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PUBLIC COMMENTS - PLAINVIEW - 1:30 - MAY 4, 2010

In the Matter of the Application by Xcel Energy for a
Route Permit for the Hampton-Rochester-La Crosse 345 kV
Transmission Line Project

PUC Docket Number: E002/TL-09-1448

May 4, 2010

American Legion
215 3rd Street SW
Plainview, Minnesota

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I N D E X - PLAINVIEW - 1:30 - MAY 4, 2010

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1 MR. LANGAN: So, with that, I'd like to
2 turn it over to you, if you have any questions
3 and/or comments that you want to share.

4 What I'll ask that you do is come up to
5 the microphone here and present those comments.
6 When you do, state your name and spell it for the
7 court reporter. And if anybody does have a question
8 or comment and they're not able to come up to the
9 microphone, that's fine, we also can send somebody
10 back to you with the cordless mic here.

11 Ray, did we have anyone sign up as a
12 speaker?

13 MR. KIRSCH: No.

14 MR. LANGAN: Okay. In that case, we also
15 can just take a show of hands, you know, just raise
16 your hand and we can pick you up.

17 Okay. In the back of the room.

18 MS. CAROL OVERLAND: Carol Overland.
19 Address, P.O. Box 176, Red Wing, Minnesota 55066,
20 representing No CapX 2020 and United Citizens Action
21 Network.

22 What I want to encourage you to do this
23 time is before the DEIS and before scoping, check,
24 before a scoping decision, check out if FAA rules
25 prohibit sites that are proposed or routing that's

1 proposed. Check out whether DOT criteria prohibits
2 that. Check out if there are scenic easements that
3 make a route infeasible. Do that ahead of time.
4 Check out the Fish and Wildlife comments, make sure
5 that that is considered before scoping and the DEIS
6 so that nonfeasible routes are not considered.

7 And everyone, I urge you to get your
8 comments in. And I've got some little handouts in
9 the back that can tell you, give you some ideas for
10 the criteria listed so you can make your comments
11 that will be considered here.

12 Thank you.

13 MR. LANGAN: Thank you. Other questions
14 or comments? Please.

15 MR. ROLAND WOOD: My name is Roland Wood,
16 R-O-L-A-N-D, W-O-O-D. I live just east of Plainview
17 here, by the substation that goes through northeast
18 of Plainview.

19 And it will not -- or it does presently
20 go right through my property, about a mile and a
21 half of it, and I was wondering, if the substation,
22 if you go a quarter of a mile north and then go east
23 on the property line between me and my neighbor, or
24 go diagonally across from the substation to the
25 northeast, it would get it farther away from my

1 building site where I presently have a dairy and I
2 think that would help it.

3 I guess probably one better than that is
4 if it would take the alternative route to the north,
5 it looks straighter to me and less problems with
6 that one to me. So...

7 MR. LANGAN: Thank you. That brought up
8 a good point. As people are either sharing comments
9 today or sharing them in writing, be as specific as
10 possible. If you're suggesting an alternate route
11 segment or an alternate route, you were great about
12 that, thanks, to be as specific as possible, use
13 road names or section lines or help us orient where
14 your comments are located. And especially in the
15 case where you're suggesting a route segment, it
16 helps us out in our review of the scoping comments.

17 Yes, sir.

18 MR. HERBERT WURST: Can I speak?

19 MR. LANGAN: Yes.

20 MR. HERBERT WURST: I'm Herb Wurst, and
21 my son and I have property northwest of Plainview in
22 Elgin Township, Section 2.

23 COURT REPORTER: Spell your name, please.

24 MR. HERBERT WURST: H-E-R-B-E-R-T,
25 W-U-R-S-T. And my son's name is Kraig, with a K,

1 K-R-A-I-G.

2 And we have two problems there on the
3 main line that you're planning. One is I have an
4 airport runway within a quarter of a mile and it'll
5 interfere with landing and takeoff patterns. And
6 I'm sure the FAA will make us close the airport if
7 this goes through. And I would be willing to do
8 that if I'm compensated properly.

9 And my other property, and son's
10 property, the line goes right through within 100
11 feet of the well and building site and we were
12 planning a new house there in the next couple years,
13 so that'll have to be changed. And we could change
14 it if, like I say, we're compensated for it.

