into planning and implementing the green space east of Hiawatha.

The EIS should **explicitly recognize that applicable rules** may incompletely identify the impacts of HVTLs on urban, as contrasted with rural locations. Urban economic development, community green space, urban tree plantings and linear trails have comparable substantial value in urban communities.

The EIS should include **analysis of trees removed** for the HTVLs and substations, this should include the cost to transplant exciting trees along the Greenway trail and discuss alternative locations within various route alternatives to minimize loss of trees and provide a detailed and specific analysis of impacts on tree cutting and pruning needed for above-ground alternatives.

The EIS should include an **analysis of the urban forest** in the area from 32nd Street to 26th Street and Minnehaha Avenue to Cedar Avenue, this should include an analysis of the current and projected canopy coverage in the area, a 30 year projected analysis of the loss of the tree canopy if the proposed Hiawatha Avenue site is chosen, and the affect of the City's projected loss of Ash in the area.

Lastly, the EIS should include an **analysis of building a high impact substation** in the current proposed expansion space near Hiawatha (blue area); including a process for involving a public artist in a complementary design for the 5.5 million dollar Sabo Bridge.

Sincerely,
Theresa Nelson
2312 22nd Avenue South

From: nlindster@gmail.com
To: Bill.Storm@state.mn.us;
Subject: Xcel Energy power lines in Midtown Greenway
Date: Tuesday, June 16, 2009 7:34:16 PM

I am opposed to Xcel's plans to add power lines in the Midtown Greenway. As work progresses on the environmental review for this project, please keep in mind the negative impact the electromagnetic fields will have on people and animals in the area and on the detrimental effect of power lines on the visuals of the Greenway.
N. Lind
Minneapolis Resident

Bill Storm, Project Manager
Minnesota Department of Commerce
85 7th Place East, Suite 500
Saint Paul, MN 55101-2198
Bill.storm@state.mn.us

July 9, 2009

Re: Comments regarding PUC Docket No. E002/TL-09-38; "Hiawatha Project" (the "Project")

Dear Mr. Storm,

As concerned residents and community members engaged in our livelihood, traditional and otherwise, in the proposed Project area, we write out of grave concern for the Project and request that you include and further act on the matters addressed below in the "EIS Scoping Document".

As you may be aware, the proposed construction of High Voltage Transmission Lines (HVTL) and substations in the Midtown/Phillips Neighborhoods of South Minneapolis is in the heart of a residential community that is ethnically diverse (Indigenous, African-American/African descent, Latinos, and others), and is home to many elders, mothers with infants and young children, and vulnerable adults. We ask the EIS Scoping Document include critical analysis and address the following under "Section A & B" of the EIS Scoping document:

1. The Project must assess the impact upon existing policies and laws regarding climate change now in effect.

2. The Project must adhere to Human Rights Norms, including the United Nations Convention on the Elimination of all forms of Racial Discrimination, the United Nations Declaration of the Rights of Indigenous Peoples, the Convention on the Elimination of Discrimination against Women, and the Convention of the Rights of the Child.[1]

3. Any energy project development in a highly populated Indigenous urban environment, which has been traditionally owned , possessed, or otherwise occupied or used by Indigenous peoples, must provide Free, Prior, and Informed Consent ("FPIC") to Indigenous Peoples.[2]

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[1] *See generally,* International Convention on the Elimination of All Forms of Racial Discrimination, G.A. Res. 2106 (XX), at 47, U.N. GAOR 20th Sess., Supp. No. 14, U.N. Doc. A/6014, 660 U.N.T.S. 195 (Dec. 21, 1965) (entered into force Jan. 4, 1969); UN General Assembly, United Nations Declaration on the Rights of Indigenous Peoples ("UN-DRIP"): resolution/ adopted by the General Assembly, 2 October 2007, A/RES/61/295, available at: http://www.unhcr.org/refworld/docid/471355a82.html; the Convention on the Elimination of All Forms of Discrimination Against Women ("CEDAW"), G.A. Res.34/180, at 193, U.N. GAOR, 34th Sess., Supp. No. 46, U.N. Doc. A/34/46 (Dec. 18, 1979); and the Convention on the Rights of the Child, G.A. Res. 44/25, at 167, U.N. GAOR, 44th Sess., Supp. No. 49, U.N. Doc. A/44/49 (Nov. 20, 1989).

[2] Articles 1-35, UN-DRIP.

4. Considering the cost of the Project and ratepayer impact, Sustainable and Alternative Energy Mechanisms, such as the "Sustainable Energy Utility", that decrease energy demand and create local jobs, must be considered as a viable alternative and allowed implementation in the South Minneapolis area. [3]

5. The Need for the Project is in Question - The Assumptions used for projecting demand-side growth in the Project Area must be transparent, incorporate the latest policy information, and have community input.

6. The selection of the "Public Advisory Task Force" failed to represent the diversity of our communities in the affected area – Indigenous, African-American/African descent, Latinos, and others. *In fact, all 14 but 1 individual (Asian-American) on the Task Force were White individuals and the majority White Males. This is not reflective of the community which consists of over 75% percent people of color living in the affected area and where there exists a high demographic of mothers with infant and school age children.* How can this be allowed?

"Based on latest census information, there are over 75 percent people of color in the Minneapolis Phillips neighborhood, compared to a state average of 4 percent. In addition, nearly 33 percent of the residents in Phillips belong to a sensitive population (over the age of 65 or under the age of 5). Contaminated sites in Phillips are over two times that of Minneapolis as a whole. *This unequal spacial distribution of environmental risk and NIMBY industries in Phillips is at the heart of environmental justice issues surrounding this project."*[4]

Thus, with grave concern for the Project as proposed, we ask that XCEL, without delay, stand down on the advancement of the Project and allow the community members living and engaged in their livelihoods in the affected areas partner with local business, schools, and other organizations, to implement our DEMOCRATIC process, based on the will of the community, as we (1) autonomously assess our energy needs, (2) determine our energy mechanisms and impacts, (3) develop a localized model that best preserves and advances sustenance in our relationship with mother earth, and (4) construct energy models and mechanisms that bring true "green jobs" into our communities.

I. Any Increase in Fossil Fuel Burning Generated Energy Must Also Comply with Applicable Policy & Laws regarding Climate Change now in effect.

According to Xcel Energy, 40% of the new energy load delivered into South Minneapolis is proposed to come from "new and renewable"[5] energy sources. Thus, 60% of the new electricity coming into the City on the new transmission lines will likely come from conventional electricity generation

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[3] *See,* www.seu-de.org.

[4] Research provided herein and throughout various parts of this letter was made available by the Center for Earth, Energy and Democracy (CEED) at the Institute for Agriculture and Trade Policy, Mpls. MN.

[5] We are not clear if included into this "new and renewable" 40% category is nuclear energy. Nevertheless, we are opposed to the use and categorization of nuclear energy as "renewable" energy because of the 100,000 plus years of contamination in radioactivity that is produced and is a detrimental impact on the health of humans, animals, and mother earth.

sources. That means that, in addition to already existing coal burning and greenhouse gas ("ghg") emitting energy delivered to South Minneapolis, Xcel is now proposing an *increase* in the delivery and transmission of coal-burning, green house gas emitting energy source into the Project area.

We find this is completely unacceptable and flies in the face of collective efforts to address climate change ravaging our planet and our right to live and be free peoples without discrimination, specific to our status as Indigenous women , women of color, mothers and Youth. If the Project is built, resulting in an increase of coal burning powered energy into our community, it will only aggravate and further disparage efforts to address climate change, and in fact, will disparage any efforts, locally, regionally, or nationally, to reduce energy use and protect and sustain life and humanity.

Before the *perceived* necessary Project is built, the following questions must be answered under applicable national and local policy norms and laws around climate change:

1. How, if at all, does the Project comport with the State of Minnesota's "Next Generation Energy Act"[6]? The Next Generation Energy Act, passed in 2007, mandates that Minnesota must reduce its greenhouse gas emissions 15% by 2015, below 2005 levels; 30% by 2025; and 80% by 2050.

2. Is this consistent with the "Midwest Governor's Association Greenhouse Gas Reduction Accord"[7]? Does the Project demonstrate that it comports with a "Low-carbon energy transmission infrastructure that will provide a cost-effective way to supply the Midwest with sustainable and environmentally responsible energy"?

3. Is the Project's increased delivery of coal-burning energy into Minneapolis consistent with the City's Sustainability Indicators for climate change and green jobs[8], as well the City's goals as a signatory to the Cities for Climate Protection campaign?[9]

Any increase of ghgs that occur because of the Project will propagate the negative effects of climate change.[10,11] This degradation will further compound local and regional conditions – it will increase already existing drought conditions on urban communities and reservations , degrade our ability to gather our plants and medicines used for a multitude of purposes, contribute to the continued depopulation of moose and other mammals, birds, and fish in Minnesota, contribute to the degradation of wild rice growth and production and other Indigenous foods, assault efforts to advance food security

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[6] Chapter 136--S.F.No.145.

[7] http://www.midwesternaccord.org/midwesterngreenhousegasreductionaccord.pdf.

[8] http://www.ci.minneapolis.mn.us/sustainability/climate-change.asp

[9] International Council for Local Environmental Initiatives (ICLEI: http://www.icleiusa.org/about-iclei/members/member-list). Duluth, Minneapolis, St. Paul, plus a dozen other Minnesota cities and counties are members of the Cities for Climate Protection (CCP) campaign, joining 500 local governments in the United States, and many more worldwide.

[10] See White House Report released June 16, 2009: "Global Climate Change Impacts in the United States" representing a consensus of 13 agencies developed over a year and a half : http://www.globalchange.gov/publications/reports/scientific-assessments/us-impacts.

[11] See Intergovernmental Panel on Climate Change Fourth Assessment Report, Working Group II: Impacts, Adaptation and Vulnerability: http://www.ipcc.ch/ipccreports/ar4-wg2.htm.

in Minnesota, exacerbate historic flooding along the Red River Valley, increase the "heat island" effects in the Metropolitan area, and thus further aggravate already poor health conditions existing in our peoples, families, elders and children. The effects of increased non-renewable energy use impacts those most affected by the devastation of climate change (Indigenous peoples, people of color, elderly and impoverished peoples), who are the least responsible for creating the effects of climate change.

You see, South Minneapolis is not an island onto itself - what Xcel proposes to do in South Minneapolis, to generate an increased ghg consumption of energy, is linked to and affects all - locally, regionally, nationally, and globally. This truism is part of the web of life that Indigenous Peoples have spoken about for centuries. Now in our energy crisis, this cognizance is a directive and open door to advance the planet's recovery for a better future for us and our next seven (7) generations yet to come.

Any new energy development implemented must engage the assessment of ***substantive climate change*** *considerations for mitigation, adaptation, technological and economic strategies that respect Human Rights.*

II. The Project Must Adhere to Human Rights Norms and Principles

As local community members and stakeholders affected by climate change, energy development in our communities must comport with the United Nations Declarations of the Rights of Indigenous Peoples (UNDRIP), the U.N. Convention for the Elimination of all Forms of Discrimination against Women (CEDAW), the U.N. Convention for the Elimination of all Forms of Racial Discrimination (CERD), and the UN Convention on the Rights of the Child . In concert with these Human Rights Norms, we must have appropriate and independent agencies made available to us, with the acumen to effectively address our concerns as Youth, women of color, Indigenous women, and mothers who provide for our families, to assist us in determining the impact of the proposed project, and also, the opportunity to meaningfully consider other alternatives to the Project. Throughout this process, we must be fully and effectively involved in the decision-making of energy development, which includes the nature and form of energy generated and delivered into our neighborhoods and communities.

Therefore, as requisite decision-makers to address climate change and the new energy economy, to which the ultimate goal is to preserve humanity locally and globally, Xcel's independent assessment of current and anticipated need of an increase of energy in the affected area, and in this case, an increase of energy consumption, must align itself with a just analysis. With particularity we note that Xcel's energy assessment for the South Minneapolis area affected is short-sighted.

We call on the immediate suspension of all plans for the Project before any further deliberations are made to advance it; and Indigenous women & peoples, women and people of color, youth and other community allies, are enfranchised with all Rights afforded under International laws, norms, and principles, specifically including the CERD, UN-DRIP, CEDAW, and the Convention on the Rights of the Child respecting the proposed Project.

III. Indigenous Right of Free, Prior, and Informed Consent

An increase use of fossil-fuel energy delivered to our communities that increases carbon dioxide (and other green-house gases), emissions into our air, requires that Indigenous Peoples in the affected areas have *free, prior, and informed consent to any development that will impact our peoples.* The right of self-determination and sovereignty as Indigenous Peoples over natural resources must be taken into

account in every deliberation related to original homelands, territories, and resources, including the right to breathe clean air and enjoy the benefit of healthy ambient air, regardless if we are located on our homeland or have migrated away from our homelands. We re-assert our self-determination to benefit from our historical and unbreakable relationship of mother earth's entire ambience existing in the air, fauna, and animal nations that access and benefit from healthy, ambient air.

The proposed Project will affect the area where we live, attend school, engage in traditional cultural practices and expressions, exercise food sovereignty by planting our maize, ceyaka, beans, squash, and other sustainable food, plant, medicine life. It will also affect our engagement in traditional dance and other cultural expressions that we partake at local parks and other locations in the proposed area. *The calamity of increasing coal burning energy to the affected area, regardless of how large or small, disparage our fundamental human rights necessary for our people to live.*

In combating the devastating effects of climate change already being experienced by many Indigenous peoples and people of color in our communities, both businesses and governments must meaningfully engage, comprehensively and inclusively, with Indigenous women, peoples and youth to address our needs. Engagement means we are decision-makers on matters affecting our rights , and which guarantee our right to have the free, prior and informed ability to provide consent on energy development projects as set out in the UN-DRIP, and in this case the Hiawatha Project. FPIC dictates meaningful engagement on:

1. The development of policies, legal and administrative actions and other strategies to deal with and implement effective strategies to mitigate the effects of climate change;
2. Research and information gathering, including meaningful deliberation on alternative mechanisms to alleviate the negative effects of existing and anticipated energy consumption;
3. An assessment on all energy development actions that may impact indigenous peoples, their culture and environment; and
4. Mitigation and adaptation processes necessitated by climate change.

Based on information provided, the proposed plan does nothing to improve existing air, water, land and plant quality in our communities already experiencing unacceptable levels of pollution in the form of declared Federal Brownfield clean-up site currently under EPA mandate and supervision.

IV. Sustainable and Alternative Energy Mechanisms Must be Allowed to Take Root

According to Xcel, the proposed substations are estimated to cost $25.4 million dollars; with the transmission lines, depending on if they are buried or not, ranging from an additional $3 million (above ground) to 16.4 million (buried). Thus, regardless of the route chosen, this project is at minimum an investment into the community of $28.4 million, likely to be transferred through cost recovery to rate payers. For this amount of money: how many businesses, commercial buildings and houses could be refurbished to decrease demand; how much on-site renewable energy could be developed to green Minneapolis; and how many local jobs could be trained and created?

Based on recently reported information derived from the *StarTribune* , the conservative Project estimate of $28.4 million dollars proposed, and which cost will likely be passed on to the consumers, could be immediately used to "green" almost 800 homes or small businesses in the affected area using solar technology AND supplying up to 125% of electrical power needed for the home and/or small

business and *selling the surplus back to Xcel Energy.*[12] *That is a DEMOCRATIC Economic and Sustainable Development model where the consumers in South Minneapolis become the driving force of micro-entrepreneurs in the NEW green economy, and, equally important, result in ZERO (0) green house gas emissions for 800 homes and businesses and lower current emissions; this would NEGATE the need for the proposed Hiawatha Project.*

The prerequisite modeling of the Project must incorporate the projected increased investment in energy efficiency and on-site renewable potential in the Project area as promoted by the Department of Energy and Minnesota Office of Energy Security (OES) through upcoming *2009 Federal American Recovery and Reinvestment Act (ARRA) funds and priorities*. What is the planned investment by OES of the expected $54.1 million energy stimulus dollars in the Project Area and how does that compare with other Minneapolis neighborhoods and like communities in Xcel's service area and across Minnesota utilities?

By investing in the end user needs of South Minneapolis businesses and residents, these types of actions would increase the income of South Minneapolis residents, provide us with meaningful work, and actually work to reduce our energy bills rather than increase them.

Those of us who live, work, exercise food sovereignty measures, and have children that attend school or daycare, and engage in cultural expressions in the affected area must be afforded the opportunity to use appropriate funds to meaningfully consider and implement other alternative models, specifically including the "SUSTAINABLE ENERGY UTILITY" ("SEU") model. [13] A Sustainable Energy Utility program for the Project area would be focused on working to reduce demand in the project area through targeted efficiency, conservation and onsite renewable development, with a focus on reducing energy bills, meeting local end user needs, and creating local green job opportunities.

The SEU model will allow us to engage a multifaceted approach to address perceived increased energy need in the affected area. The vested business community identified, specifically including hospitals and health organizations and other businesses located in the area, must also have access to independent, concrete, and sufficient information so that they may make informed decisions affecting their energy needs and carbon footprint - they too can achieve sustainable economic longevity as partners in the community.

