Mississippi River Parkway Commission of Minnesota

300 33rd Avenue South, Suite 101 • Waite Park, Minnesota 56387
Phone: 651-341-4196 • E-Mail: info@MnMississippiRiver.com

Members of the House: Sheldon Johnson (DFL – 67B) – Chair; Greg Davids (R – 31B) ***Members of the Senate:*** David Senjem (R – 29), Sandra Pappas (DFL – 65) ***State Agency Appointees:*** Robin Kinney – Agriculture, Frank Pafko – Transportation, Don Frerichs – Explore Minnesota Tourism, Greg Murray – Natural Resources, Open – Historical Society
Regional Appointees: Jack Frost – Lake Itasca to Grand Rapids, John Schaubach – Grand Rapids to Brainerd, Karl Samp – Brainerd to Elk River, Paul Labovitz – Elk River to Hastings, Sheronne Mulry – Hastings to Iowa Border
Member at Large: Andrew Golfis

May 20, 2010

Matthew Langan
Office of Energy Security
Minnesota Department of Commerce
85 7th Place East, Suite 500
St. Paul, MN 55101-2198

RE: CapX 2020 Hampton-Rochester-La Crosse Transmission Line Project, PUC Docket No. TL-09-1448

Dear Mr. Langan:

The mission of the Mississippi River Parkway Commission of Minnesota (MN-MRPC) is to promote, preserve and enhance the resources of the Mississippi River Valley and to develop the highways and amenities of the Great River Road. The CapX 2020 Hampton-Rochester-La Crosse Transmission Line Project includes potential routes negatively impacting the Great River Road, a National Scenic Byway in ten states. Our Commission requests that the information below and attached map be included in the scope of the Environmental Impact Statement for the project.

The Great River Road has achieved the esteemed designation of a National Scenic Byway because it possesses characteristics of regional significance demonstrating intrinsic qualities in at least one of the following areas – archaeological; cultural; historic; natural; recreational; and scenic. It is imperative for our state to protect the byway, its intrinsic qualities and the river it celebrates for current and future byway travelers. The grandeur of the Great River Road experience in this specific area runs from bluff top to bluff top and great care is needed in planning, executing and maintaining the line to minimize vegetative disruption, in both areas of perpendicular crossing and parallel alignment on both the Minnesota and Wisconsin sides of the river. Many travelers complete a loop through the two states, and the main visual experience involves the complete river valley. Negative impacts on one side of the river also impact the other side of the river and its travelers. Our partners, the Wisconsin MRPC, should be involved in discussions about the Mississippi River crossing and line locations in Wisconsin. Alignment or combining of processes to determine line locations in the two states would be recommended by the MN-MRPC.

We ask that decision makers, in keeping with non-proliferation statutes, utilize all possible strategies to avoid, minimize and mitigate any impact to the Great River Road and Mississippi River corridors; and exercise due diligence in assessing potential impacts to the Great River Road. Cumulative impacts to the Great River Road and the Mississippi River throughout Minnesota should also be considered related to all CapX2020 transmission line segments being considered. The MN-MRPC requests a video visual impact simulation of the proposed lines and associated vegetation impacts from the vantage point of both the car traveler and bicyclists in motion along the Great River Road. The Commission also requests consideration of less visible options including underground lines in the area crossing the Mississippi River, similar to what was done in the area of the St. Croix Scenic Byway.

We appreciate your consideration, and offer our Commissioners and technical advisors to provide further information as the process continues. The Commission's commitment to assisting in achieving a successful outcome is evidenced by the current participation of Sheronne Mulry on the Advisory Task Force. Please add the MN-MRPC to your stakeholder list for communications as this project continues, and keep us informed of actions taken.

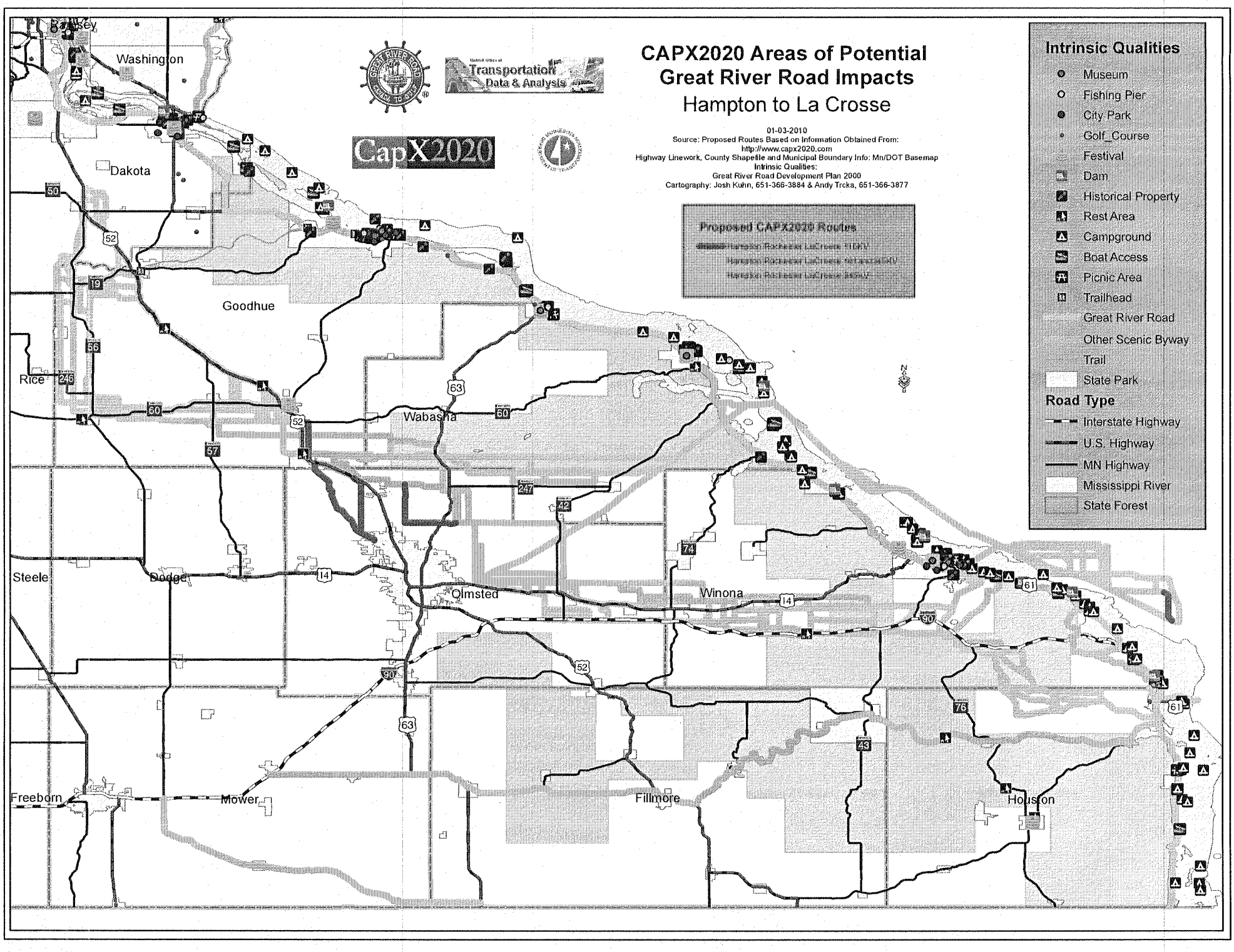
Sincerely,

Sheldon Johnson/cm

Representative Sheldon Johnson, Chair

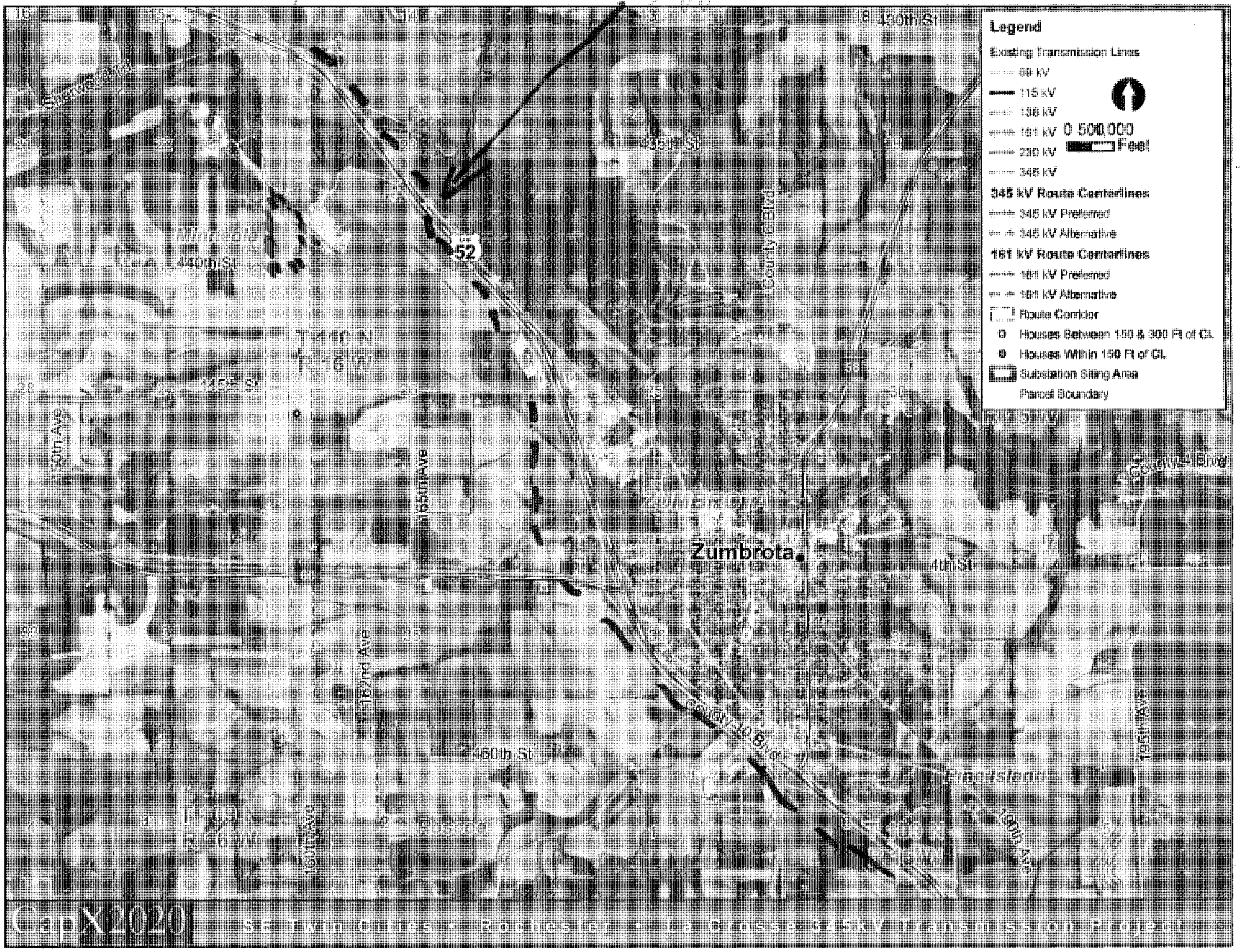
enclosure

cc: Tom Sorel, Mn/DOT
Mike Barnes, Mn/DOT
Dave Seykora, Mn/DOT
Val Svensson, Mn/DOT
Sheronne Mulry, MN-MRPC
Al Lorenz, WI-MRPC


CAPX2020 Areas of Potential
Great River Road Impacts
Hampton to La Crosse
01-03-2010
Source: Proposed Routes Based on Information Obtained From:
http://www.capx2020.com
Highway Linework, County Shapefile and Municipal Boundary Info: Mn/DOT Basemap
Intrinsic Qualities:
Great River Road Development Plan 2000
Cartography: Josh Kuhn, 651-366-3884 & Andy Trcka, 651-366-3877
Transportation Data & Analysis
CapX2020
Proposed CAPX2020 Routes
Intrinsic Qualities
Museum
Fishing Pier
City Park
Golf_Course
Festival
Dam
Historical Property
Rest Area
Campground
Boat Access
Picnic Area
Trailhead
Great River Road
Other Scenic Byway
Trail
State Park
Road Type
Interstate Highway
U.S. Highway
MN Highway
Mississippi River
State Forest
Washington
Dakota
Goodhue
Rice
Wabasha
Steele
Dodge
Olmsted
Winona
Freeborn
Mower
Fillmore
Houston

Hunt & Kalass

suggested route



Mr. Paul Kalass

Thursday, May 20, 2010

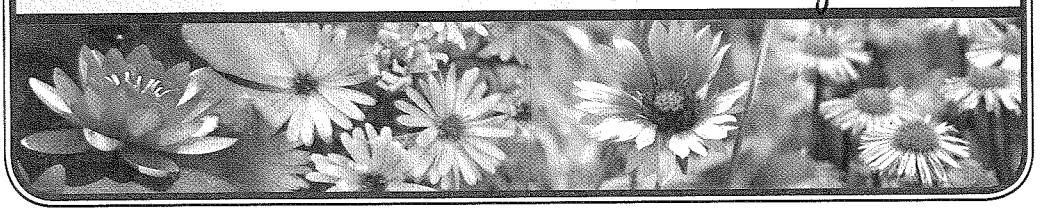
Dear Mr. Langan,

The city of Zumbrota should not be able to redirect the transmission line onto farms & homes. If it can get through Cannon Falls, then it should stay on the 52 corridor & pass through Zumbrota.

It also seems cost prohibitive to bypass Zumbrota & run over the Hunt/Kalass property. These farm fields contain a vein of gravel deposit 40 feet in depth. One acre (43,560 sq.ft) x 40 = 1,742,400 ÷ 9 (sq ft per yd) = 193,600 x 60¢ (price per yd.) = $116,160 x 20 acres affected = $2,323,200 value to obtain this passage.

Sincerely,

Paul & Marilyn Kalass



May 18, 2010

Steeplechase Ski Area
59468 423rd Ave
Mazeppa, MN. 55956

Kevin Kastler
59225 County Road 71
Mazeppa, MN. 55956
507-251-9091

Marilyn Kastler
59206 423rd Ave.
Mazeppa, MN. 55956
507-843-2704

Matthew Langan

Minnesota Office of Energy Security

85 7th Place East, Suite 500
St. Paul, MN. 55101-2198

RE: CapX2020 High Voltage Transmission Line

Dear Mr. Langan;

We are writing to express our views and concerns with the proposed CapX2020 345 KV transmission line through sections 16 & 17 of Wabasha County, **specifically the*"northern route"* proposed through and near the Zumbro River valley in Mazeppa Township**. We attended the recent scoping meeting in Pine Island and found the meeting to be informational and well organized. Thank you. However, we remain deeply troubled with the possibility that this transmission line could be placed in the current "north route" corridor.

Our concern is that this line, if constructed, would impose dire consequences on the future and existence of **Steeplechase Ski and Recreation Area,** which was founded and is currently owned by our family. The proposed line would cut directly through the ski area, destroying our current mountain bike trail network, and would completely cut off the <u>only option</u> that we hold for additional ski trails just to the north of the existing trails. Not only would the aesthetic value be destroyed in the valley, but the presence of a transmission line would be highly incompatible with our operation, from both customer and snowmaking standpoints.

In the initial route proposal, the line went directly over the chalet building itself. At our objection, Xcel moved it to the north a bit, but to date, they have been unwilling to listen to our concerns about it's impact on the business and it's devaluating effect. Nor will they listen to our concerns about the loss of business potential created when we lose our expansion

acreage to the north. **This area is our only expansion option and is crucial for long-term viability.**

Additionally, and most importantly, we have not been able to convince them (Xcel) that the current proposal (with no power line yet in place!) has completely halted the potential for re-investment in the ski area, which is what we are trying to accomplish at the current time. Just the proposal of this power line has literally shut off all interest in reinvestment in the ski area.

We have tied our life savings into this ski and recreation area, and see this "threat" to be the "death blow" to all that we have done. Without expansion potential, the numbers just don't work, and long term viability would be very unlikely.

Unfortunately, ski areas cannot be relocated, as can some other business'. The dependence on specific natural topography, as well as density and ecological concerns has literally halted the construction of new ski areas in the country. We believe that Steeplechase is literally the **"the last shot"** for Rochester and Southeastern Minnesota to have a ski area to call it's own. Furthermore, we find it absolutely absurd to think that the placement of a power line could possibly jeopardize a recreational opportunity of this magnitude for generations to come. Let us reiterate:

- It is our sincere belief, that if built, this power line will spell the end to Steeplechase Ski Area
- It is not possible to relocate the business due to topography
- Millions of dollars of investment and business potential will be lost

We have studied the routes, and believe that **virtually any other route would be less impacting than the current "north route". This is very rugged country. It follows no existing corridors**, but instead carves new corridors through forests, steep hillsides, rivers and valleys with great natural beauty, not to mention that this area is **highly prone to erosion**.

We concur with the assessments spelled out by the "Zumbro River North Route Group" (of which we have signed on and has been sent under separate cover) and express to you the validity of those concerns as well. **We respectfully ask that you consider the potential damage and lack of viability of this route *(north route through sections 16 &17 of Wabasha County)* and strike it from consideration.** Feel free to give me a call if you have any questions, or would like to discuss our concerns. Kevin Kastler – 507-251-9091

Our life investment and the future of our business rests on this decision.

Thank you for your consideration.

Sincerely,
Steeplechase Owners

Kevin Kastler Marilyn Kastler

May 18, 2010

Steeplechase Ski Area
59468 423rd Ave
Mazeppa, MN. 55956

Kevin Kastler
59225 County Road 71
Mazeppa, MN. 55956
507-251-9091

Marilyn Kastler
59206 423rd Ave.
Mazeppa, MN. 55956
507-843-2704

RECEIVED
M 20
MAIL ROOM

Matthew Langan

Minnesota Office of Energy Security

85 7th Place East, Suite 500
St. Paul, MN. 55101-2198

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Our life investment and the future of our business rests on this decision.

Thank you for your consideration.

Sincerely,
Steeplechase Owners

Kevin Kastler

Marilyn Kastler

Steeplechase

06/07 Season

DESTINATION: EXHILARATION!

Pine Island Economic Development Authority

106 2nd St SW · Box 727 · Pine Island, MN 55963
Phone: (507) 356-8103 · Fax: (507) 356-6439
Email: pieda@pitel.net · Website: www.pineislandmn.com

May 20, 2010

Matthew Langan
State Permit Manager
Minnesota Office of Energy Security
85 – 7th Place East, Suite 500
St. Paul, MN 55101-2198

Dear Mr. Langan:

The Pine Island Economic Development Authority (EDA) Board of Directors has authorized me to provide comments concerning the CAPX 2020 Hampton-Rochester-La Crosse transmission line project in response to the public scoping meetings held May 5, 2010 in our community. Documents originating from the City of Pine Island are enclosed explaining the City's position along with recommended modifications to proposed substation siting parcels and transmission line routes.

Pine Island EDA concurs with the route and substation siting modifications proposed by the City of Pine Island and would like to take this opportunity to submit their position into the public scoping process. As indicated in the enclosed materials, because of the proximity to Rochester and the tremendous biomedical/bioscience/bioinformatics capabilities of the region, the potential for this City to experience sizeable growth in the next 10-20 years is realistic. The BioBusiness Park of Elk Run Development has the potential to create an economic engine that will generate a sizeable impact on the state's economy. We recognize the need for the capacity to accommodate energy demands that will come with future growth, but at the same time view the placement of the CAPX2020 project substation and transmission lines to be critical to the City's growth and development plans.

Comments provided within are the result of a year-long collaboration between City Staff, Council and the EDA Board. The EDA views this issue to be a critical component of the City's future economic growth and development. The substation and route modifications proposed herein have been carefully considered to mitigate adverse impacts to existing and future land uses of this community. We appreciate your consideration of these comments.

Sincerely,

Richard Keane

Richard Keane

Pine Island EDA President

Enclosures

City of Pine Island

250 South Main Street
P.O. Box 1000 • Pine Island, Minnesota 55963
Telephone 507-356-4591
Fax 507-356-8230

May 19, 2010

Matthew Langan
State Permit Manager
Minnesota Office of Energy Security
85 – 7th Place East, Suite 500
St. Paul, MN 55101-2198

Dear Mr. Langan:

We appreciate the opportunity to be a part of the Office of Energy Security's (OES) Environmental Impact Statement (EIS) Scoping Process. Within this mailing you will find the City of Pine Island's comments concerning the CAPX 2020 Hampton-Rochester-La Crosse transmission line project in response to the public scoping meetings which were held May 4-6, 2010 in our area.

The City of Pine Island is supportive of the CAPX2020 project and the need for additional capacity to transmit power to our region. We are pleased that future energy needs for this area are being planned now in order to assure a consistent supply for years to come. The information enclosed is intended to provide information to the OES that we hope will help guide the decision making process concerning the CAPX2020 project in and near the City.

Attachment A – provides a map illustrating the City's transmission line route recommendations along with the Existing Land Use Plan, officially adopted as part of Pine Island's Comprehensive Plan in 2005 projecting residential and commercial development for the next 20 years. Pine Island experienced marked growth in population of 44 percent from 2000-2008, outpacing state-wide growth of 7.5 percent.

Attachment B – provides information detailing the City's proposed route modifications as illustrated on the Attachment A map.