15 Otherwise, we're okay with it.

16 MR. LANGAN: Thank you.

17 MR. STEPHEN HACKMAN: Well, my name is
18 Steve Hackman, S-T-E-P-H-E-N, Hackman,
19 H-A-C-K-M-A-N. And, like I said, I live in Mazeppa
20 Township.

21 And I guess why I'm here today is to
22 bring up some of the concerns about the alternate
23 route. And I'm just looking through the factors
24 here, and I don't even know where to start, there's
25 so many.

1 However, what I would like to touch on
2 first is the linear features. I live, I guess if
3 you have a map in front of you, that little bulge
4 that goes to the north just south of Mazeppa, if it
5 helps you at all. Yeah, it would be the northern
6 alternative route and you can see just that little
7 bulge as it gets in to Wabasha.

8 And my concern, one of the first
9 concerns, because it would have to do with so many
10 factors, aesthetics, product reliability, that
11 particular half mile -- and I'm only going to speak
12 on that half mile because that's what I know, that's
13 where I've lived for 20 years. That particular
14 section is extremely high ground. In fact, my wife
15 and I watch fireworks from there and we can see
16 Red Wing, Kenyon, Wanamingo, so it is not -- I just
17 don't think it is conducive for an electrical line
18 of this magnitude.

19 Plus, that entire area is the Zumbro
20 River flowage. And I brought with me today, from
21 the Department of Agriculture, my land is all
22 considered highly erodible land, so if you want to
23 look at this, that would be great.

24 MR. LANGAN: Thank you.

25 MR. STEPHEN HACKMAN: This is my home.

1 Basically, you're on the river flowage. We're right
2 on the edge of where the flat land drops into the
3 Zumbro River flowage. So, again, we're bringing in
4 water quality issues. And I know there's other
5 people that are going to speak on this route, so
6 just listen to them, because otherwise I could talk
7 all day, too, I guess, even though I don't want to.

8 My other point. Sinkholes. We did a
9 native prairie planting approximately 100 yards
10 north of where the line was to cross my driveway.
11 We went out two years later and there was a sinkhole
12 the size that you could drive a tractor into. So,
13 my question or comment would be what if there was a
14 superstructure in that area? Because the entire
15 area is moving towards the Zumbro River. And I
16 just -- I guess my point today, that I don't think
17 this is the best route to go.

18 And prior to living on this farm I worked
19 for Northwest in their avionics department, and one
20 thing we learned -- prior to that I was in the Air
21 Force. One thing we did, everything we did, we
22 followed the manufacturer's procedure. Boeing, Air
23 Bus, Lockheed, whoever. And I think this has been
24 produced and a lot of time has been put into it and
25 I think they've probably looked at these factors,

1 and I know they did, so I'm hoping maybe common
2 sense would say to follow their recommendations.
3 'Cause they look for the most practical, most
4 economic for us ratepayers, stockholders, whatever
5 the deal is, to do this project right.

6 I guess if somebody else wants to talk
7 they can certainly kick me out of here but, like I
8 said, I can go on and on.

9 Aesthetics, I would urge you when you go
10 home to take Highway 60, go through Mazeppa, get off
11 the main road and see exactly what we're dealing
12 with here. It's very rolling, scenic property
13 that'll be lost forever. It's a natural resource
14 that I don't think we should just throw away.

15 So, that's a good start. I'll probably
16 talk to you again.

17 MR. LANGAN: Thanks for that. And if
18 there is more that you want to share, you can
19 certainly write it down and send it in to us as
20 well, if there was more that you wanted to comment
21 on, but you're being courteous to the other folks,
22 too, I understand. Thank you.

23 Okay. Other comments? Are there any
24 questions that folks have? And, again, it can
25 either be a question about the project proposal

1 itself or our review process, either the point we're
2 at now or where we're going with it, it's all fair
3 game.

4 MR. HERBERT WURST: How come there was
5 this 1,000-foot wide thing put on the map if you're
6 only going to use 150 feet or so?

7 MR. LANGAN: Thank you for that question.
8 And it's something that I'm going to remember to
9 include in my presentation tonight.

10 The route, we're talking about a route
11 permit, okay, the route has a specific definition
12 and it's a specific term. And a route has a width
13 to it, okay, a route doesn't just mean here's where
14 we're going to route the line, it has a width. That
15 width actually can be up to a mile and a quarter by
16 state law.