The point is this – We Don't Want To Continue to Pay To Pollute Ourselves. Either way, the consumer pays - unbeknownst to them that they may be contributors to increased ghg emissions for energy needs under the proposed Hiawatha Project. But, if given an alternative sustainable mechanism, like the SEU with FPIC, we will realize protection for mother earth and humanity and advance the mitigation of climate change.

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[12] *StarTribune*, "Kiss the Utility Company Goodbye", June 9, 2009, available at: http://www.startribune.com/lifestyle/47171822.html?elr=KArks7PYDiaK7DUjyDD:_HP5P:QUiD3aPc:_Yyc:aUU.

[13] The Sustainable Energy Utility model was developed by the University of Delaware Center for Energy and Environmental Policy, with a local partner being the Center for Earth, Energy, & Democracy (CEED) at the Institute of Agricultural Trade Policy, Minneapolis, MN. The SEU has been instated in the state of Delaware, Washington DC, and is being considered in Philadelphia, Milan, Minnesota, and the West Side of St. Paul among other locations. See www.seu-de.org for information.

V. The Need for the Project is in Question - Assumptions used for Projecting Demand-side Growth in the Project Area must be Transparent, Incorporate Latest Policy Information, and have Community Input.

Based on information provided on Xcel Energy's website[14], we understand the project will *increase* current capacity to the South Minneapolis neighborhoods to meet "projected demand for the area" and the plan is limited and based on an Xcel's study for a "20-year long-range electric delivery system." We also understand that the Project will construct two new substations and two new 115 kV transmissions lines to carry the increased delivery of energy.

The assumptions the demand scenarios for the Project area were developed under must be made clear to community members in the Project area. The demand modeling must take into consideration latest policy developments, including the impact of implementing the 2007 state mandated efficiency targets and Conservation Improvement Program efficiency investments specifically in the Project Area.[15] Additionally, modeling must incorporate the projected increased investment in energy efficiency and on-site renewable potential in the Project area as promoted by the Department of Energy and Minnesota Office of Energy Security through upcoming 2009 Federal American Recovery and Reinvestment Act (ARRA) funds and priorities.[16]

The demand expectations by consumers must also be made clear – who within the Project area is benefitting from the increased electricity usage and who is bearing the burden of cost? For instance, if demand projections are based on commercial and industrial growth in Phillips and adjacent South Minneapolis neighborhoods, are these growth assumptions in line with community vision for the neighborhood long-term? Additionally, how will smaller consumers, such as renters and other residents, be benefiting in a real way? Considering the higher than average renter rate of Phillips, when compared to other neighborhoods of Minneapolis or the state, it is important that this Project does not result in low-income renters/residents bearing the cost of the Project with minimal or no benefits.

Although a Certificate of Need is perceived as not needed for this scale of this Project under current Minnesota statutes, we still question the assumptions that went into the projected estimation of future load growth, and ask that that any future documentation allow for community input into assumptions for load growth in the given Project Area.

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[14] http://xcelenergy.com/Company/Transmission/Transmission%20Projects/Pages/HiawathaProject.aspx

[15] CHAPTER 136–S.F.No. 145. https://www.revisor.leg.state.mn.us/data/revisor/slaws/2007/0/136.pdf
The Next Generation Energy Act passed by the Minnesota Legislature in 2007 and signed by Governor Tim Pawlenty sets an energy conservation goal to achieve annual energy savings equal to 1.5 percent of annual retail energy sales of electricity and natural gas; strengthens Minnesota's commitment to the development of locally-owned renewable energy projects; and sets a global warming mitigation target of cutting the state's greenhouse gas emissions to 15 percent below 2005 base levels by 2015, 30 percent by 2025 and 80 percent by 2050.

[16] According to the Office of Energy Security website: The federal stimulus bill has provided an additional $54.1 million to Minnesota's State Energy Program to be used for job creation and retention, energy efficiency, and renewable energy activities. Program details have been determined by the legislature through passage of Chapter 138 - S.F. 657 - Federal Stimulus for Energy Programs:
www.revisor.leg.state.mn.us/laws/?id=138&doctype=chapter&year=2009&type=0

In closing, we ask that the DOE immediately deliberate and include in the EIS Scoping Document all items noted above and recommend that Xcel suspend all actions to implement the Hiawatha Project. Additionally, we ask the DOE advance Human Rights and provide the necessary space to review any energy development project under the Human Rights, Indigenous Rights, Women's Rights, Children's Rights lens it requires, and engage with residents and businesses to contemplate the Sustainable Energy Utility Model that will protect our children, your children, and humanity's generations yet to come – it is a compelling mandate to stand down from the Project and allow the process of alternative answers be considered, realized, and take root.

Pilamaye, Bo Matum, Tlazocamatli (Thank you in Lakota, Taino, and Nahuatl languages)

Liza (Guerra) O'Reilly
Taino and Mother to Lakota/Dakota son attending South High School in the affected area.
3013 43rd Ave. South
Minneapolis, MN 55406

Debbra Meyers
2812 30th Ave. S.
Minneapolis, MN 55406

Laurie Haglund
742 Fairfield Circle
Minnetonka, MN 55305

Karen Clark
2633 18th Ave South
Minneapolis, MN 55407

Tommy Rey
3640 42nd Ave. South
Minneapolis, MN, 55407

Grace Kelly
1660 Hague Ave
St. Paul, MN 55104

Deborah Ramos
5359 Minnehaha Ave. #205
Minneapolis, MN 55417

Jeanne Hollingsworth
P.O. Box 6193
Minneapolis, MN 55406

Carrie Ann Johnson
1870 E. 26th Street
Minneapolis, MN 55404

Anita Gates
3508 33rd Ave South
Minneapolis, MN 55406

From:	William Owens
To:	Bill.Storm@state.mn.us; raylynn@mail2.state.mn.us; asah@xcelenergy.com;
Subject:	Comment on Hiawatha Project (PUC Docket No E002/TL-09-38
Date:	Friday, July 10, 2009 7:48:45 AM

To:
Mr Bill Storm, Project Manager, Minnesota Department of Commerce.
Ms. RaeLynn Asah, Xcel Energy.

Good Day,

My name is William Owens, an affected property owner in the area of the Hiawatha Power Line project (PUC Docket No. E002/TL-09-38).

I have two comments about the project that I would ask that you include in the public comments.

The first is about the safety of tall power lines in the area. Abbott Northwestern Hospital operates an emergency ambulance helicopter service to their hospital. As I understand it, the preferred path to the hospital for the helicopters is the 29th street corridor because it is an identifiable landmark and avoids flying directly over residential properties. This could be a dangerous place to put power lines and towers which are considerably taller than the surrounding structures. This is a problem for any of the proposed routes, as the hospital is in the center of all of the proposed routes. The hospital itself is one of the larger structures in the area and, I believe, is lower than the proposed power lines. Helicopters flying around these power lines would endanger both the helicopters and the power lines.

Second. The preferred route, which uses the rail corridor, passes by The Minneapolis Pioneers and Soldiers Memorial Cemetery, a site identified as being on the National Register of Historic Places. While I presume that no encroachment of the cemetery is intended, you should be aware that there are burial sites right up to the chain link fence that separates the cemetery and the south hill of the corridor. It is probably wise to not dig near the top of the hill, as it is possible that some of the graves have migrated toward the down slope of the corridor. So for either above ground power line foundations or underground power lines, I will suggest that the south side of the rail corridor along the cemetery be examined very carefully before any digging is done.

Thank you for your attention.

From: Jennifer Pirrera
To: Bill.Storm@state.mn.us;
Subject: no to route C - Xcel hiawatha transmission project
Date: Wednesday, July 08, 2009 9:23:09 PM

Please do not utilize route C's idea of putting the lines over 31st Street. Corcoran is a neighborhood that is struggling with crime, and one (unlike many others) where crime is on the rise (or steady) rather than seriously declining like the surrounding neighborhoods.

We hope to attract positive people to the neighborhood, and many middle to middle-upper class people take into consideration whether power lines are above or below ground - this would detract from asthetics and won't attract those who care about upkeep of a neighborhood.

Please choose another route, or put the lines underground as would be done if the project were being completed in a "rich" neighborhood such as near the creek or lakes.

thanks
jen pirrera
corcoran resident

Jennifer Pirrera
612.618.3724
pirr0004@yahoo.com

This public comment has been sent via the form at:
www.energyfacilities.puc.state.mn.us/publicComments.html

You are receiving it because you are listed as the contact for this project.

Project Name= Xcel Energy Hiawatha 115 kV Transmission Line Project

Docket number= E002/TL-09-38

User Name = Kristin Powell

County =

City = Minneapolis

Email =

Phone =

Impact: =

Mitigation = First, I believe that reduction and distributed generation must be considered as an alternative to
the Hiawatha power lines. Any proposed lines must go underground, with costs borne by Xcel Energy, not by the
City of Minneapolis.
I use the Greenway daily, and I believe that the visual and environmental impact of these lines will be drastic and unfortunate, especially for a population (bikers and pedestrians) that is already committed to reducing energy needs. The greenway is lined with community gardens, many of which will be dug up and not replaced if this project is carried out.
THe Greenway is a unique resource to the city of Minneapolis, and this will most certainly devalue the project and prevent further developments.
Keep power lines off the Greenway!

Submission date = Sat Jun 20 17:27:18 2009

This information has also been entered into a centralized database for future analysis.

For questions about the database or the functioning of this tool, contact:

Andrew Koebrick
andrew.koebrick@state.mn.us

From: pwno2005@yahoo.com
To: Bill.Storm@state.mn.us;
Subject: Xcel Hiawatha Comment Final- Phillips West Neighborhood Organization
Date: Friday, July 10, 2009 12:37:36 PM

Hi Bill,

I met you at the Xcel Community Meeting located at the Global Market. I thought that was a powerful meeting in terms of public comment. I live in suburbs. I will say that the last public meeting I attended in my City drew maybe 8 people. There were 75 to 100 people expressing comments at the Xcel Community Meeting. That alone should speak volumes. Especially given the fact that we have thousands of residents who were more than likely un-aware that this meeting took place (we have a high proportion of non-English speaking residents).

Phillips West officially supports the Midtown Greenways Comments regarding the scoping of the Environmental Impact Statement (EIS). Those comments are below:

A. GENERAL DESCRIPTION OF THE PROPOSAL

1. Purpose of the Purposed Transmission Line.

• *The EIS should explain what is meant in the Application by possible expansion of the Hiawatha substation to accommodate 345 kV line as referenced on p. 17 of the Route Permit Application ("Application").*

• *The EIS should explain how the 115 kV Hiawatha Project line fits in with other projected lines in south Minneapolis. This includes a proposed line from the Midtown Substation (referred to as the Oakland Substation in the South Minneapolis Load-Serving Study, paragraph 7.5.20 of the Transmission Project Report 2007) extending west and south to a new proposed substation near Hwy 62 and Nicollet Avenue and then on to a final termination at a new Penn Lake Substation near I-494 and Sheridan Avenue, and a new 345 kV line connecting from the Hiawatha Substation to a new substation near Highway 280 (referred to by an Xcel representative in the draft meeting minutes of the July 24, 2008 meeting of the Northern MAPP SPG Meeting, paragraph 7.1.4).*

2834 10th Avenue South
Greenway Level, Suite 2
Minneapolis, MN 55407
612 879-0103
612 879-0103 (fax)
www.midtowngreenway.org

• *The EIS should discuss the proposed location and timing of related South Minneapolis load serving projects and why the Hiawatha Project is being segmented out from other such projects. The EIS should also discuss the "ultimate design capacity" and costs of the Hiawatha Project, including staging intended through 2023 according to the Project Need Document. (see Application, Appendix D, p. 55).*

2. Regulatory Framework

3. Project Location and Setting

• *Given statements in the Application that outages and load concerns have been under review for ten years (e.g. Application, Appendix D, p. 3), the EIS should explain why the 115 kV Hiawatha Project transmission line was not proposed for underground installation in the Lake Street right-of-way when it was reconstructed over the last three years.*

• *The EIS should also provide ten years worth of data regarding electricity used by each feeder line from each substation serving the Focused Study Area with enough detail to show days and times of day when peak loads were experienced, and an analysis of when electricity supply or quality problems were reported.*

• *The EIS should also identify where in Minnesota comparable 115 kV high voltage power lines have been installed both above and below ground in areas of similar street width and urban density, including downtown and residential urban core areas.*

5. Description of Alternative Routes

Route A - Underground

Route B

Route C

Route D

• *The EIS should explain Applicant's proposal for location of the underground Route D within the "sidewalk area" of the 28th Street right-of-way (Application, p. 105) and describe alternative locations within that right-of-way which might mitigate impacts to trees and residents.*

Midtown Substation - East

Hiawatha Substation - South

6. Description of Alternatives to the Proposed Project
Transmission/Distribution Alternatives
Generation Alternatives
Load Management/Conservation Alternatives
• *The EIS should evaluate alternatives to the 115 kV Hiawatha Project as a bundle*
with each contributing part of the power reductions or new power needed, rather
3
than isolating them and stating that each by itself cannot serve the need.
• *The EIS should review transmission/distribution alternatives, including a scaled back Hiawatha Project with one new substation and feeder lines going out from it, rather than the proposed HTVLs connecting two new substations. Also, if existing distribution lines can be upgraded to result in better power supply, this should be studied as well.*
• *When looking at generation alternatives, the EIS should include at a minimum, combined heat and power for large commercial users, and photovoltaic panels, with battery storage if needed to match peaks in load.*
• *When looking at load management/conservation, the EIS should include utility grade batteries that could store power at night, best practices nationwide regarding*
conservation, and application of Smart Grid technology.
• *Conservation, distributed generation, combined heat and power and Smart Grid technology should also be evaluated in the EIS to mitigate impacts of the proposed*
Hiawatha Project and preclude the need for 345 kV ultra high voltage transmission
expansion in the future in connection with this project. Various levels of combined demand reduction and distributed generation should be described in the EIS.
• *The EIS should assess greenhouse gas emissions related to increased levels of energy consumption with the Hiawatha Project as compared to a bundled alternative focused on conservation, demand management, and distributed generation including combined heat and power, renewables, and other sources.*
B. IMPACTS AND MITIGATIVE MEASURES
1. Human Settlements
• *The EIS should study impacts on property values for existing buildings of each alternative route, including but not limited to reductions in property tax revenues over a 30-year period as compared to a no-Hiawatha Project scenario.*
• *The EIS analysis of impacts on human settlements (and land use as noted below)*

should include not only the loss in value to existing residential and commercial land use, but also consideration of impacts on potential new developments using projections, based on discussions with Minneapolis CPED staff and other economic
and housing development experts, of reductions in property tax revenues and job development to the City of Minneapolis and Hennepin County resulting from implementation of each route alternative.
• The EIS should explicitly discuss environmental justice aspects of each alternative
to the proposed project, including blighting impacts in low-income communities and communities of color who have already experienced a disproportionate share
4
of negative environmental impacts related to visual blight.
2. Noise
• The EIS should contain explicit information regarding noise decibels from each aspect of the proposed Hiawatha Project, including substations, under worst-case weather conditions. For Xcel's "preferred" alternative, noise impacts to walkers or
cyclists immediately adjacent or beneath the 115 kV line should be explicitly analyzed.
3. Aesthetics
• The EIS should study the impact of above ground alternatives on Midtown Greenway trail users as well as local residents.
• The EIS should evaluate the aesthetic impacts of the proposed Hiawatha and Midtown Substations, including the removal of trees and shrubs and the views of the Hiawatha Substation from the Sabo Bridge and LRT as a gateway to Minneapolis.
• Specific alternatives to mitigate aesthetic impacts of the Hiawatha Project including analysis of alternative substation locations, replacement of plantings removed or impaired by the HVTLs and substations, public art and alternative substation designs should be described in the EIS.
4. Recreation
• The EIS should analyze the adverse recreational, cultural and land use impacts to
users of the Midtown Greenway and nearby residents who consider the Greenway to be a linear park as well as a unique recreation, transportation and land use resource. Such analysis should consider impacts on all recreational purposes such

as running, walking, in-line skating, gardening, and special community events.
• The EIS should explicitly consider the impacts of construction of either of the alternative A routes (overhead or underground) and the lack of fungible alternatives for users if the Greenway is not accessible.
• The EIS should also evaluate the conditions for Route A above and below ground
options, including proximity to distribution lines and other considerations that could result in shocks to bicyclists, as has been reported by bicyclists who have ridden on bikeways under HTVLs elsewhere.
• The EIS should discuss the potential loss of public open space as a result of substation alternatives and explicitly identify locations within affected South Minneapolis communities where replacement open space could be provided to
mitigate adverse impacts of the Hiawatha Project.
5

5. Transportation
• The EIS should study how the Route A overhead and underground lines may limit
or prohibit reconfiguring the Midtown Greenway corridor to accommodate rail transit alongside the cycling and walking trails and access points to station platforms down in the Greenway, which is the long-term plan for the Greenway according to its owner, the Hennepin County Regional Railroad Authority.
• The EIS should also study the impacts of proposed Route A alternatives on multimodal transportation, including bicycle, pedestrian, in-line skating and other transportation served by the Greenway, such as discouraging use or limiting trail access opportunities.