Attachment C – provides a copy of Resolution Number 10-018 passed by the Pine Island City Council on May 18, 2010 authorizing these route modifications to be sent to the OES.

Attachment D – provides the Master Development Plan and information about Elk Run Development. In early summer of 2010, a 2,325 acre development known as Elk Run will begin construction within the City of Pine Island. The development includes a 250 acre BioBusiness Park, a healthy living community, commercial and residential development. The likelihood of the City outpacing the 2005 land use projections is realistic with the development of Elk Run. At full build-out, the BioBusiness Park and Commercial areas of Elk Run are projected to employ over 20,000 people.

In general, the Citysupports the following modifications to proposed CAPX2020 routes:

- use of the CAPX2020 'alternative north substation site'
- that transmission lines be routed in accordance with future mapped land use areas in and around the City.
- that the same route be used for 161 kV and 345 kV lines in and near the City wherever both lines are in close proximity
- that a single structure be used for side-by-side 161 kV and 345 kV lines in and near the City wherever both lines are in close proximity

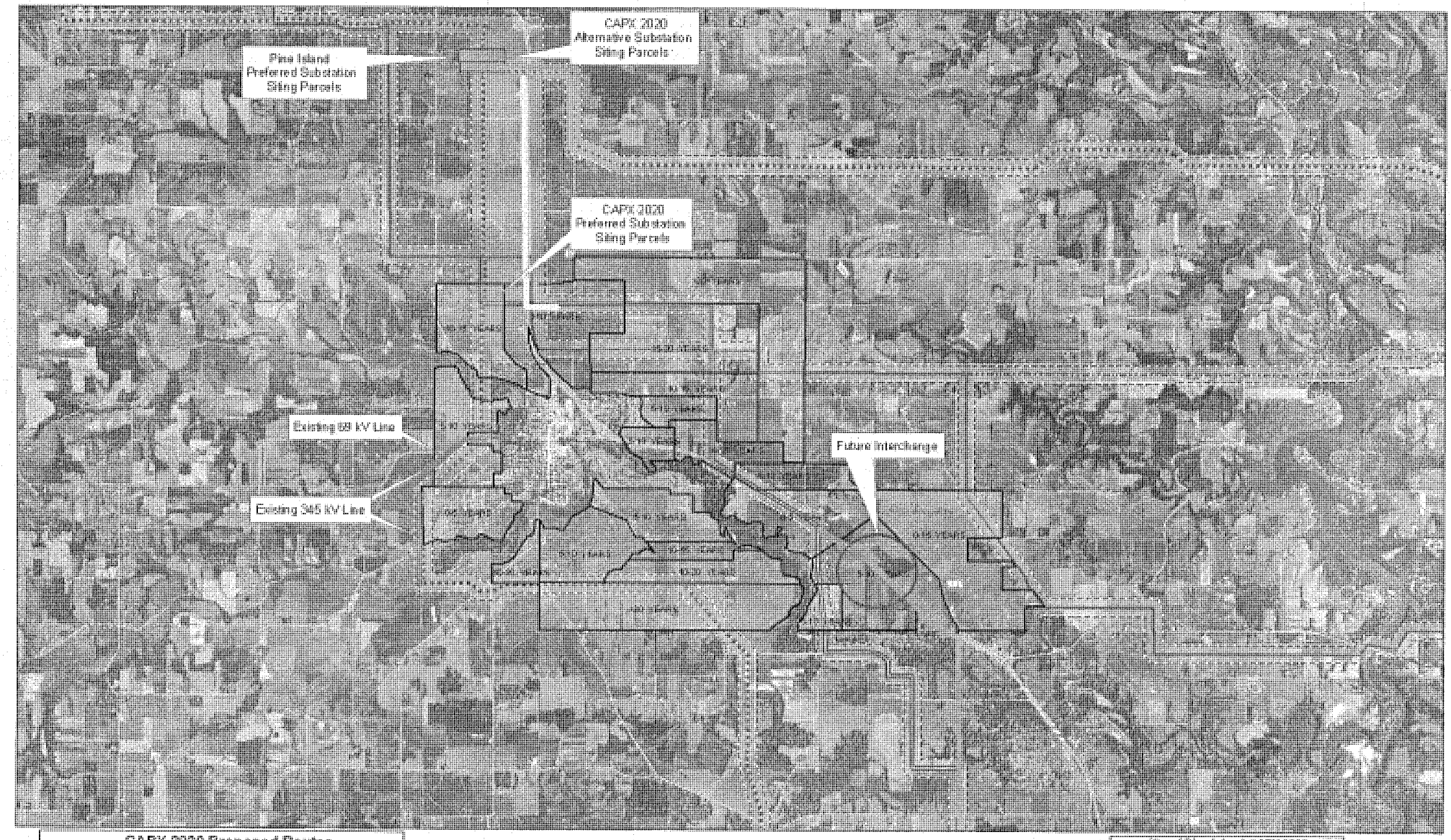
The issues have been carefully studied by the City, and the route modifications proposed will cause the least amount of adverse impacts to existing and future land uses possible. We appreciate the opportunity to submit this information into the scoping process for consideration. If questions arise or further clarification is needed, do not hesitate to contact me.

Sincerely,

Abraham Algadi

City Administrator

Enclosures



CAPX 2020 Proposed Routes

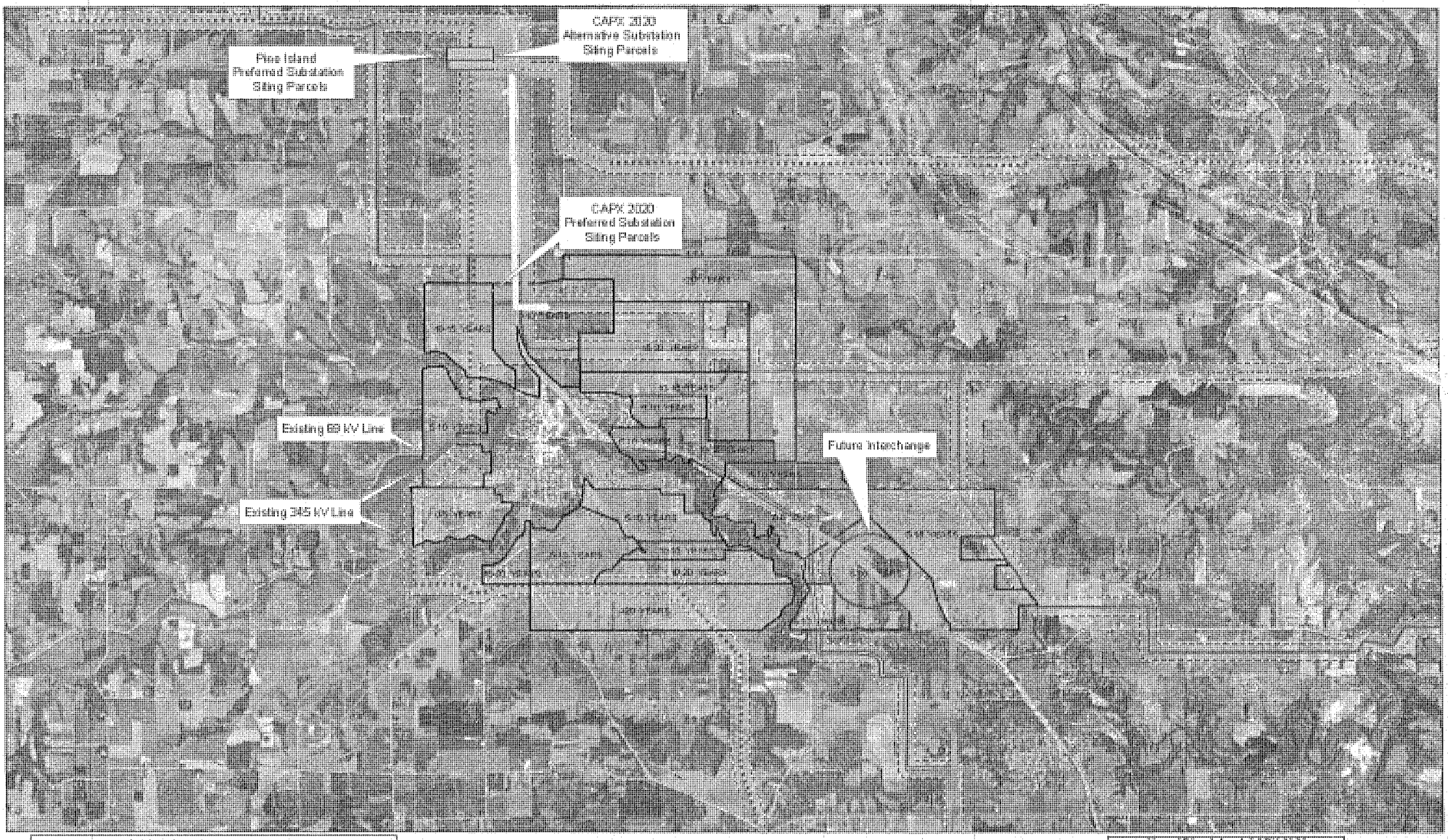
- Preferred 345 kV Route
- Preferred 161 kV Route
- Alternative 345 kV Route
- Alternative 161 kV Route
- Route Option
- Proposed Route

Pine Island Future Land Use Plan

- RESIDENTIAL
- COMMERCIAL

City of Pine Island CAPX 2020 Route Recommendations

- 345 kV Preferred Route
- 161 kV Preferred Route
- 345 kV - 2nd Choice Route
- 161 kV - 2nd Choice Route
- 161 kV - Area of Concern



CAPX 2020 Proposed Routes

- Preferred 345 kV Route
- Preferred 161 kV Route
- Alternative 345 kV Route
- Alternative 161 kV Route
- Route Option
- Proposed Route

Pine Island Future Land Use Plan

- RESIDENTIAL
- COMMERCIAL

City of Pine Island CAPX 2020 Route Recommendations

- 345 kV Preferred Route
- 161 kV Preferred Route
- 345 kV - 2nd Choice Route
- 161 kV - 2nd Choice Route
- 161 kV - Area of Concern

The City of Pine Island supports the following comments concerning the **345 kV** route selected for the CAPX2020 project:

345 kV Best Route –

The City endorses:

- using the CAPX2020 'alternative north substation site'
- using the CAPX2020 'alternative 345 kV route' as it leaves the substation in an easterly direction
- the PUC to create a new route connecting the CAPX2020 'alternative 345 kV route' to the CAPX2020 'preferred 345 kV route' somewhere north and east of the City that will keep transmission lines outside of future mapped land use areas and Elk Run Development as much as possible
- using the <u>same</u> route and corridor for 345 kV and 161 kV lines around or through the City wherever possible
- using one structure for side-by-side transmission lines wherever two or more lines follow the same route

345 kV - 2nd Choice Route

If the 'City's best route' is not feasible, the City advocates for the following 'alternate City 345 kV option':

- using the CAPX2020 'alternative north substation site'
- following Hwy 52 south from northern substation to the CAPX2020 'preferred 161 kV route', then turning east
- the transmission lines are built to accommodate a possible future interchange on Hwy 52
- the PUC to create a new route connecting the City's '345 kV 2nd Choice Route' with the CAPX2020 'preferred 345 kV route' somewhere north and east of the City in an area outside of future mapped land use areas and Elk Run Development
- using the <u>same</u> route and corridor for 345 kV and 161 kV lines around or through the City wherever possible
- using one structure for side-by-side transmission lines wherever two or more lines follow the same route

The City of Pine Island supports the following comments concerning the **161 kV** route selected for the CAPX2020 project:

161 kV Best Route -

The City endorses:

- using the CAPX2020 'alternative north substation site'
- using the CAPX2020 'alternative 345 kV route' for the 161 kV line as it leaves the substation in an easterly direction
- using the same route for the 161 kV line that the PUC creates to connect the CAPX2020 'alternative 345 kV route' to the CAPX2020 'preferred 345 kV route' somewhere north and east of the City that will keep transmission lines outside of future mapped land use areas and Elk Run Development as much as possible
- using the <u>same</u> route and corridor for 345 kV and 161 kV lines around or through the City wherever possible
- using one structure for side-by-side transmission lines wherever two or more lines follow the same route

161 kV - 2nd Choice Route

If the 'City's best route' is not feasible, the City advocates for the following 'alternate City 161 kV option':

- using the 'alternative north substation site'
- using the CAPX2020 'alternative 345 kV route' as it leaves the substation in an easterly direction
- following Hwy 52 south from northern substation to the CAPX2020 'preferred 161 kV route', then turning east
- the transmission lines are built to accommodate a possible future interchange on Hwy 52
- following the CAPX2020 'preferred 161 kV route' until it turns south away from Hwy 52 at Cty 31
- continuing southeast along Hwy 52 to the township line between New Haven and Oronoco townships, then turning south
- using the <u>same</u> route and corridor for 345 kV and 161 kV lines around or through the City wherever possible
- using one structure for side-by-side transmission lines wherever two or more lines follow the same route

161 kV – Additional Concerns/Considerations

The City is opposed to the proposed CAPX2020 'alternate route'. However, if selected, the City requests the following modifications be made:

- 345 kV and 69kV lines already exist in portions of the west side of the City. The City proposes that single structures be utilized wherever two lines are routed to run side-by side. Where this is not feasible, the new structure should be located west of existing structure (away from existing residential areas).
- The existing 69kV line route is preferred to the existing 345 kV line route for the new 161 kV to follow due to existing and future residential land uses

The City supports:

- Transmission lines routed outside of future mapped land use areas and Elk Run Development
- Common (side-by-side) routes for 161 kV and 345 kV lines in and near the City
- Single structures for side-by-side 161 kV and 345 kV lines in and near the City

The City is generally opposed to:

- Transmission lines routed inside of future mapped land use areas and Elk Run Development
- Multiple routes for 161 kV and 345kV lines in and near the City
- Dual structures side-by-side

City of Pine Island
250 South Main Street
RESOLUTION No. 10-018

Being a resolution to convey City of Pine Island comments concerning proposed CAPX2020 345K and 161 K transmission lines within the Pine Island area.

Whereas; the Public Utilities Commission ultimately makes the final decision on which routes the transmission lines will follow; and

Whereas; the City's recommendations reflect input from affected residents, land owners, and other public and private stakeholders; and

Whereas; the route recommendations put forth by CAPX2020 were based upon a number of factors and have been thoroughly considered by CAPX2020, to provide alternatives to the Public Utilities Commission to help guide the final decision; and

Whereas; the City recognizes the need for a reliable power supply to help promote an orderly future growth; and

Whereas; the City is advocating proposed route changes that will minimize adverse impacts to existing and future land uses and further eliminate potential land use conflicts within Pine Island, and

Whereas; the proposed CAPX2020 'preferred' 345kV transmission line transects the City of Pine Island's future planned residential and commercial development areas, and

Whereas; the proposed CAPX2020 'preferred' 161kV transmission line would be located adjacent to flood plain and environmentally sensitive areas, and

Whereas; parts of the proposed CAPX2020 'alternate' 161 kV transmission line would traverse an existing residential development, and

Whereas; the proposed CAPX2020 'alternate' 161 kV transmission line would be located along side existing 345kV transmission lines on separate structures; and

Whereas; the City's adopted Comprehensive Plan and future land use map identify existing and future urbanizing areas in and around the City, and

Whereas; the basis for City input is existing City land uses, environmental concerns, utilizing dual capacity lines within the same route, as well as future land uses and transportation networks, and

Whereas; the City represents a large number of stakeholders residing within its legal jurisdiction, and

Whereas; the EIS Scoping Process provides for a comment period expiring on May 20, 2010 at 4:30 pm,

Therefore; be it resolved by the City Council of the City of Pine Island that a good faith effort should be employed to modify the proposed route to reflect the changes outlined in attached "Exhibit A", and to direct the City Administrator to deliver this modification and map to the Office of Energy Security no later than 4:30 pm May 20, 2010.

Adopted this 18th day of May, 2010

Abraham G. Algadi, City Administrator

Paul Perry, Mayor

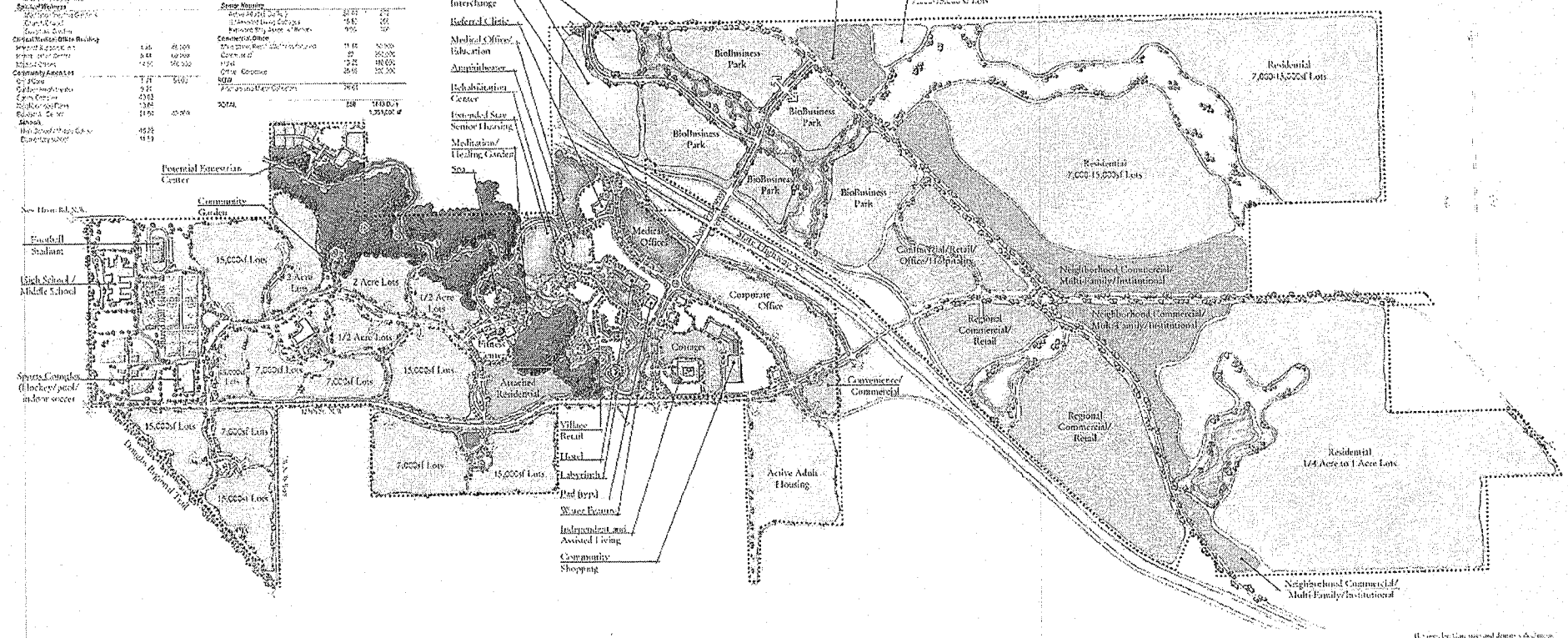
Development Summary - Elk Run West

Land Use	Acres	Bldgs. f
Physical Wellness		
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
Mental Wellness		
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
Spiritual Wellness		
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
Clinical Medical Office Building		
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
Community Amenities		
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
Schools		
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]

Land Use	Acres	Bldgs. f
Natural/Common Open Space	[illegible]	
[illegible]		
[illegible]		
Housing		
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
Senior Housing		
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
Commercial Office		
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
NOW		
[illegible]	[illegible]	
TOTAL	[illegible]	[illegible]

Development Summary - Elk Run East

Land Use	Acres
Commercial Type Use	[illegible]
Industrial Type Use	[illegible]
Residential Type Use	[illegible]
Agricultural Use / Open Space	[illegible]
Total	[illegible]



CONCEPT MASTER PLAN
ELK RUN
OLMSTED COUNTY, MINNESOTA

POWER DEVELOPMENT

DYE DESIGN

ELK RUN

PINE ISLAND, MINNESOTA

BIOBUSINESS PARK

COMMERCIAL

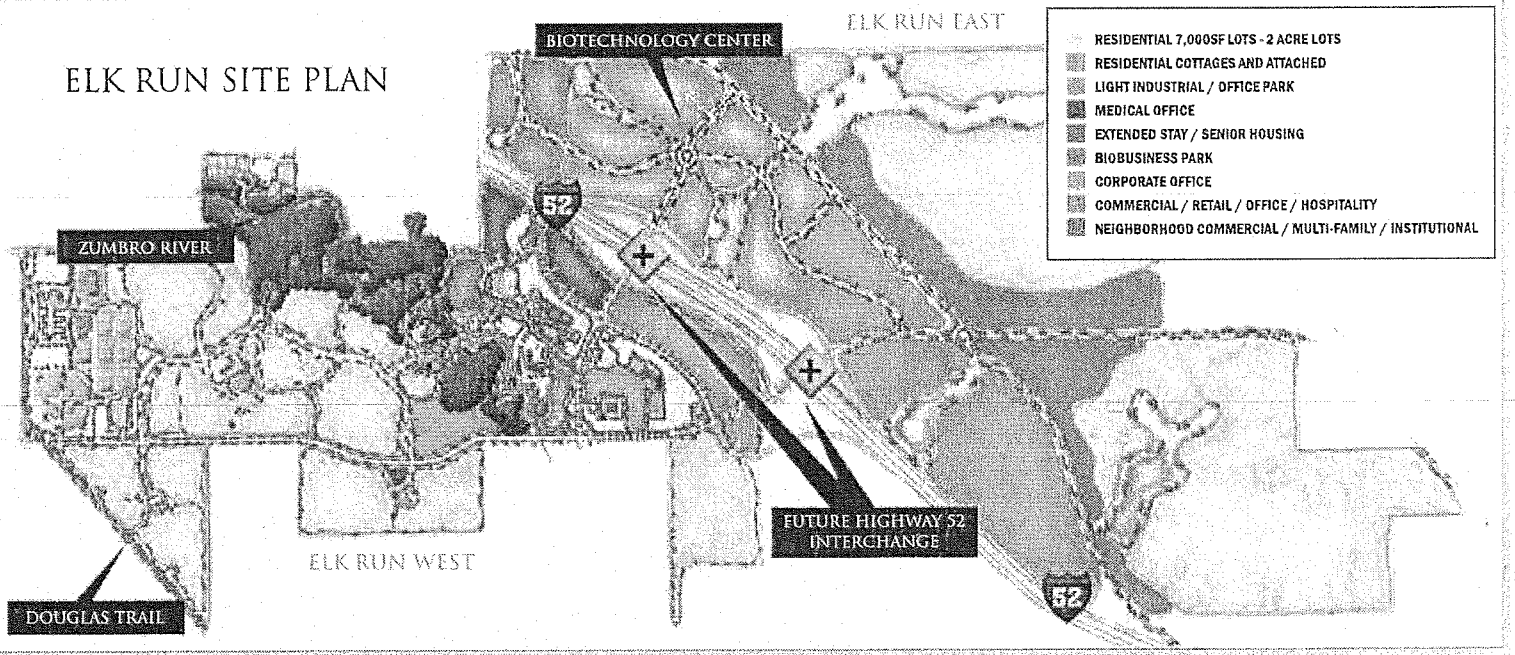
WELLNESS COMMUNITY

RESIDENTIAL

RECREATIONAL & CULTURAL AMENITIES

MASTER PLANNED DEVELOPMENT

ELK RUN SITE PLAN



OWNED AND DEVELOPED BY:

TOWER INVESTMENTS

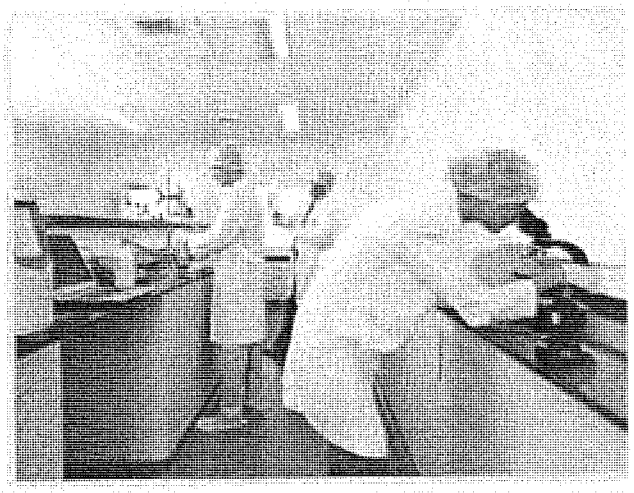
TOWERINVESTMENTS.COM

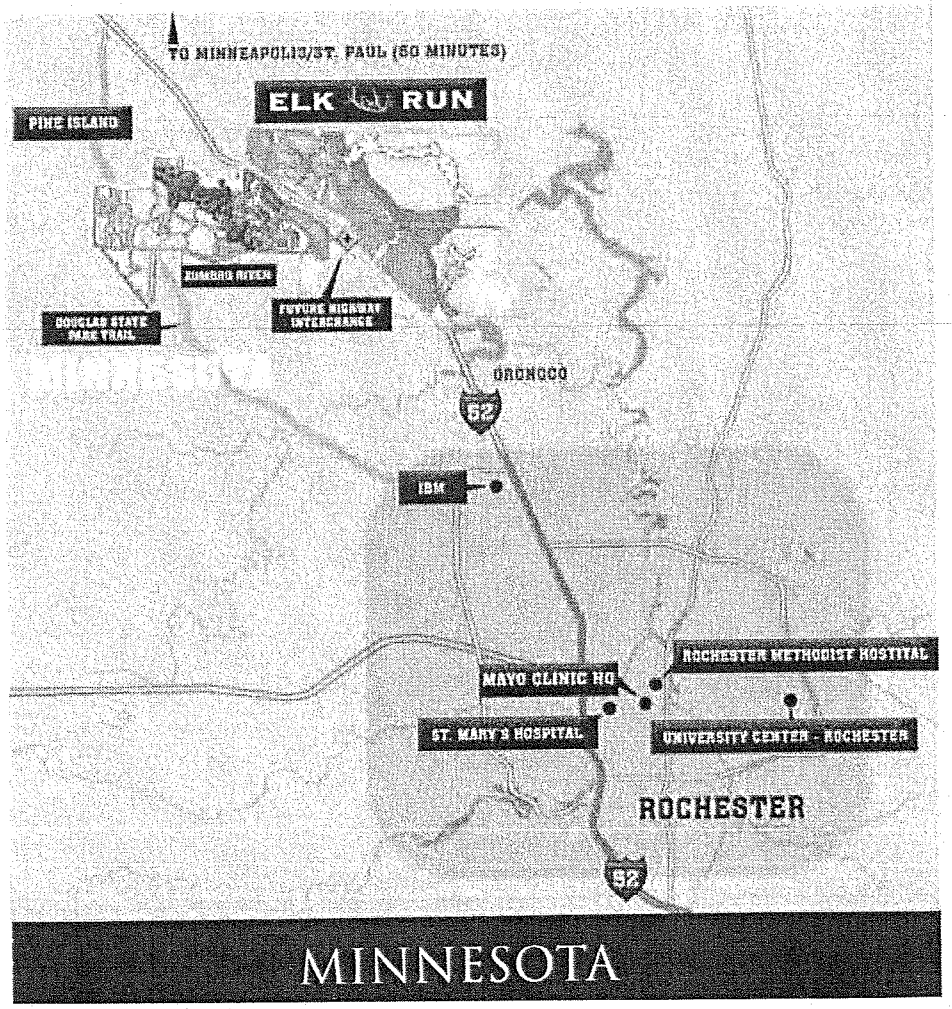
ABOUT ELK RUN

ELK RUN IS A NEW 2,325 ACRE MASTER PLANNED DEVELOPMENT IN BEAUTIFUL PINE ISLAND, MINNESOTA, FIFTEEN MINUTES FROM ROCHESTER, HOME OF THE MAYO CLINIC. ELK RUN WILL CONSIST OF A NEW BIOBUSINESS PARK WITH A BIOTECHNOLOGY CENTER, ALONG WITH A HEALTHY LIVING COMMUNITY AND OFFICE/WAREHOUSE, RETAIL, INSTITUTIONAL AND RESIDENTIAL COMPONENTS. THE BIOTECHNOLOGY CENTER AT ELK RUN IS COMMITTED TO THE DEVELOPMENT OF BIOTECH FIRMS AND SERVICES TO SUPPORT THE ECONOMIC DEVELOPMENT OF THE STATE AND REGION.

A MASTER PLANNED DEVELOPMENT

- ENCOMPASSING OVER 2,000 ACRES
- 200 ACRES OF BIOBUSINESS PARK
- 620 ACRES OF COMMERCIAL
- OVER 380 ACRES OF OPEN SPACE
- US-52 INTERCHANGE DESIGN COMPLETED AND APPROVED
- WELLNESS COMMUNITY ALONG THE ZUMBRO RIVER
- PLANNED TO BE AN ENVIRONMENTALLY PROGRESSIVE AND SUSTAINABLE URBAN COMMUNITY
- 2.5 MILES OF ZUMBRO RIVER FRONTAGE
- 2000 FEET OF DOUGLAS STATE TRAIL FRONTAGE



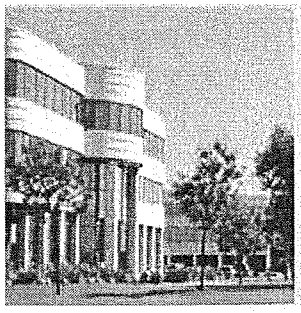


MINNESOTA BIOBUSINESS ECONOMY

- MINNESOTA'S BIOSCIENCE INITIATIVES INCLUDE DEVELOPING MINNESOTA BIOSCIENCE PARKS, IN CLOSE COLLABORATION WITH PUBLIC AND PRIVATE PARTNERS.
- THE MAYO CLINIC, THE UNIVERSITY OF MINNESOTA, IBM AND 3M ARE THE WORLD LEADERS IN HEALTH SCIENCES, GENOMICS, BIOTECHNOLOGY AND BIOSCIENCE.
- MINNESOTA'S GOVERNOR PAWLENTY WAS INSTRUMENTAL IN THE FORMATION OF THE MAYO CLINIC, UNIVERSITY OF MINNESOTA AND IBM BIO- SCIENCE PARTNERSHIP.
- "WE'RE SUPPORTING IT IN ANY WAY WE POSSIBLY CAN, BECAUSE WE SEE A REAL BENEFIT DOWN THE ROAD." DENIS CORTESE, M.D., PRESIDENT & CEO OF MAYO CLINIC, DISCUSSING ELK RUN. (Source: The Post-Bulletin, April 29, 2009)
- "MINNESOTA IS IN AN ENVIABLE POSITION TO GROW ITS BIOBUSINESS ECONOMY. WE HAVE A GREAT EDUCATIONAL SYSTEM, EDUCATED AND INFORMED EMPLOYEES WITH TREMENDOUS SKILLS, AND AN UNQUESTIONED WORK ETHIC." DALE WAHLSTROM, CHAIRMAN, BIOBUSINESS ALLIANCE OF MINNESOTA.

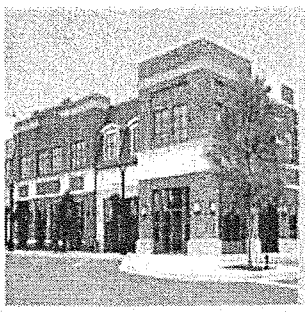
Source: Report of the Statewide BioBusiness Assessment Project of the BioBusiness Alliance of Minnesota, August 2006

PROJECT OUTLINE



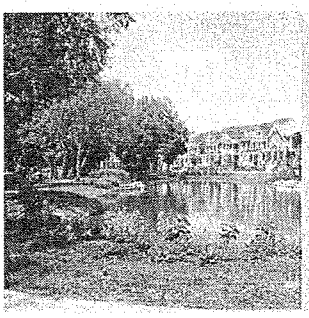
BIOBUSINESS PARK

- STATE-OF-THE-ART BIOTECHNOLOGY CENTER TO BE DESIGNED & CONSTRUCTED FOR LEED CERTIFICATION
- STRATEGIC ADVISORY BOARD INCLUDES THE BEST IN THE FIELD, REPRESENTING MAYO
- CLINIC, UNIVERSITY OF MINNESOTA AND THE PRIVATE SECTOR
- PROVIDING A FOUNDATION FOR DEVELOPING TECHNOLOGIES AND FIRMS AND TAKING
- PRODUCTS FROM PRE-CLINICAL SAFETY STUDIES TO COMMERCIALIZATION



COMMERCIAL

- HOTELS AND EXTENDED STAY LODGING WITH MEETING AND CONFERENCE SPACE
- LIFE STYLE SHOPPING AND DINING WITH EXCELLENT FREEWAY ACCESS AND VISIBILITY
- CLASS A OFFICE SPACE TO BE DESIGNED & CONSTRUCTED FOR LEED CERTIFICATION

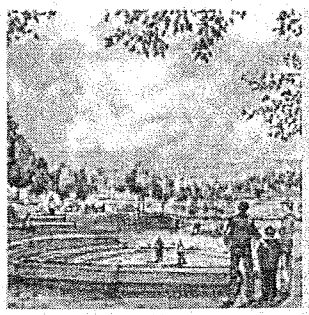


WELLNESS COMMUNITY

- COMBINING A VIBRANT NATURAL ENVIRONMENT WITH WORLD-CLASS HEALTH AND WELLNESS FEATURES
- HOSPITAL AND MEDICAL CLINIC
- EDUCATION OPPORTUNITIES: UNIVERSITY CAMPUS, K-12 SCHOOLS, CONTINUED ADULT LEARNING

RESIDENTIAL

- VARIETY OF HOUSING TYPES AND PRICE POINTS
- ACTIVE ADULT COMMUNITY AND ASSISTED LIVING RESIDENTIAL
- CUSTOM HOME LOTS FOR WALK-OUT BASEMENTS OVERLOOKING ELK HABITAT



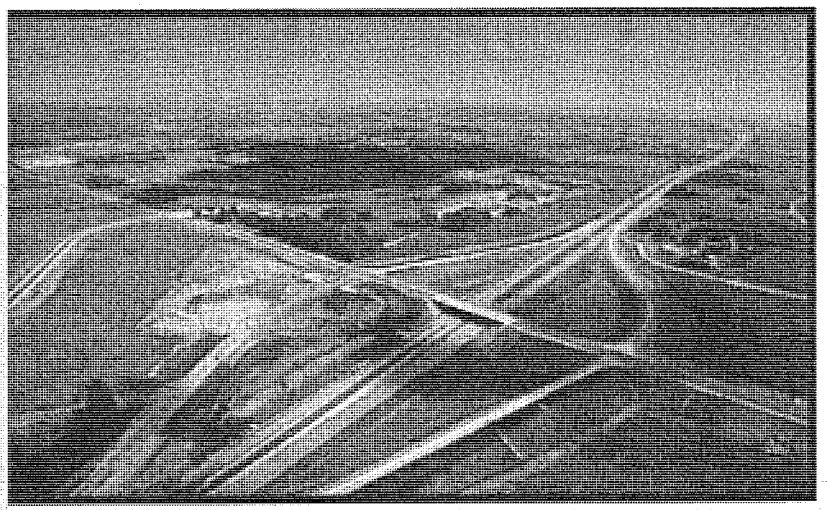
RECREATIONAL & CULTURAL AMENITIES

- SPORTS COMPLEX (INDOOR/OUTDOOR SOCCER, HOCKEY, BASEBALL)
- WALKING & CROSS-COUNTRY SKIING TRAILS ALONG ZUMBRO RIVER
- FITNESS CENTER ▪ REHABILITATION CENTER ▪ MEDITATION / HEALING CENTER ▪ SPA
- TWIN CITIES' ARTS & ENTERTAINMENT ATTRACTIONS WITHIN AN HOUR'S DRIVE

ELK RUN IS LOCATED ON HIGHWAY 52, IDEALLY SITUATED ON THE ROUTE BETWEEN ROCHESTER AND THE TWIN CITIES AND WITH CONVENIENT PROXIMITY TO MAYO CLINIC, IBM, UNIVERSITY OF MINNESOTA, BIOTECH INDUSTRY LEADERS, AND LOGISTICS AND TRANSPORTATION HUBS INCLUDING A FEDEX SORTING FACILITY AND INTERNATIONAL AIRPORTS. THE MINNESOTA DEPARTMENT OF TRANSPORTATION HAS PLANNED AND DESIGNED A NEW HIGHWAY INTERCHANGE AT ELK RUN. THE NEW INTERCHAGE WILL SERVICE PINE ISLAND AND THE IMMEDIATE AREA.

ROCHESTER, MN

ELK RUN IS PROUD TO CALL MINNESOTA HOME.



FUTURE HIGHWAY 52 INTERCHANGE

THE STATE BOASTS:

- COMPETITIVE LAND COSTS AND OCCUPANCY RATES
- FAVORABLE COST OF LIVING COMPARISONS TO BIOTECH INDUSTRY CENTERS ON THE EAST AND WEST COASTS
- AGGRESSIVE INCENTIVES AND INDUSTRY RESOURCES
- A HIGHLY SKILLED AND RELIABLE WORKFORCE
- A LONG-STANDING REPUTATION AS A CENTER OF INNOVATION AND INDUSTRY
- STATUS AS A CULTURED, EDUCATED STATE WITH A HIGH QUALITY OF LIFE

TOWER INVESTMENTS IS A FAMILY OWNED REAL ESTATE COMPANY WITH PROJECTS CURRENTLY IN 15 STATES. TOWER HAS ENGAGED LOCAL LAND PLANNING AND ENGINEERING PROFESSIONALS TO CAREFULLY DEVELOP THE PROPERTY. THE INFORMATION AND PHOTOS IN THIS BROCHURE ARE PRELIMINARY AND ARE FOR CONCEPTUAL PURPOSES ONLY.

PLEASE CONTACT JOHN PIERCE AT 800-886-6844.
WWW.ELKRUN.INFO | WWW.TOWERINVESTMENTS.COM

TOWER INVESTMENTS
TOWERINVESTMENTS.COM

BIOTECHNOLOGY CENTER

ELK RUN
PINE ISLAND, MINNESOTA

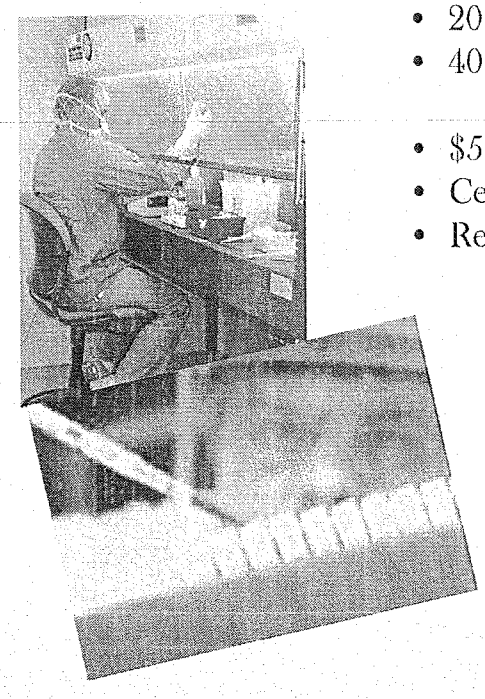
FILLING THE GAP FROM DISCOVERY TO MEDICINE

Located 15 minutes north of Rochester, MN, the Biotechnology Center at Elk Run is a non-profit organization committed to the development of biotechnology firms and services to support the economic development of the state and the region.

Our vision is to provide for cost-effective products and services, to provide a foundation for developing technologies and firms, to take products from pre-clinical safety studies to commercialization, and to complement public and private efforts to increase biotech industry in the region.

THE BIOTECHNOLOGY CENTER AT ELK RUN

- A Non-profit Development and Manufacturing Center
- Available for Research Institutions and Start-ups
- Built-to-Suit by Tower Investments
- Efficiently Managed for Low Costs
- Executive Suite Concept for Development/Quality/Regulatory Services
  - 40,000 SF Facility
  - 20 ISO Class Production Clean Rooms
  - 40 Total Operational Staff Expected with Technical/Scientific/Engineering Focus
  - $5MM Estimated Value of Production
  - Cell/Protein/Tissue Therapeutic Platforms Supported
  - Research Program Funding Consultation



Programs and services will enable:

- Phase I Clinical Trials, Product Development and Manufacturing
- Phase II, III Support
- Supportive Technologies Development
- Early Phase Commercialization
- Development, Quality, Regulatory, CMC & Testing Support Services

WWW.ELKRUN.INFO/BIOTECH 800.886.6844 INFO@ELKRUN.INFO

Date: May 20, 2010

Matt Langan –OES State Permit Manager

RE: CapX2020 Transmission Line Route Hampton to Lacrosse EIS Scoping

Dear Matt

My wife and I own 10 acres of land along the proposed North Route of the Zumbro River crossing. Our land is in section 16 of Mazeppa TWP. We'd like to make a few short comments for the record prior to the May 20, 2010 4pm deadline.

Our home and detached garage were built in 2010 and are not listed in the route permit document. At the Pine Island public comment meeting I was able to find and locate my property with help from one of the mapping staff. I have attached that map he created to this letter. Our detached finished garage is within 25' of the proposed centerline of the proposed power line and our house is within 250' of the proposed centerline. We ask that these two structures be added to scoping document for review.

Also, we are active member of the 'North Route Group' for the proposed crossing of the Zumbro River. As a group we all recognize that the land adjacent to the Zumbro River (west and east sides) offer a wide range of wildlife habitat, various rare and endangered plant species, and countless recreational opportunities. By routing a power line through this virgin ground, many of those functions and values will be lost forever. Currently there are no power lines or roads that this proposed line will follow with this north route option. Massive amounts of trees will be lost along with an additional utility crossing over the Zumbro River. We do not want to lose this ecosystem that we all enjoy so much. We ask that existing road and utility corridors be used when sighting the route and existing river crossings be sought after as well.

Another option for a proposed route is to following the Zumbro Dam route (center river crossing) and bury the line in the area leading up to and going away from the river (<1 mile). Tall in all the other portions of that route look like they affect very few homes, follow many roads and follow a lot of existing utility lines.