17 In this case, the Applicant has requested
18 a route width of 1,000 feet, as you were indicating.
19 The reason that they -- why there is a route width
20 is that that is actually what the Public Utilities
21 Commission in the end would approve, if it stood as
22 it was today, that 1,000-foot route would be
23 approved. Within that, within that 1,000-foot
24 route, a 150-foot -- Tom, is that correct, is it
25 basically 150 feet for most of the route?

1 MR. HILLSTROM: Yep.

2 MR. LANGAN: A 150-foot right-of-way
3 would be necessary for the utility to construct and
4 maintain that transmission line route. So when the
5 towers go up and the line is strung, there would be
6 a 150-foot right-of-way somewhere within that 1,000
7 foot route.

8 Now, it's intentional that that has a
9 specific width to it. And the reason for that is is
10 that after we get done with our permitting process
11 or the Public Utilities Commission gets done with
12 their permitting process, there's a whole host of
13 other permitting, what we sometimes call downstream
14 permitting. But whether there are other state lands
15 out there and state permits that the utility will
16 need to apply for, there are local county permits
17 that they need to apply. What the 1,000-foot route
18 width allows them to do is work with those other
19 permitting agencies, as well as the landowners, to
20 establish where within that 1,000-foot route, where
21 within that should that 150-foot right-of-way go.
22 So there's flexibility built into what ends up
23 getting approved in the end.

24 Does that answer your question? Thank
25 you for asking that.

1 In the back of the room we had someone?
2 That's you, Suzanne.

3 MS. SUZANNE ROHLFING: Okay. My name is
4 Suzanne Rohlfing, S-U-Z-A-N-N-E, R-O-H-L-F-I-N-G. I
5 live in Rochester, Minnesota, 2310 15th Avenue
6 Northwest.

7 I have a question with regard to the
8 routing process and MnDOT. And my question is, with
9 the two years of preparation that's been going on by
10 itself on the routes that are proposed now, both the
11 preferred and the alternate, is MnDOT -- has it been
12 a coordinated effort where there are no surprises,
13 or will this be public record showing us that
14 Minnesota Department of Transportation is in
15 agreement with easements, et cetera, for the
16 proposed routes?

17 MR. LANGAN: I can answer that from the
18 state's point of view and how we involve MnDOT and
19 other state agencies in our review process. I don't
20 know if there's any background information that
21 would be worth sharing, Tom, I'll give you a crack
22 at that, too.

23 But in our permitting process we work
24 closely with the other state agencies and so that
25 would include MnDOT, it would include DNR, it would

1 include Department of Agriculture, the whole suite
2 of other state agencies. And, actually, they are
3 required to participate in our process and at the
4 end of the process be able to say that the project
5 as proposed is permissible, based on the permits that
6 they hold, they're all permit holders, certainly
7 MnDOT, DNR is another one, and so they need to be
8 able to have the information in that environmental
9 document such that they can understand whether the
10 proposed project is a permissible one.

11 So we intend -- we have been working with
12 MnDOT up till now, and they are involved in this
13 very scoping process that we're -- that is open
14 right now, that we're out here talking to you folks
15 today, they too will send in their comments by
16 May 20th. So if MnDOT has an issue with what
17 ultimately was proposed here, we're going to hear
18 from them, and they will be suggesting issues for us
19 to consider in our examination. They could suggest
20 alternate routes or alternate route segments, and if
21 there is a specific issue they're on board and will
22 share that in their written comments.

23 Tom, anything to add to that?

24 MR. HILLSTROM: A little bit, yeah.

25 MR. LANGAN: Okay.

1 MR. HILLSTROM: And I can just share a
2 little bit about what we've heard from MnDOT up to
3 this point. We have met with them a few times. And
4 their primary concern on our project is Highway 52.
5 The MnDOT vision of Highway 52 between Rochester and
6 the Twin Cities is one more of a freeway than a
7 highway, and that means that all the intersections
8 where -- or driveways that currently meet Highway 52
9 at grade, they see those as being converted to more
10 interchanges. And it's a safety concern. The
11 traffic is high enough that they would like to see
12 that stretch of highway turned into a freeway. And
13 that's kind of a long-term vision and they have
14 various projects lined up to get to that vision.
15 Some of them are near term, some of them are very
16 far out.

17 We've identified the project that they
18 know most about in our permit application. The two
19 interchange projects that they have, that were --
20 that are most near term for them, there's one
21 interchange at Elk Run just south of Pine Island,
22 there's another interchange in Cannon Falls, and we
23 actually have a pretty good idea of where the roads
24 will be built. So those are two examples of where
25 we can design the route that accommodates their

1 projects.

