

DRAFT July 14, 2009

Resolution of the Hiawatha Transmission Line Advisory Task Force
Regarding the Public Utilities Commission docket #: E002/TL-09-38

If Xcel Energy's proposed Hiawatha Project High Voltage Transmission Lines must go in, the Advisory Task Force recommends:

(Note to reader, tracked changes appearing in red reflect group discussion at the 7/15/09 meeting of the Task Force, final language yet to be agreed upon.)

1. The Hiawatha Project should not route overhead high voltage transmission lines through any south Minneapolis neighborhood, including but not limited to routes A, B and C.
2. Xcel should recover all costs for the Hiawatha Project from its entire former-NSP five-state rate base rather than from local ratepayers only.
3. The alignment of any Hiawatha Project 115 kV underground transmission line, including Route D along East 28th Street, must minimize adverse impacts on trees and maximize distance from homes.
4. Potential expansion plans east to a new substation near Highway 280, and west and south to a new substation near Nicollet Avenue and Highway 62, and potential capacity expansions of the proposed Hiawatha and Midtown Substations and high voltage transmission lines between them must be explained fully to determine if the Hiawatha Project is being segmented out of a larger project thereby skirting the Certificate of Need process, and to understand how such expansions could be avoided. (Task Force comments: In addition to recommending that this be addressed in the EIS, the Task Force would like to query Xcel directly about this.)
5. No greenspaces or trees along the Greenway should be adversely impacted.
6. Because an underground 115 kV transmission line on the south shoulder of the Midtown Greenway (on Hennepin County Regional Railroad Authority Land or in the 29th Street right of way) may adversely impact implementation of (a) rail transit alongside the Midtown Greenway trails, and/or (b) future higher density development along 29th Street, Route A underground should be considered non-viable unless and until it is determined that there are no such adverse impacts. (Task Force comments: Tim Springer offered additional explanations about how the Midtown Greenway trench may need to be reconfigured to fit in rail transit alongside the trails such as replacing the south embankment with a retaining wall and perhaps selective widening of the such as at rail transit stations, pointing out that many unknowns remain about this. Regarding adverse impacts on development, he said we don't know what the legal and physical constraints are related to constructing new buildings adjacent to underground high voltage transmission lines, or the extent of developer reticence. Task Force comments included that this paragraph is important and that they agreed with it in spirit, but the wording should be improved. In addition, the Task Force would like to query Xcel directly about the legal and physical constraints regarding future developments adjacent to underground high voltage lines.)
7. Regarding the Hiawatha Substation: Xcel's proposed Hiawatha West site is not

Deleted: No overhead

Deleted: 115 kV power line should be routed

Deleted: all costs for any Hiawatha Project power line constructed

Deleted: power line

acceptable given the ten-year community process of planning public greenspace at this site; the new substation site should be decided by the community; the following two sites should be studied further for as-small-as-possible footprint substations: Zimmer Davis site (shown in blue on Xcel's project application maps known in the community as the Donnelly Stucco or DC Sales site), and the former Xcel substation site north of 32nd Street along Hiawatha Avenue combined with MN DOT land; and the substation should be designed with a creative team (such as an architect and an artist) on the larger project team from inception of design.

(Task Force comments: Overall, the Task Force needs more discussion about substations before being comfortable with this. The Task Force would like to query Xcel directly about this on two accounts: (1) explain the reasoning and need behind future expansions; (2) can a substation be constructed inside the old D.C. Sales building on the Zimmer Davis site? Comments from Xcel representatives at the meeting: putting substations inside buildings still requires having an open wall for the high voltage lines to enter the building, and free air circulation between inside and outside required.)

Deleted:

8. The only acceptable site for the Midtown Substation is directly north of or south of East 28th Street along the I-35W freeway. (Task Force comments: Similar to the comments for item #7, the Task Force needs more discussion about substations before being comfortable with this. Also, for this site, some consideration is appropriate regarding how other planned amenities in this area would fit with a substation here such as a transit station serving I-35W Bus Rapid Transit, Lake Street buses, and future rail transit in the Midtown Greenway. Finally, language similar to that in item #7 regarding artful design should be included for the Midtown Substation too.)
9. The Hiawatha Project should include implementation of a South Minneapolis demand management/distributed generation program as part of any transmission line project approved. (Task Force comments: The wording should be made more self-evident to the layperson and also use terms understood in the electric power supply and distribution industry.)
10. The Hiawatha Project EIS should include an analysis of a route extending from the existing Hiawatha High Voltage Transmission Line west along I-94 and south along I-35W. (Task Force comments: MN DOT and Xcel should be queried right away to understand what issues may come up, but the Task Force seems warm to having this studied in the EIS.)

Deleted: power line

Deleted: