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October 15, 2010

VIA ELECTRONIC FILING

David Birkholz
Project Manager
Minnesota Office of Energy Security
85 7th Place East, Suite 500
St. Paul, MN 55101-2198

Re: Comment Regarding the Draft Environmental Impact Statement

***In the Matter of the Application by Xcel Energy and Great River Energy for a
Route Permit for the Fargo to St. Cloud 345 kV Transmission Line Project
MPUC Docket No.: ET2/TL-09-1056
OAH Docket No.: OAH 15-2500-20995-2***

Dear Mr. Birkholz:

Northern States Power Company, a Minnesota corporation, and Great River Energy, a Minnesota cooperative corporation ("Applicants"), submit the following comment regarding the Draft Environmental Impact Statement ("DEIS") issued by the Department of Commerce Office of Energy Security for the Fargo – St. Cloud 345 kV Project ("Project").

On page 5-50, the DEIS references the Lesmeister Flying Service airport, which would be impacted by Amended Scoping Area 1 ("AS-1") as identified in the EIS Amended Scoping Decision. After the EIS Amended Scoping Decision was issued, the Lesmeisters provided a letter explaining that AS-1 would bisect one of the runways of their private aviation business. Applicants therefore undertook further evaluation of the area. In our ongoing review, Applicants continue to believe that a negotiated solution may be viable; however, we have also identified a potential Option 13, which proceeds south from AS-1 around the Lesmeisters' north/south airstrip. See enclosed map. While this alternative would add three miles to the route length, Applicants believe this alignment would avoid any impacts to the airstrip and therefore Option 13 should be evaluated in the Final Environmental Impact Statement.

Please contact me at (763) 493-1808 or darrin.f.lahr@xcelenergy.com if you have any questions.

David Birkholz
October 15, 2010
Page 2

Sincerely,

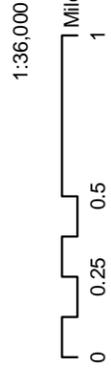
/s/ Darrin Lahr

Darrin Lahr
Supervisor, Siting and Land Rights
Xcel Energy
414 Nicollet Mall, MP-8A
Minneapolis, MN 55402

Enclosure
cc: Karen Hammel

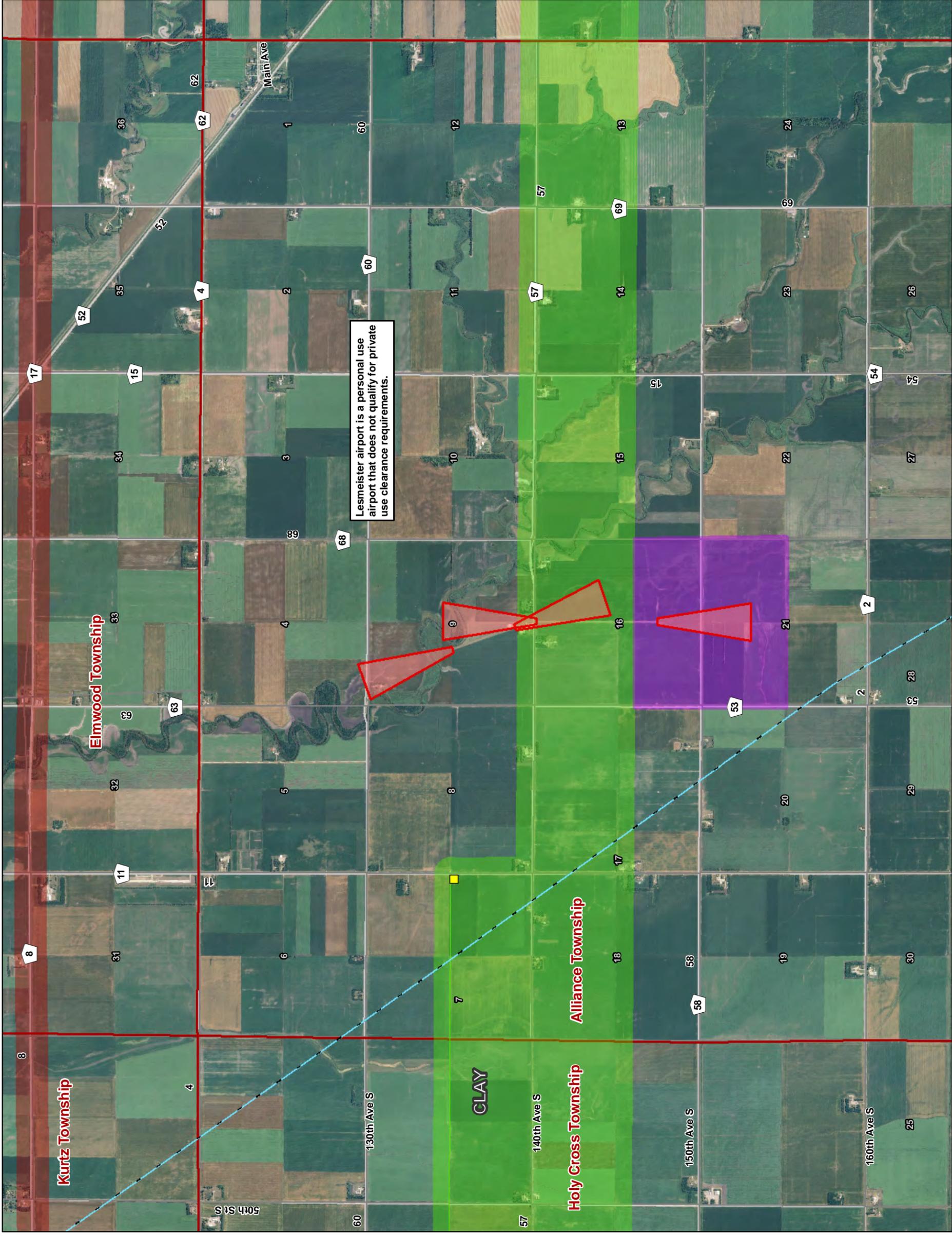
Legend

- Lesmeister Airport
- Private Airport
- Clearance Zone
- Modified Preferred Route
- RPA Preferred Route
- Route A
- AS - 1
- Option 13
- Municipal Boundary
- Township Boundary
- Existing Substation
- Existing Transmission Line



**Fargo to St. Cloud
 Lesmeister Airport
 Hypothetical Clearance Zones**

DRAWN BY: MLTEICHERT DATE: 10/12/10
 I:\cell0122295 CapX Monticello to Fargo\GIS\ Fargo\MXD201010\Lesmeister_Airport_CapXF_Lesmeister_Airport.mxd



Birkholz, David (COMM)

From: Lahr, Darrin F [darrin.f.lahr@xcelenergy.com]
Sent: Monday, October 18, 2010 4:32 PM
To: Birkholz, David (COMM)
Cc: Reed, Scott
Subject: DEIS clean up

David - a few clean up items for the DEIS. Thanks,

DEIS Page(s)	Comment
1-7	First bullet reads “At this time, only one set of davit arms would be installed on the structures...” <i>Applicants propose to install two sets of davit arms (but only one circuit).</i>
5-22, 5-24	<i>Tables 5.2-5 and 5.2-6 are incomplete and run off the page</i>
5-23	<i>“2011” in second line at the top of the page should be “2015”</i>
5-25	<i>References to 32.89 – 68.35 milligauss appear to be incorrect, as they don’t match readings listed in the table.</i>
5-32	<i>Reference to a “Preferred Alternative Route” in the last paragraph on the page, should be “Applicant Preferred Route.”</i>
5-91	<i>Square footage impacts of poles listed in Table 5.9-2 cannot be reconciled. e.g., first row indicates 35 poles at 1,000 square foot impact per pole, but total feet affected is listed as 1,950.</i>

Darrin Lahr

Xcel Energy | Responsible By Nature

Siting & Permitting

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