2 In other cases there are interchanges
3 that, you know, maybe someday, and there's no design
4 done for them, in those cases we will design our
5 route to best avoid the future interchange just
6 based on the existing information. But always, in
7 working with MnDOT, it's one of adjusting the
8 alignment to accommodate MnDOT's future plans.

9 We've not heard from them that they would
10 be -- that they would have an opinion that a route
11 going parallel to the highway would not be
12 permissible. It's always working with them to best
13 accommodate their future plans. So there's more
14 coordination to do, but they've not said that any of
15 our route segments are not feasible or not
16 permissible.

17 MR. LANGAN: Okay.

18 MS. KIA HACKMAN: I'm a little shorter.
19 My name is Kia Hackman K-I-A, H-A-C-K-M-A-N.

20 I have a question -- well, kind of a
21 question, statement, on erosion, I have an erosion
22 issue. There's a lot of farmland, agriculture
23 around where we live, we got 90-some acres, and I
24 have a neighbor right next to us and you guys want
25 to go right across that, we're on the alternate

1 route in Mazeppa. And he tore out some trees to put
2 three more rows of corn and we had a natural
3 disaster, we had six-foot ruts. I mean, 6 foot. We
4 walked along there and if somebody would have fell
5 in there you would have probably killed yourself.

6 So, if you're going to go through these
7 hills, we adjoin a ski hill, and you're going to
8 take out a 150 swath acre, and you say for the
9 hillside you do the short squatty ones, so that
10 would be 300 feet. I mean, if you're going to take
11 out all those trees, 'cause it's one great big huge
12 woodland, and what's going to happen to all that? I
13 mean, do you plant something there so the stuff
14 doesn't erode? How is that going to be fixed?

15 MR. LANGAN: Do you want to talk about
16 that, the engineering aspects?

17 MR. HILLSTROM: Sure. That is a very
18 good point. And in cases where a route would be
19 built along steep lands, erosion is a very big
20 concern.

21 MS. KIA HACKMAN: It's huge, we've seen
22 it firsthand.

23 MR. HILLSTROM: And, you know, it's
24 probably inevitable on a project like this that
25 there will be some steep slopes that would be

1 crossed and trees will be removed from those steep
2 slopes. Before we can start construction we need to
3 apply for like what Matt said, downstream permits.
4 One of those downstream permits is what they call a
5 stormwater protection, pollution protection plan,
6 SWPPP. And that plan has to lay out all of the
7 measures that we use to control erosion. And those
8 measures can be, for instance, prompt reseeding of
9 areas that are disturbed, there's straw fabric,
10 reinforced straw fabric that's laid down on steep
11 slopes over the seed to hold the soil in place,
12 there's hay bales and erosion control fabric that
13 can be placed in areas where the flow tends to
14 concentrate. So we have a lot of measures available
15 to us to control the erosion, but that is a very
16 good comment, that's a big concern of ours as we
17 move into construction.

18 MR. LANGAN: Okay. Mr. Hackman again.
19 What we'll do is we'll go here and then we'll go to
20 Suzanne and then go forward. Go ahead.

21 MR. STEPHEN HACKMAN: Me?

22 MR. LANGAN: Yeah, please.

23 MR. STEPHEN HACKMAN: You can tell I like
24 being here so much. But a little bit on my wife's
25 point. I guess, as I showed you, the majority of

1 the alternate route is flowing into the Zumbro
2 River. So I think what you'll find -- and I was
3 just at the ag office today in Wabasha -- I think
4 what you'll find is the majority of that line is
5 highly erodible, and that's what the HEL stands for.

6 So, I guess my point is, instead of
7 mitigation, maybe avoidance would be the best
8 option. As looked at on a whole. Because there are
9 so many other issues, and I think I'll just let them
10 come up, but I want to go back a little bit on the
11 linear feature as far as the wind.

12 In, let's see, 1994, NSP at the time, I
13 believe it was, built a three-phase line down the
14 exact right-of-way on this road that I live on. And
15 in May of '96 the winds came and it blew it down.
16 And I just brought pictures of that because I feel,
17 if I was a movie director I would call it
18 foreshadowing, I am not, I just call it good common
19 sense.