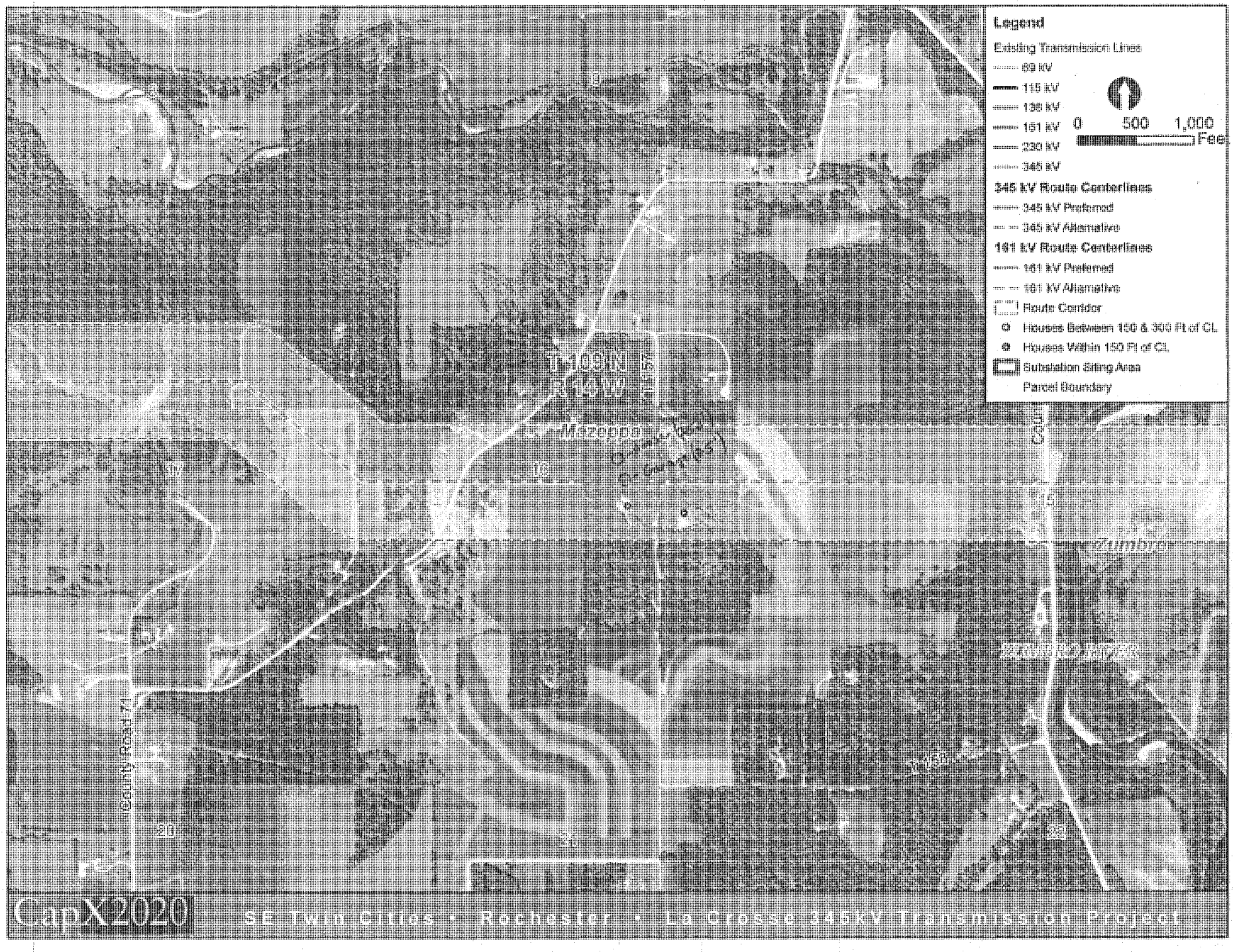
I have also attached to this letter a petition that was signed by a few of our neighbors along the proposed route last summer. Please submit this in the record as well.

Thank you for your time and understanding with this matter, and I hope that our comments are taken into consideration when sighting the Zumbro River crossing.

Sincerely,

Katie Kennedy

Beau and Katie Kennedy
Section 16 Mazeppa Township


Legend
Existing Transmission Lines
69 kV
115 kV
138 kV
161 kV
230 kV
345 kV
0 500 1,000 Feet
345 kV Route Centerlines
345 kV Preferred
345 kV Alternative
161 kV Route Centerlines
161 kV Preferred
161 kV Alternative
Route Corridor
Houses Between 150 & 300 Ft of CL
Houses Within 150 Ft of CL
Substation Siting Area
Parcel Boundary
T 109 N
R 14 W
Mazeppa
Zumbro
County Road 71
CapX2020
SE Twin Cities • Rochester • La Crosse 345kV Transmission Project

Date: July 22nd, 2009

RE: CapX2020 Transmission Line Route Hampton to Lacrosse

Dear Rural Utilities Services

We, as citizens of Mazeppa Township in Wabasha County, petition the CapX2020 route decision making parties to choose an alternate route to the proposed 345 kV Route Option, particularly the segment labeled **B70.**

The Zumbro River Valley is one of Southeastern Minnesota's greatest recreational areas. The Zumbro River Valley provides outdoor activities that are being heavily utilized by many. The Zumbro River itself is a great fishery and canoeing resource. The river bottoms are home to many campgrounds, ATV and horse trails, and countless animals of game and non-game species as well as rare and endangered plant communities. Up and down the Zumbro River bottoms, the valley walls are steep and heavily forested. These hills and bluffs along the valley seem to go on forever without interruption on the landscape. The proposed **B70** line will cut up and down valleys and ridge tops altering the viewshed in; first the North Fork of the Zumbro River Valley and then down and across the Zumbro River Valley.

As citizens of Mazeppa Township, we believe that this proposal will ruin the natural esthetics of the Zumbro River Valley. The natural beauty of this area is the reason we live here. Please do not take that away from us and our future generations by constructing this transmission line in this location. We ask that existing highway and utility corridors be utilized when considering alternate routes.

Thank you for your time and consideration

Sincerely,

Name	Address	Phone
Gary and Katie Kennedy	301 1st Ave Goodhue MN 55027	507 226-1126
Kalli Voel	60182 Cty Rd 71 Mazeppa MN 55956	507 843-4311
Steve + Brenda Wiech	60083 Cty Rd 71 Mazeppa MN 55956	507-843-4683
Ashley Mathison	60033 Cty Rd 71 Mazeppa MN 55956	507 843-5456
Andrea Mathison	60033 Cty Rd 71 Mazeppa MN 55956	843-5456
David Mathison	60033 Cty Rd 71 Mazeppa MN 55956	843-5456
Steve Mathison	59931 CR 71 Mazeppa MN 55956	4555
Ralph Mill	59903 Cty 71 Mazeppa, MN 55956	843-4339
Chuck Clayton	59882 Cty 71 Mazeppa MN 55956	843-2021
Linda J Clayton	59882 Cty Rd 71 Mazeppa, MN 55956	843-2021
[illegible]	59753 Cty Rd 71 Mazeppa 55956	843-5455
Cynthia Olmsted	59634 County Road 71 Mazeppa 55956	843-2017
[illegible] David Cooker	59684 415th St. Mazeppa 55956	843-5281
[illegible]	59523 415th Ave Mazeppa, MN 55956	993-2059
[illegible]	58092 Co. Rd 71, Mazeppa MN 55956	843-4634
[illegible]	55944 Co Rd 71 Mazeppa MN 55956	843-2046
Dave [illegible]	59237 423rd Ave Maz. MN 55956	

843-5380

Jim Draayer	59207 423rd Ave Mazeppa, MN 55956	
Brian Draayer	59207 423rd Ave Mazeppa 55956	
Marilyn L Kastler	59206 423 Ave Mazeppa 55956	
Julie Clemens	59227 Cty Rd 71 Mazeppa 55956	
[illegible] Clemens	59227 Cty Rd 71 Mazeppa 55956	
[illegible]	59516 415 Ave Mazeppa 55956	843-2350
Jean Thoreson	59444 415 Ave " 55956	
Craig Thoreson	" " " "	
John Thoreson	" " " "	
Paul Hanneman	58976 415 Ave Mazeppa MN 55956	
Mary Hanneman	58976 415 Ave Mazeppa MN 55956	
Tim Haltom	41176 591st street Mazeppa, MN 55956	
Chad Stuffer	41500 594 St Mazeppa MN 55956	843-2049
Heidi Stuffer	41500 594 St. Mazeppa MN 55956	843-2049
[illegible]	41268 598 St Mazeppa MN 55956	843-4787
Joyce Erickson	41301 598th Mazeppa MN.	843-2037
Rick Erickson	41301 598 " "	"
Stan Lindquist	59814 415th " "	259-4148

CC: Rep. Tim Walz

Sen. Amy Klobuchar

Sen. Al Franken

Steve Drazkowski

Yvonne Prettner Solon

Satveer Chaudhary

Bret Eknes

Scott Ek

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

CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

Name: Katie Kennedy

Representing: Self/NorthRoute Group

Address: 59525 415th Mazeppa, MN

Email: KatieK@ZMSch.K12.MN.US

Comments:
Our home and shed are not located or identified on the scoping documents. We are located in Section 16 of Mazeppa township - on the alternative Route. Our shed is within 25 feet of the propsed line and our home within 200 feet. Our 10 Acres is fully wooded and on a bluff. It is my understanding that these lines need 300 feet of clearance. This would mean clearcutting 300 feet of trees leaving the bluff bear and leaving a severe erosion problem. We have found Rare endangered plant life vegetation on our property that need the environment they currently exist in to survive. Planning the Route through this area would harm and potentially eliminate these lifeforms. Why not follow a straight line down. With the 52 corridor you have less destruction to the environment, less preparation for the line. Why Not Put this new line with the line already in existance just west of 52? It is being Done on the Southern Part of the line Already

Please submit comments by 4:30pm, May 20, 2010 to:

Matthew Langan
Minnesota Dept. of Commerce
85 7th Place East
Suite 500
St. Paul, MN 55101-2198

Email: matthew.langan@state.mn.us
Phone: 651-296-2096
Fax: 651-297-7891

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

RECEIVED
MAY 19 2010
ROOM

PUBLIC COMMENT SHEET

CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

Name: David Klingsporn

Representing: Klingsporn Farms

Address: 51350 230th Ave
Pine Island, MN 55963

Email:

Comments:
My wife and I attended one of the meetings in Pine Island on May 5, 2010. The preferred route goes through our property where we pasture our cattle. It is our farm at 23025 510th Street Pine Island. The line continues east to the property line and then follows south on the east side of our farm at 51350 230th Ave Pine Island.
Our concerns are that we are dairy farmers and the potential risks of having a 345kV transmission line that close could be very negative. Cattle are highly sensitive to electricity and magnetic fields. Our cattle are in pastures 9 to 12 months of the year.