6. Land Use
• The EIS should study for each proposed alternative the negative impacts on implementation of the Midtown Greenway Land Use and Development Plan that recommends increasing building density in the project area. In this analysis, negative impacts on developer activity due to overhead or underground lines along
the Midtown Greenway should be discussed as well as impacts on residential land use if alternatives B or C are considered.
• The EIS should consider Route A impacts on the Midtown Greenway as a linear park and evaluate overhead lines as inconsistent with the corridor's current and future land use plans.
• The EIS should also consider more than eight years of community planning and

volunteer work that has gone into planning and implementation of the green space at the proposed Hiawatha Substation location. The EIS should include a specific discussion of ways to mitigate any loss of green space by replacement within the community with green space with comparable location and value to the community.

7. Prime Farmland

• *The EIS should explicitly recognize that applicable rules may incompletely identify the impacts of HVTLs on urban, as contrasted with rural locations. Urban economic development, community green space, urban tree plantings and linear trails have comparable substantial value in urban communities.*

8. Soils and Geology

9. Flora

• *The EIS should include analysis of trees removed for the HTVLs and substations, discuss alternative locations within various route alternatives (including the centerstreet*
location for Alternative D mentioned previously) to minimize loss of trees,

and provide a detailed and specific analysis of impacts on tree cutting and pruning
needed for above-ground alternatives.

10. Fauna

11. Archaeological and Historic Features

• *The EIS should detail the impacts of each route on historical places either listed on the historical register or which have the potential to be so listed.*

• *The EIS should also detail, for each route, including Xcel's "preferred" above ground route along the Midtown Greenway, each applicable permit, law and policy*
pertaining to altering or impacting a location on the national register of historical places. (See Application, Appendix E, p.12). The EIS should specifically discuss applicable legal standards for feasible and prudent alternatives where protected historical resources may be impaired by a proposed project.

12. Air Quality

13. Surface Water

14. Wetlands

15. Human Health and Safety

Electric and Magnetic Fields (EMF)

Stray Voltage

• *The EIS should analyze for each alternative, the impacts of electric and*

magnetic
fields resulting from above ground and underground alternatives, including milligauss/microTesla exposure at specified distances from 115 kV transmission. The number of homes, residents and a break-down by age should be identified. For
alternative D, impacts of a location at the center of the street should be compared with an edge of sidewalk location.
• Current peer reviewed and international literature pertaining to EMF should be included in the EIS assessment of EMF, including but not limited to the following resources: D. Carpenter et al, "Setting Prudent Public Health Policy for Electromagnetic Filed Exposures," Reviews on Env. Health, Vol. 23, No. 2, 2008;
"BioInitative Report: A Rationale for a Biologically-based Public Exposure Standard
for Electromagnetic Fields," August 31, 2007 (www.bioinitiative.org/report/index.htm)
• The EIS should include in its analysis possible negative health impacts from charged aerosol particles resulting from the elevated electric and/or magnetic fields and the impact of magnetic fields on pace-makers and other medical electronic devices.
• The EIS should explicitly discuss environmental justice aspects of each alternative
to the proposed project, including health risks to low-income communities and communities of color who have already experienced a disproportionate share of negative environmental health impacts related to soil and air pollution including decreased use of bike trails which would impact health. Cumulative impacts of health risks from EMF should be considered along with other environmental health
risks in the communities affected by the proposed Hiawatha Project.
16. Potential for radio, television and cell phone interference from transmission lines
• In addition to consideration of radio and television interference from transmission
lines, the EIS should also evaluate for each proposed alternative the potential for interference with electronic devices used by bicyclists such as computers with odometers, speedometers, GPS.
ADD A NEW ITEM #17. Efficiency in Expenditure/Reduced Likelihood of Expanded
High Voltage Transmission to Serve Local Load

• *The EIS should include a discussion of load management, conservation, distributed generation and smart grid technology (see A.6 above) as a way to ensure that expenditure for the Hiawatha Project remains effective for South Minneapolis load serving on a long-term basis and to mitigate human and environmental impacts of potential subsequent transmission expansion projects.*

5.0 ALTERNATIVES TO BE ADDRESSED IN THE EIS

At this time the OES EFP staff is not recommending that any additional routes, other than those presented in Xcel Energy's HVTL Route Permit Application, be evaluated in the EIS.

• *The EIS should also evaluate a high voltage transmission route alternative that would follow Interstate highway corridors and reduce impacts to densely developed residential and commercial areas, such as a route from the existing Hiawatha Avenue transmission line east along I-94 and south along I-35W.*

Crystal Trutnau, Executive Director
Phillips West Neighborhood Organization
2400 Park Avenue South, Suite 152
Minneapolis, Minnesota 55404
Phone: (612) 879-5383
Fax: (612) 879-5217
PWNO2005@Yahoo.com

Please Note as of Monday 11/17/08 our office has moved. We are now located in the new Lutheran Social Service Center for Changing Lives Building located at 2400 Park Avenue South.

From: Aaron Reser
To: Bill.Storm@state.mn.us;
Subject: Xcel Hiawatha Project Comments
Date: Thursday, July 09, 2009 7:12:47 PM

Hi Bill,

I encourage you as the Project Manager for Xcel's Hiawatha Project, as well as anyone involved with the project, to continue to explore ways to meet the projected electricity demand through other means than building lines along the Midtown Greenway. I also believe that the environmental analysis regarding the Xcel permit request for the lines should study the following impacts:

- Economic development (housing and business).
- Visual Landscapes
- Human Health
- Environmental Justice
- Property Values
- Historic Resources
- Hindrances to implementing rail transit alongside the trails (particularly with the underground option on the south rim of the Greenway).
- Greenspace (particularly the location of the proposed Hiawatha Substation)
- Trees
- Reasons why the project wasn't done when Lake Street was reconstructed.
- Reasons why this project is being segmented out from other high voltage transmission lines that it will connect with end-to-end.
- Ten years worth of electricity usage data from meters on Substation feeder lines supplying the area to be served by the proposed Hiawatha Project.
- Furthermore, the environmental review should include for comparison purposes as well as potential mitigation measures an analysis of meeting the projected increase in electricity demand through a combination of conservation, distributed generation (like combined heat and power plants at large commercial users in the area and solar panel on residential roofs), and grid updates like Smart Grid.

From: Apache
To: Bill.Storm@state.mn.us;
Subject: Collins Tue Jun 16 11:23:34 2009 E002/TL-09-38
Date: Tuesday, June 16, 2009 11:19:26 AM

This public comment has been sent via the form at: www.energyfacilities.puc.state.mn.us/publicComments.html

You are receiving it because you are listed as the contact for this project.

Project Name= Xcel Energy Hiawatha 115 kV Transmission Line Project

Docket number= E002/TL-09-38

User Name = Reuben Collins

County = Hennepin County

City = Minneapolis

Email = reubencollins@gmail.com

Phone = 612-229-9388

Impact: = UNDERGROUND. I support only an underground option for new transmission lines through the City of Minneapolis. Overhead utilities are inconsistent with the redevelopment efforts outlined in the Minneapolis Comprehensive Plan, small area plans, and neighborhood vision statements. I support the construction of a new transmission line only if it is underground.

Mitigation = Mitigation should include placing all new transmission lines through the City of Minneapolis underground.

Submission date = Tue Jun 16 11:23:34 2009

This information has also been entered into a centralized database for future analysis.

For questions about the database or the functioning of this tool, contact:

Andrew Koebrick
andrew.koebrick@state.mn.us

From:	Erik Roth
To:	Bill.Storm@state.mn.us;
cc:	Margaret Anderson Kelliher; Scott Dibble; smith@smithpartners.com;
Subject:	mid-town greenway
Date:	Wednesday, July 08, 2009 1:04:50 PM

Attention: Bill Storm, Project Manager
Minnesota Department of Commerce

Re: Xcel Energy's Hiawatha Project proposing to place high voltage transmission lines on towers above and along the Midtown Greenway

Dear Sir, and all to whom this should be of concern:

I emphatically oppose such a preposterously short-sighted, visually hideous, and economically disastrous idea, as Xcel Energy is asking us to indulge and permit to be built. High voltage transmission lines should be buried, and furthermore, placed where they would pose absolutely no adverse environmental or economic impact. We should never entertain any such tower construction along so vital a corridor through our city as the Midtown Greenway, where the beneficial effects of aesthetically developing circulation enhance everyone and everything throughout its course, as well as into adjoining neighborhoods.

I urge you to prevent Xcel from seizing our public space for their private profit.

Thank you, in anticipation of your good judgment in agreement,

--Erik Roth
225 W. 15th St. #412
Minneapolis, MN 55403

office of energy security

85 7th Place East, Suite 500, St. Paul, MN 55101-2198
main: 651.296.4026 tty: 651.296.2860 Fax: 651.297.7891
www.commerce.state.mn.us

Public Comment Sheet
SCOPING MEETING
Xcel Energy Hiawatha HVTL Project
PUC Docket Number: E002/TL-09-38

Name: RALPH Rye

Representing:

Address: 2908 Cedar

Email:

Comment:

How much on an ongoing basis will XCEL spend to ~~study~~ study and document any changes resulting from "power plant" "line placement"

$50,000 was spent for about 10 years to study Sherco then NSP ask PUC to release them from that very costly study.

Please submit comments to meeting moderator or send to:

William Cole Storm
MDOC
85 7th Place East
Suite 500
St. Paul, MN 55101-2198

Email: bill.storm@state.mn.us
Voice: 651-296-9535
Fax: 651-297-7891

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Public Comment Sheet
SCOPING MEETING
Xcel Energy Hiawatha HVTL Project
PUC Docket Number: E002/TL-09-38

Name: JEANNETTE SAMPLE **Representing:**

Address: 2533 33RD AVE S MPLS, MN 55406 **Email:** jeannette.moore@gmail.com

Comment:

I would like to recommend the inclusion of a HEALTH IMPACT ASSESSMENT (HIA) into the EIS. I am a resident of one of the neighborhoods along the Greenway, a frequent trail user, and an epidemiologist. I am concerned about the effects of a power line on all aspects of health: not only the impact of EMFs, but of reduced development, increased blight, and reduced greenspace.

In addition, I am not happy about the sub-station proposed for my neighborhood. That space was planned to be landscaped greenspace. If there must be a sub-station, can it not be an ugly cement box?

Please submit comments to meeting moderator or send to:

William Cole Storm
MDOC
85 7th Place East
Suite 500
St. Paul, MN 55101-2198

Email: bill.storm@state.mn.us
Voice: 651-296-9535
Fax: 651-297-7891

From: Richard Sanford
To: Bill.Storm@state.mn.us;
Subject: Midtown Greenway
Date: Friday, July 10, 2009 9:44:16 PM

This is a terrible place to put a high voltage power line. For many years this was a depressed neighborhood. Crime ridden and unsafe. Now it is finally coming back. Please bury the line so people will continue to move back to the area. The greenway is beautiful and we are lucky to have it . I just wish they would extend it across the bridge into Saint Paul.

Respectfully, Richard Sanford

626 Desnoyer Avenue
Saint Paul, MN 55104
651-646-0118

From: Apache
To: Bill.Storm@state.mn.us;
Subject: Schweser Fri Jul 3 09:53:57 2009 E002/TL-09-38
Date: Friday, July 03, 2009 9:49:22 AM

This public comment has been sent via the form at: www.energyfacilities.puc.state.mn.us/publicComments.html

You are receiving it because you are listed as the contact for this project.

Project Name: Xcel Energy Hiawatha 115 kV Transmission Line Project

Docket number: E002/TL-09-38

User Name: Jamie Schweser

County: Hennepin County

City: Minneapolis

Email: jamie.schweser@gmail.com

Phone: 612.353.4641

Impact: I commute to work ont the Greenway everyday, and I think it is a terrible idea to install transmission lines on this route.
It is shortsighted, as it may interfere with a future trolly line. (Already they existing LRT line is causing major traffic problems along Hiawatha because planners were too shortsighted to elevate it above major intersections.)
It will be ugly - the greenway is something that draws people to Minneapolis, a swath of nature and beauty in the middle of the city. That will be marred by huge powerlines running along it.
It seems unssafe to have such huge powerlines running along a path where children and families play.
It will interfere with all the wonderful and beneficial trees and plants that have just been planted in the area.

Mitigation: Maybe the power lines could be buried along Lake St.

Submission date: Fri Jul 3 09:53:57 2009

This information has also been entered into a centralized database for future analysis.

office of energy security

85 7th Place East, Suite 500, St. Paul, MN 55101-2198
main: 651.296.4026 tty: 651.296.2860 fax: 651.297.7891
www.commerce.state.mn.us

Public Comment Sheet
SCOPING MEETING
Xcel Energy Hiawatha HVTL Project
PUC Docket Number: E002/TL-09-38

Name: Sonja Sharp

Representing:

Address: 4511 Aldrich Ave. S.
Minneapolis, MN 55419

Email: sonja.m.sharp@gmail.com

Comment:
I believe that above-ground transmission lines would have an overwhelmingly negative impact on our community. While I recognize the need for increased capacity to deliver energy to South Minneapolis, I believe the lines should be buried. It is short-sighted to erect unsightly power lines over the Midtown greenway, a jewel of our city. Further, lines could hamper efforts to construct public transportation infrastructure along the greenway in the future. We are fortunate to live in a beautiful, liveable city. Excel energy should do its part to contribute to this community's quality of life by burying these proposed lines.

Please submit comments to meeting moderator or send to:

William Cole Storm
MDOC
85 7th Place East
Suite 500
St. Paul, MN 55101-2198

Email: bill.storm@state.mn.us
Voice: 651-296-9535
Fax: 651-297-7891

Xcel Transmission Line Comments
Public Comment
Xcel Energy Hiawatha HVTL Project
PUC Docket Number: E002/TL-09-38

Name: Louise Sharrow
Address: 1720 Hague Ave, 55104
Email: ELSharrow@gmail.com

After attending the June 18 Scoping Meeting I have a number of questions and suggestions about the project justification and alternatives. On the whole, I agree with the many reasons laid out at the meeting for why these transmission lines are undesirable- the public health concerns, the loss in aesthetics, the disruption of the Greenway which is an extremely important component of the Twin Cities park system as well as its transport system, the business disruptions, and the questionable wisdom and feasibility of re-routing the lines through a residential neighborhood, particularly one so historically disadvantaged and unjustly treated. However, I also realize that despite the relevance of all these claims, they do not address the concerns many hold about unreliable electricity. I, however, DO believe that these claims can still be addressed reasonably and be incorporated into solutions that do NOT require the construction of these substations and powerlines.

My main concern with the Environmental Impact Statement is that greenhouse gas emissions are not included in the "Impacts and Mitigative Measures" list in Section 4.B. I suggest that GHG emissions should be added as #17, because they are valid concerns and also place the project in relation to current policies such as the Renewable Energy Standard. It seems that the project could have significant GHG impacts, for example through the effect of potential reduced bike commuting if the line is placed on the Greenway, the increased electricity generation, tree loss from construction and substations, which in turn increases the urban heat island effect, impaired ability to install light rail in the future, etc. etc.

It seems that the main entity concerned with power disruptions is the hospital, with good reason. So why not focus on hospital-specific solutions? Not only would this address some of the electricity need, it would reduce the pressure in the rest of the system therefore providing more reliable electricity to homes and businesses and possibly eliminating the need for the expensive and disruptive power lines. I do not have a single suggestion for the hospital, but I think significant improvements could be made in the efficiency of the hospital, for example replacing all of the lights with CFLs. There are also many reports suggesting that hospitals are excellent candidates for combined heat and power generation (CHP) because of the need for reliable back up power and the full-time use of the building (as compared to businesses operating only during the workday). This type of alternative energy and distributed generation could be an excellent option, particularly if the cost could be shared between the hospital and the utility.

The hospital is not the only place that could benefit from increased efficiency and conservation of energy. I do not believe for a minute that Xcel's Saver's Switch program is the extent of opportunities for customers. There are countless other ways that households and businesses can significantly reduce their energy use, often by as much as 15% with basic changes. It would be a mistake to ignore these opportunities, especially in a political climate that is pushing towards higher efficiency standards and energy reduction both state-wide and nationally. These programs may not all be able to implemented comprehensively immediately, but I think there is significant evidence that if done correctly, they could more than account for the 'projected' (based on what numbers?) 1.5% growth. Building standards are rising, and that future growth will likely NOT have the same energy needs as present building stock.

These efficiency and distributed generation options may not be effective for forever, but even if it still becomes necessary to build transmission lines in the future, by waiting we will be able to utilize new technologies such as SmartGrid, rather than spending millions on infrastructure which will soon be outmoded. Xcel is already researching this technology in Boulder, so why ignore its potential here?

I echo the call made at the meeting to consider the COMBINATION of all alternatives, in considering whether these transmission lines are truly necessary, at this time. I also am concerned about the accusation of the line being segmented from future connections at the substations, in order to avoid proving need. If this is true, then I think the project has been entirely compromised and it would be unfair to continue without a full certificate of need.

I only hope that this comment and all the others will be enough to make the relevant parties evaluate the matter again, with a wider view to the economic, human, and environmental consequences and a more visionary and optimistic view of the possible alternatives and the capacity for innovation and adaptation that everyone in this city is capable of.

From: Nia Sopiwnik
To: Bill.Storm@state.mn.us;
Subject: Pay attention
Date: Friday, July 10, 2009 12:51:14 PM

The Environmental Impact Statement for Xcel's Proposed Hiawatha Project should pay attention to the people that live near and use the greenway.