20 And I spoke with Grant on this the other
21 day and he said there is mitigation, and I believe
22 him, he's a trained professional, this is what they
23 do, but I was also a trained professional and I know
24 it's always easier to avoid it than to mitigate it.
25 So I'd like that considered, too. And if you want

1 to look at these, they're pretty good pictures.

2 MR. LANGAN: Thank you. Okay. We're
3 going to go to Suzanne. Please.

4 MS. SUZANNE ROHLFING: Suzanne Rohlfing
5 again.

6 Please help me. Excuse me for not
7 understanding clearly. But can you just tell me
8 then that MnDOT's comments are not made yet, but by
9 May 20th something will be submitted and that will
10 be available to the public for review during the
11 DEIS phase?

12 MR. LANGAN: Yes. We anticipate that
13 we'll receive comments from MnDOT, although it may
14 be that they don't, they're not forced to provide
15 comments. But, yeah, we anticipate that MnDOT, we
16 sent all of the materials to their environmental
17 review staff and all of their staff that review
18 these projects. They're very frequent participants
19 in route permitting processes and they have the same
20 review parameters that you all have and we're asking
21 for comments by May 20th, they got notice on the
22 same day that you did.

23 And they -- we work closely with their
24 technical representatives to the Environmental
25 Quality Board and they have a team of people that

1 review these proposals and provide their comments to
2 us. And, again, we're just at the scoping phase
3 now, but where that's going to be, should there be
4 other routes considered or should there be issues
5 and impacts, what are their issues and impacts that
6 they'd like us to study in the environmental review
7 document.

8 Your other question was whether that
9 would be public information. It is public
10 information. What we'll do is prepare a summary of
11 comments through the scoping process, and that will
12 be available, so you will see MnDOT's comments on
13 the transportation issues, on the road rights-of-way
14 issues available, we'll have that on our website,
15 we'll have that on the eDockets site. And so, yes,
16 that will be available. And then those comments
17 will be responded to -- those comments will be
18 addressed in that draft environmental impact
19 statement.

20 Thanks for being patient.

21 MS. SHERONNE MULRY: My name is Sheronne,
22 that's S-H-E-R-O-N-N-E, if you call me Sheronne you
23 owe me a buck. The last name is Mulry, M-U-L-R-Y.

24 The hat I'm wearing today is for the
25 Minnesota Mississippi River Parkway Commission. For

1 those of you that are maybe aware, not aware,
2 there's a National Scenic Byway that consists of the
3 road from -- the roads from Itasca all the way down
4 to the Gulf of Mexico. But I have a little cheat
5 sheet here 'cause I get nervous talking in front of
6 microphones.

7 So, the mission of the Mississippi River
8 Parkway Commission of Minnesota is to promote,
9 preserve and enhance the resources of the
10 Mississippi River Valley and to develop the highways
11 and amenities of the Great River Road. Most of you
12 should be familiar, if you've driven Highway 61 on
13 the Minnesota side, the green pilots wheel signs,
14 and on the Wisconsin, on 35, the green pilots wheel
15 signs, that's the Great River Road and the Parkway
16 Commission.

17 The Commission in Minnesota includes two
18 members of the house of representatives, Sheldon
19 Johnson, Senator -- or, you know, Sheldon Johnson
20 and Sandy Pappas. It also includes two members of
21 the senate, Senator Senjem is a member. One member
22 appointed by each of the following state agencies,
23 the DNR, the DOT, the Department of Ag, Tourism and
24 the Minnesota Historical Society. And I'm one of
25 the members established in statute that was elected

1 at large that consists of the other 14.

2 The Minnesota MRPC is part of the larger
3 10-state national group. One of the only and the
4 oldest organizations whose work focuses on the
5 Mississippi River states on the well-being of the
6 river, its amenities and byway travelers. So I
7 represent the stakeholders from Hastings to the Iowa
8 border. And those stakeholders are government
9 entities, nonprofits and citizens along the river.

10 So, as a person that lives -- I'm a
11 prairie dog between Kellogg and Wabasha, my concerns
12 are three of my favorite rivers are in the watershed
13 that's involved in this project. First of all, our
14 big, beautiful, third largest river in the world,
15 then the Zumbro and then the Whitewater.

16 So, thank you.

17 MR. LANGAN: Thank you, Sheronne.

18 MS. SHERONNE MULRY: Told you. It works
19 every time.

20 MR. LANGAN: Other comments or questions?

21 Yes, sir.

22 MR. STEPHEN HACKMAN: Well, my name is
23 Steve Hackman still, and I was wondering, all of the
24 study that went into the Alma River crossing, how
25 much study has gone into the Zumbro River study as

1 far as crossing? Because what we have here is
2 basically happening at an existing crossing that I
3 believe it's been dubbed White Bridge Road; is that
4 right? And the northern route or alternative does
5 not have an existing river crossing, so what
6 procedures would you go through to even study the
7 impact? Because we have designated trout streams in
8 that area, we have a small mouth bass catch and
9 release area for the power dam flowing north
10 downstream on that river.

11 So as much as I love the Mississippi, I
12 happen to live closer to the Zumbro and I know the
13 Zumbro a little bit better. I would just hope that
14 we at the Zumbro have as much consideration, or I
15 understand one is federal and there's a lot of other
16 issues, but I guess I'm kind of concerned about the
17 fact that there is no existing crossing on the north
18 route. So would there be any studies on the impact
19 of crossing that river at that point?

20 MR. LANGAN: Yeah, I can answer that
21 portion of the question. Again, if there's some
22 background on how the studies came up by Xcel I'll
23 turn it over to Tom.

24 But in terms of what we'll study on the
25 Zumbro River, we'll study impacts to the surface

1 water, to the fishery, to the recreational use on
2 that river. Expand that back to the riparian area
3 and the forested areas along there, what is the
4 environmental impact there. And likely how this
5 will turn out, we'll probably look at this as a
6 side-by-side comparison. If you're looking at those
7 three proposed crossings, what's the -- what's
8 the -- you know, in the riparian area there's going
9 to be wetland impacts, likely, so we'll look at the
10 wetland impacts, we'll look at the forested
11 vegetation impacts around there, of the three
12 proposed crossings. Same with the fisheries, same
13 with the actual surface water. Can the river be
14 spanned or not in each of the three crossings and
15 what type of impacts associated there.

16 And then after we're done looking at
17 those impacts, what are the mitigation measures for
18 those impacts, are there mitigation measures and are
19 there measures to avoid those impacts altogether.
20 So, certainly, just maybe intuitively, it seems that
21 a brand new corridor may have more impact than where
22 there's an existing crossing of the river. That's
23 not always the case, sometimes it's really a
24 case-by-case basis, depending on the span and the
25 resources in each area. But those, all three of

1 those crossings are something we'll look very
2 closely at in our environmental document.

3 And once we have looked at that, you
4 folks will have a chance to see, to take a look at
5 our study, if there are items in there that we
6 haven't considered or think, you know, we should add
7 to that to supplement the information, that's
8 something we can turn around and supply you with in
9 the final environmental impact statement.

10 MR. STEPHEN HACKMAN: Yeah. My concern
11 is with the northern crossing for the simple reason
12 I live in that area and I've been through there.
13 And another thing to consider with that, the fact
14 that there is no crossing, on both sides east and
15 west there is large tracks of contiguous woodland.
16 And I guess my concern would be, also, in
17 conjunction with the erosion issue, the
18 fragmentation of that woods itself.

19 Because if you look at the map, and these
20 maps do a pretty good job of showing that, you can
21 see there is multiple farms that come together, of
22 land that was not farmable, that is woods and it's
23 all continuous acreage. And, in fact, it's kind of
24 a joke around Mazeppa, is the bear stories, and I
25 can stand here and say I've seen a bear in Mazeppa

1 like to thank you for attending. Second, I'd like
2 to remind you that you can submit comments in
3 written format, and if you have, while you've been
4 here today, you can actually drop them off in a
5 little comment box we have back there. Or by May
6 20th, by the end of the day, submit those written
7 comments to me either via e-mail, via fax, via
8 postal mail. And in between now and then, if you
9 have any questions, if you're wrestling with how to
10 word something or something pops into your mind that
11 didn't occur to you while you were here this
12 afternoon, just give me a call. Again, my
13 information is on most of the documents back there,
14 my business card is back there, and just feel free
15 and give me a call with any questions that you have
16 as we go along.

17 But, again, thanks everybody for showing
18 up, and I'm sorry we didn't hold this in the park
19 outside, it would have been a better venue.
20 Although, this is very nice, I'm sorry. But it's
21 such a nice day. Anyway, thank you very much.

22 (Meeting concluded at 3:10 p.m.)
23
24
25