The Environmental Impact Statement for Xcel's Proposed Hiawatha Project should pay attention to the asthetics of the greenway.

The Environmental Impact Statement for Xcel's Proposed Hiawatha Project should pay attention to the impact on people's health.

The Environmental Impact Statement for Xcel's Proposed Hiawatha Project should pay attention to the work GREENway. It is for nature, exersize, fun.

The Environmental Impact Statement for Xcel's Proposed Hiawatha Project should pay attention to the property values in the area.

The Environmental Impact Statement for Xcel's Proposed Hiawatha Project should pay attention to the the global need to decrease energy consumption.

9551 Woodridge Circle
Eden Prairie, MN 55347
June 30, 2009

Bill Storm, Project Manager
Minnesota Department of Commerce
85 7th Place East, Suite 500
St. Paul, MN 55101-2198

Re: E002/TL-09-38; Hiawatha Transmission Line Project

Dear Sir:

I am writing in regards to the Hiawatha Transmission Line Project.

First, I would like to point out some sloppy research by Xcel. With regards to absorption chillers, Xcel stated that businessmen do not want to deal with these due to their containing ammonia. While that may be true, there are numerous companies that make absorption chillers that do not contain ammonia. Also, in regards to distributed generation, Xcel stated that diesel engines have to be rebuilt frequently. That may be true, but reciprocating engines modified to run on natural gas can be run for years with minimal maintenance. The people of Minneapolis and the citizens served by Xcel have the right to expect better research from what should be Minnesota's premier energy company.

Second, I believe that the issue of high voltage transmission lines as retrofits in urban areas should be treated as an issue that needs to be addressed by state policy, and not as a south Minneapolis issue. It happens to be an issue in south Minneapolis today, but in 5 years it might be a St. Paul issue, and 3 years after that a Duluth issue. In an urban environment, if the load on the grid is increasing and that the only solution in the traditional central power plant model is to build a high voltage power line, then the utilities involved should notify the appropriate cities, counties, and state when there is a 1 MW shortfall, a 2 MW shortfall, etc. It should not be allowed to proceed to a 50 – 55 MW shortfall before formal proceedings to correct it starts.

I believe that in this situation, combined heat and power (CHP), or combined cooling, heating, and power (CCHP) may make a significant contribution in relieving the power problem in south Minneapolis at a lower cost than the traditional central power plant model. Xcel has indicated that they are willing to spend $28 million to alleviate this power problem . This cost will be passed on to all Xcel ratepayers in Minnesota. The city of Minneapolis has discussed paying $12 million to bury the power line. I do not know if anyone has the authority to order this, but let's say Xcel puts up $20 million and the city of Minneapolis $10 million to subsidize CHP and CCHP, 1/3 of the cost of any system. That $30 million ends up becoming $90 million invested in CHP and CCHP. Since there is a 10% federal tax credit , that $90 million is really $100 million invested in CHP and CCHP in south Minneapolis. A businessman in south Minneapolis would not make this investment if it did not make economic sense to him/her. Whether a 1/3 subsidy is enough to generate enough CHP and CCHP I do not know, but no one knows without trying or doing the research. Assuming that it does, Xcel's ratepayers saved $8 million, the city of Minneapolis saved $2 million, and numerous businessmen will save on their electric bills.

The solution does not have to be completely CHP and CCHP, though due to the size of the shortfall, I am sure this will be a significant portion of the solution if the power line is not built. Another technology

that could make a significant impact is utility grade batteries. Xcel has experience with these from NGK Insulators at a wind farm in southwest Minnesota. I believe that in the case of south Minneapolis, Xcel should be encouraged to install 20 MW – 50 MW of batteries as a temporary solution. This pushes the clock back several years and gives everyone time to study this issue. I would like to point out that New York City has a plan to install approximately 30 MW per year of CHP until 2030. I am sure that part of the reason is transmission line constraints in an urban area. Pushing the clock back a few years gives everyone a chance to study this problem and what others are doing. Where to put the batteries is Xcel's problem since they allowed a 50 MW shortfall to occur. I would like to point out that batteries can be removed and used by Xcel elsewhere or sold to other utilities, whereas an overhead high voltage power line becomes a permanent part of the landscape.

If Xcel really wants to be innovative (not a utility specialty), they could install about 3.5 MW of fuel cells from United Technologies or Fuel Cell Energy, and tack on a waste heat recovery system from WOW Energies, which would add another 1 MW, thus giving 4.5 MW of generating capacity in south Minneapolis at about 60% electrical efficiency. This would not be an inexpensive solution. The waste heat coming off of the back end of the WOW Energies system would be at a temperature of 100° F to 150° F. It is conceivable that this could be used to heat nearby buildings in the winter, thus providing an even lower carbon footprint.

I would also like to point out that if the transmission line is built, at some point in the future Xcel may apply to build another power plant to meet electrical need. If the power problem in south Minneapolis is met with a combination of CHP, CCHP, distributed generation, and utility grade batteries, then that will also help meet future electrical generation requirements.

Respectfully yours,

V. Bruce Stenswick

V. Bruce Stenswick

From: Lemm Tabor, Brook
To: Bill.Storm@state.mn.us;
Subject: XCEL ENERGY HIAWATHA TRANSMISSION PROJECT
Date: Friday, July 10, 2009 11:00:46 AM

Bill Storm, Project Manager
Minnesota Department of Commerce
85 7th Place East, Suite 500
Saint Paul, Minnesota, 55101-2198
bill.storm@state.mn.us

RE: XCEL ENERGY HIAWATHA TRANSMISSION PROJECT
PUC DOCKET #E002/TL-09-38

Good Morning.

The construction of this high voltage energy line concerns me as both a frequent user of the Midtown Greenway and a neighbor of the area of this space. Some of my concerns are:

- Negative aesthetic impacts along what is now a pleasant green corridor
- Potential electric shocks to trail users and adjacent residents
- Potential negative health impacts from elevated electric and magnetic fields such as an increased risk of childhood leukemia;
- Squashing development potential--the door slammed shut on the Greenway's potential to serve as a spine for smart growth (developers say they wouldn't build under these lines).
- A large electric substation in place of an important proposed public green space at the confluence of Greenway, the Hiawatha LRT bikeway, the new Sabo Bridge, and our region's only LRT line.

A great of time, effort and consideration went into creating the Midtown Greenway for the benefit of the entire state of Minnesota trails system not just the specific area where it exists. This has helped to make Minnesota one of only 4 places listed as the best places to bicycle in the entire USA! Overhead power lines will not only cause a visual impact on this space but

will create a lasting impression of how little our large corporate power producers view the open spaces left to us in our state.

There are other responsible ways to manage our growing electrical needs without impacting the environment and the people who must co-exist with the expansion rather than overhead power lines. I understand that there is a cost factor involved, but we all know who will absorb any additional costs and it will not be the company; it will passed on to the users. It also appears that there was already a great opportunity lost by Excel Energy when they did not have foresight or desire to install underground lines during the recent Lake Street reconstruction. By use of smart grids, energy dispersion, solar and wind, I feel the need for increased energy could be achieved in many other ways. The easiest way to accomplish something is not always the correct way.

The addition of overhead lines would negatively impact the Historical Designation of the Midtown Greenway. Please consider carefully what your constituents are saying regarding this project. After all, it is us who will need to live with this as will our descendents. Lets make this a project in which everyone wins.

Sincerely,
Brook Lemm-Tabor
100 West 38th Street
Minneapolis, MN 55409

Employed downtown Mpls. and bicycle commuter.

From: Jennifer Tatsuda
To: Bill.Storm@state.mn.us;
Subject: XCEL energy Hiawatha HVTL Project - PUC Docket #E002/TL-09-38
Date: Friday, July 10, 2009 1:18:11 PM

Bill,

I attended the June 18th meeting at the Midtown Global Market as a resident (Seward) and worker (Seward) in the area. There were a couple of pieces of information that I felt were missing. They are:

1) Background information. Map of usage area, what the usage has been annually for the past 10 years (showing great increase in demand), where the energy supply has come from and what other areas does it cover (has the downtown usage increased and energy that was routed to South Minneapolis now going to downtown developments). I guess I want to see very clearly that this is a south Minneapolis issue that is being generated by south Minneapolis users.

2) An opinion: These proposed towers have no place in an urban setting – historic or otherwise. Allow me to complain that whoever is responsible for them being built along Hiawatha should tarred and feathered publicly – what a shame!

3) Can the entire project be rejected? Have any other solutions or sites been considered. No information of this nature was offered. This project offered very little "win" and a lot of "lose" to the area from what information was given.

4) What portion of these costs does the public pay and how? Who are the paying public – South Minneapolis residents or Minnesota residents? EXCEL is a business which happens to provide an important service to the area but none-the-less needs to earn the business.

5) Property values do not go up as a result of this. Power to a community is about as basic as it comes.

These are my concerns (and an opinion thrown in for good measure).

Good luck with this project – it looks like a lot more work is needed.

Best regards,
Jennifer

From: William Thomas
To: Bill.Storm@state.mn.us;
Subject: Xcel"s Proposed Hiawatha Project
Date: Friday, July 10, 2009 12:55:26 PM

I bicycle on the Greenway to the University of Minnesota from April through October of each year.

The Environmental Impact Statement for Xcel's Proposed Hiawatha Project should study all effects of powerlines overhead on the Greenway or along any residential streets in south Minneapolis. The Xcel spokesman at the June 18 meeting said that there had been no upgrades in 50 years, so Xcel has had plenty of planning time yet they passed up the chance to run their lines under Lake Street during its recent reconstruction. This is a management failure which should be examined in the analysis.

Environmental analysis regarding Xcel permit request for the lines should study the following impacts:

- Economic development (housing and business).
- Visual Landscapes
- Human Health
- Environmental Justice
- Property Values
- Historic Resources
- Hindrances to implementing rail transit alongside the trails (particularly with the underground option on the south rim of the Greenway).
- Greenspace (particularly the location of the proposed Hiawatha Substation)
- Trees
- Reasons why the project wasn't done when Lake Street was reconstructed.
- Reasons why this project is being segmented out from other high voltage transmission lines that it will connect with end-to-end.
- Ten years worth of electricity usage data from meters on Substation feeder lines supplying the area to be served by the proposed Hiawatha Project.
- Furthermore, the environmental review should include for comparison purposes as well as potential mitigation measures an analysis of meeting the projected increase in electricity demand

through a combination of conservation, distributed generation (like combined heat and power plants at large commercial users in the area and solar panel on residential roofs), and grid updates like Smart Grid.

William Thomas, PhD
3415 Harriet Avenue South
Minneapolis MN 55408

Division of Biostatistics, MMC 303
University of Minnesota
420 Delaware Street S.E.
Minneapolis, MN 55455

Office: A467 Mayo Building
(612)625-0651
thoma003@umn.edu

From: PETER THOMPSON
To: Bill.Storm@state.mn.us;
Date: Friday, June 19, 2009 1:42:41 PM

Dear Bill,

I am 65, a lifetime resident of south Minneapolis and a frequent user of the Greenway bike system.

I am in favor of the line burying proposal of the Midtown Greenway Coalition.

Thank you,
Peter

Peter Thompson 4735 Thomas Av S Minneapolis, MN 55410 612 927 9138

From: Eric Thompson
To: Bill.Storm@state.mn.us;
Subject: Hiawatha Transmission Line
Date: Friday, July 10, 2009 1:53:42 PM

Please vote against this power line along the Greenway. We need to expand our natural modes of Transportation in "green" spheres and focus on building new transmission lines in Rural MN to connect wind power.
Thanks
Eric Thompson
4236 33rd ave s
Minneapolis, MN 55406

From:	Josh Tolkan
To:	Bill.Storm@state.mn.us;
cc:	Tim Springer;
Subject:	Environmental Impact Statement Points
Date:	Thursday, July 09, 2009 11:25:44 PM

The Environmental Impact Statement for Xcel's Proposed Hiawatha Project should pay attention to

1. the adverse impacts above ground high voltage powerline will have on the health, safety and well-being of people living in South Minneapolis,
2. the effect on economic development opportunities along Lake Street due to the visibility of high voltage powerlines which may be seen as blight,
2. the potential loss of greenway users due to reduction is aestetic quality of the greenway,
3. the impact the loss of aestetic quality may have on the Greenways ability to attract new bicycle commuters,
4. the opportunities to promote small local energy production,
5. the opportunities to create a more sustainable minneapolis by reducing energy demand, and
6. the nearly unquantifiable loss of the reduction of greenspace in the city,
7. other unseen and unquantifiable costs due to reduction in quality of life.

This study should also look to other cities for examples of how to solve problems of high voltage powerlines being built in dense vibrant urban nieghborhoods, and ideally, how other cities have found ways to put those lines below ground.

From: Kyle.A.Torfin@wellsfargo.com
To: Bill.Storm@state.mn.us;
Subject: no power lines through the greenway
Date: Saturday, June 27, 2009 4:16:31 PM

Hello, Bill, I am writing to you in stern opposition to the proposed high voltage transmission lines through the Greenway. This proposal must not be allowed to pass. I have only begun to ride the Greenway each day to and from work, but I have seen enough to firmly believe that these grotesque transmission lines will make a huge dent in what otherwise could be a spectacular cross-town transportation avenue for years to come. No one ever regretted making more green spaces, but many regret ugly power lines on towers. Bury the lines instead, even if it's more expensive.

Thank you for considering my input.

Kyle Torfin | Portfolio Credit Management | Wells Fargo Home Mortgage | X9903-069 | 2650 Wells Fargo Way | Minneapolis MN 55403 | **I am currently working remotely and can be reached at 763.241.3877.** |
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From: Jeanne Tweet
To: Bill.Storm@state.mn.us;
Subject: hiawatha project comment
Date: Friday, July 10, 2009 3:17:53 PM

To Whom It May Concern,

I believe that the environmental impact statement should address the following: Whether "disturbances in the atmospheric electric field created by powerline corona ions disrupt melatonin production in the pineal gland". A article in the Journal of Pineal Research addresses this issue. The title of the article is: "Can disturbances in the atmospheric electric field created by powerline corona ions disrupt melatonin production in the pineal gland?"; authors Denis L. Henshaw, Jonathan P. Ward and James C. Matthews and the article citation is : J.Pineal Res. 2008: 45:341-350.

I would like to see the EIS also address the issue of corona ion emission from high transmission lines and their attachment to airborne particles which are charged as a result and possibly increase the deposition of these particles in the human lung on inhalation. This could result in increased exposure to environmental airborne pollutants.

Thank you very much and I look forward to a thorough consideration of the concerns I have raised.

Sincerely,
Jeanne Tweet
3336 16th Avenue S.
Minneapolis, MN 55407

From: WinjeGustLife@aol.com
To: Bill.Storm@state.mn.us;
Subject: Hiawatha Powerline Proposal
Date: Friday, July 10, 2009 11:59:50 PM

Dear Mr. Storm,

I disagree vehemently with the Xcel Energy Proposal for Substations and Powerlines through the Phillips Community.

I agree the many technical points of dispute of the many thousands of neighbors that have voiced their opposition through the documents sent by the Midtown Greenway Coalition.

In addition to their well founded requests for study, proof and documentation, I want to add that Xcel is "a day late and a dollar short" in their planning and discriminatory in their proposed design.

Any increase in power needs of the Lake Street Corridor and of the nearby medical businesses should have been foreseen decades ago. It has not been a secret that Chicago Avenue was tipping from residential to commercial as far back as the mid 1950's. On the other hand, the argument of increased needs from the redevelopment of the Sears site needs substantiation. The number of Sears employees and power needs of retail and warehousing was not small and although technology has changed the source of the needs it is unlikely that it has increased the amount if it is also factored in that a portion of the site has changed from commercial to residential.

In any case of need planning should have foreseen this and been able to accommodate any changes along with the physical changes to the Sears site and the entire Greenway corridor.

Destroying even more residential properties and what amenities we have been able to keep and build upon like the Greenway is a reflection of Xcel's disregard for the residents of the Phillips Community. This is Xcel's own unique environmental and racial "redlining." There are many other places within the metropolitan area with equal or greater electrical needs that have been satisfied with more amenable solutions. The inequality of proposing lesser regard for the needs of our Community is appalling.

Sincerely,

Harvey M. Winje

Winje 2/2

Residential property and business owner in Phillips and Longfellow Communities both closely adjacent to this proposed development.

2819 East 28th Street Mpls MN 55406 2621 Bbloomington Avenue Mpls. MN 55407

A Good Credit Score is 700 or Above. See yours in just 2 easy steps!

From: Jason Ziehm
To: Bill.Storm@state.mn.us;
Subject: Phillips Neighborhood Power Lines
Date: Thursday, July 09, 2009 8:12:31 PM

Dear Mr. Storm:

Thank you for the opportunity to respond to you regarding the Xcel Power lines. I live between 28th St. and the Midtown Greenway.

I am opposed to any concept of overhead wires at all.
I am also opposed to burying power lines under 28th St. or 26th St.
I support alternative forms of energy and looking at how corporations can lessen their usage by innovation and retooling.
Challenge your own perspective. Follow President Obama's goals.
Create "green" jobs.
Use this opportunity to be innovative. Be proactive, not reactive.

Sincerely,

Jason M. Ziehm
2827 15th Ave. S
Minneapolis, MN 55407