→ over please

Please submit comments by 4:30pm, May 20, 2010 to:

Matthew Langan
Minnesota Dept. of Commerce
85 7th Place East
Suite 500
St. Paul, MN 55101-2198

Email: matthew.langan@state.mn.us
Phone: 651-296-2096
Fax: 651-297-7891

These pastures are crossed by the proposed power line. There are also two other dairy farms that would be affected by the nearness of this 345kV line. Since dairy farms are becoming a minority already, why take the chance of causing us problems with our dairy cattle that could put us out of business? We have two sons that farm with us, ages 27 and 23. If the proposed 345kV transmission line is put across our property, it would prevent us from being able to expand our operation. The reason being that any expansions would put our dairy cattle even closer to the power line.

My family has had dairy cattle on our farms since the 1880's. We anticipate continuing our dairy business for many more decades with our sons and their families continuing on.

Matthew Longpon
MN Assoc. Dept. of Commerce
85 7th Place East
Suite 500
St Paul, MN 55101-2198

May 20, 2010

Mr. Matthew Langan
MN Dept of Commerce
85 7th Place East Suite 500
St Paul, MN 55101-2198

Public Comment Sheet
CapX Hampton-LaCrosse Transmission Line Project
PUC Docket Number E002/TL-09-1448

Dennis and Laura Kreofsky
58691 185th Ave
Kellogg MN 55945

rsrbison@hbci.com

Dear Mr. Langan

This comment sheet is being written with the concerns of Dennis and Laura Kreofsky, owners of Rattlesnake Ridge Bison, and of our children and grandchildren.

This farm known as Rattlesnake Ridge Bison has been a product of years and years of hard work. Purchased in the fall of 1979 it was rundown, soil depleted, with woods over run by grub trees. We with our children, through time, have returned the soil to a strong agricultural producing level. We have worked with the Wabasha County Soil and Water District to put in new and up grade old waterway and ponds, cleared the woods of unwanted trees and have planted 3000 plus new trees. These trees (oak and walnut) have yet to be harvested.

As several of our neighbors, we have survived the uncertainty of the 1980's with a hands on approach. Hard work and keeping things simple. Finally in 1990 we were able to build our home on the property. The home was built within 10 feet of where the original home was when Dairyland Power purchased the easement for the Alma to Rochester Peoples Cooperative 161 KV in 1956.

We did a great deal of thinking and planning in regards to the use of the land. In the early 1990 a team of students came on to the property for an archeological dig. Their findings are in St Paul and are noted in your Table Q-12 as site WB83 and WB84. (Sites within one mile of both the preferred and alternate route centerline. The 1990 finding prompted us to do more research on the history of the area. The name of our ridge is Rattlesnake Ridge, thus the name of our farm. We also learned that our farm was once part of the Prairie Du Chien Treaty of 1830. This treaty set aside a parcel of land known

as a Half Breed Tract. So thinking outside of the box what better way to use the marginal acres than to put buffalo on them. Summer of 1994 was the start of our extensive fencing and woods clearing project, a project that is still evolving today. In 1995 the buffalo came and our farm name was complete, Rattlesnake Ridge Bison, a product of our labor and our love for the land.

The concerns of the entire Kreofsky family and our future generations is as follows:

- Impact of archeological resources
  - Artifacts found and yet to be found
  - Although not mentioned in your resources mounds are listed in section 18 of Watopa Township and possibly could be in our section also.

  Impact on native species
  - Timber Rattlesnake listed as a threatened in this area (Crotalus horridus)
  - Neighbors in the valley directly east of us have had a nest of timber rattlesnakes on their property.
  - American Bald eagles frequent our property and perch in a maple tree not more than 200 feet from our home and 100 feet from the current power line.
  - Deer and turkey population

  Impact on our buffalo and future offspring.
  - What are the findings on stray voltage? The buffalo now move and graze under the existing line. What will be the affect on them with the 345 KV lines, or worse yet, the potential for a 690 KV line?

  Economic impact
  - We are an established tree farm and placement of the new easement could be a loss of future income if the trees are cleared for the new line. That land is lost forever for future production.

  Impact of future homes for our children.
  - Will they be able to build? Will they be able to sell it or have to give it away?
  - There would be an obvious devaluation of property value. The county will not lower our value or taxes because of your power line, however the lending institutions will not look favorably upon the existing power line regarding the value of the property.
  - We have a feedlot and our neighbor also does. Future building will be restricted because of the County Ordinances.
  - County ordinances in regard to set backs from township roads
  - County ordinances in regard to bluff setbacks
  - Width of the current easement and any future easement

  Impact on agricultural and prime farmland
  - The preferred route indicates 143 poles in cropland and 93 in non-agricultural land.

Presently we have four sets of double poles and 1 set with three poles. Will we have more or less??

The impact to our croplands is unknown at this time. Will there be loss crops because of the construction?

Impact of sharing existing corridor

Drawings indicate the route (1000 ft). This route not only engulfs our home but also extends into the feedlot of the buffalo. Placement of a line closer than the current easement is totally unacceptable.

Impact on health

Although there are many studies that state there are no relationships between health problems and EMF there are just as many studies stating some kind of relationship or concern does exist. Childhood Leukemia is one of those illnesses that studies suggest a strong link to prolonged exposure of EMF. At this point, there is no proof however the seems to be some kind of effect due to the exposure. We know that for every study that is out there suggesting a link to health issues due to EMF, you can produce one that says there are no health related issues. We are surprised at how casually you brush off this concern at your meetings.

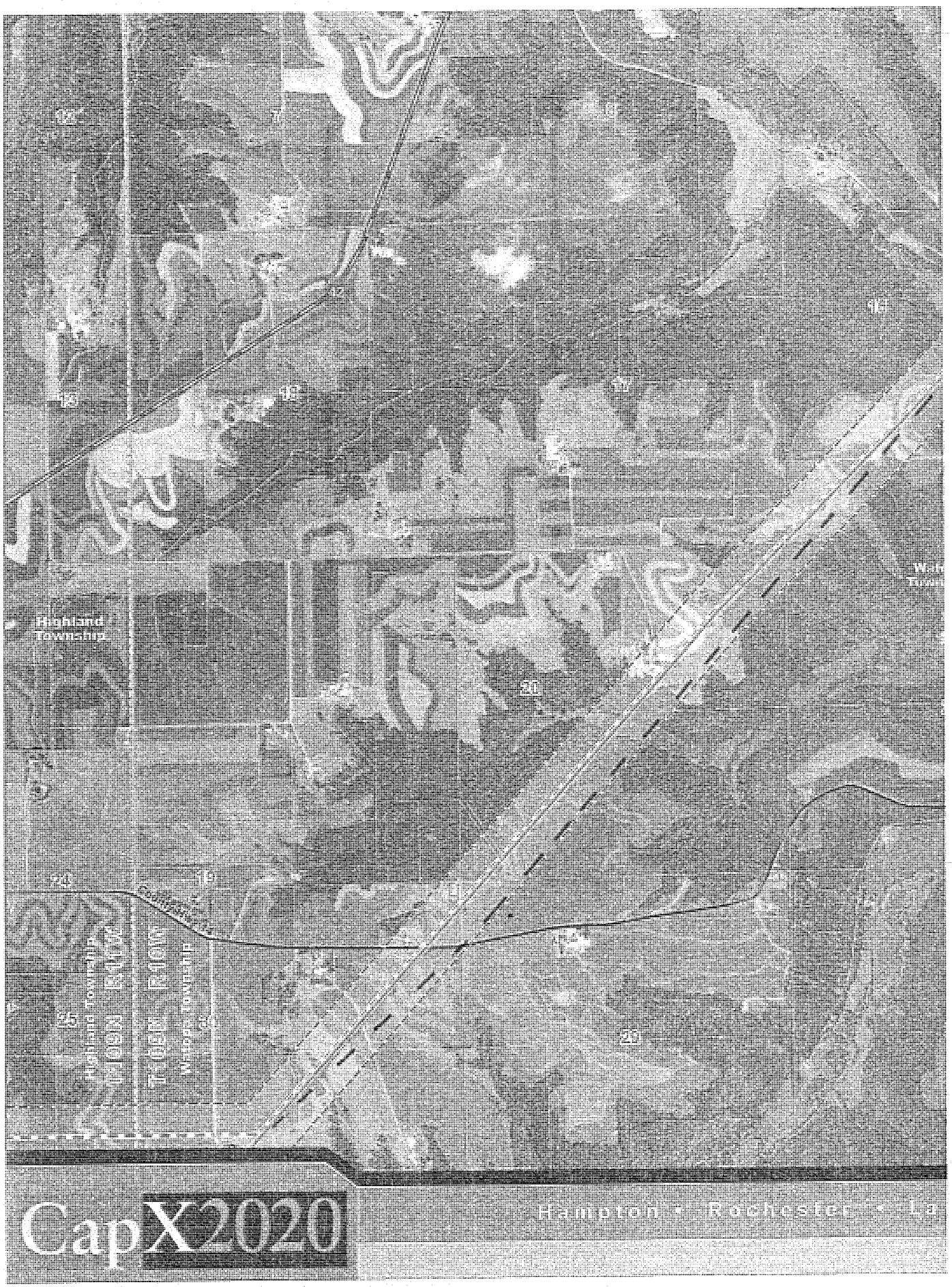
Alternatives: Project Route sheet number 27

Move the line further to the east. This would have to start in Watopa Township section 30. There are two homes in that section that will have the line very close to their existing home, if the proposed route goes in. Moving the line east in the south part of section 20 will only affect crop and woods. After leaving our property the land is basically owned by the State of Minnesota and there aren't be any homesteads to contend with. On the enclosed map we have indicated a proposed alternate within the 1000 ft corridor that will minimize the impact of the proposed line on these area properties. We feel this would be an acceptable compromise and would address most of our concerns regarding livestock, health issues, and the economic impact on our property. We would appreciate you consideration of this proposed alternate route. We would like the opportunity to meet with your representatives or engineers to discuss the feasibility of this option

Thank you for your time.

Dennis Kreofsky
Laura Kreofsky

Dennis and Laura Kreofsky
Rattlesnake Ridge Bison


Highland Township
Highland Township
T109N R10W
T109N R10W
Watson Township
Cap X2020
Hampton • Rochester • La

Langan, Matthew (COMM)

From: Curtis Kuecker [curtkuecker@hotmail.com]
Sent: Tuesday, May 18, 2010 12:21 PM
To: Langan, Matthew (COMM)
Subject: EIS Comment PUC Docket No. TL-09-1448

Matthew, I have the following comment on the CapX Hampton-Rochester-LaCrosse Transmission Line Project PUC Docket No. TL-09-1448.

My name is is Curtis Kuecker, 2213 White Bridge Rd NE, Rochester, MN 55906 and have land in Section 7 Farmington Township (67 acres), Olmsted County for the "Preferred Route" option and in Section 19, Zumbro-Hyde Park Township (168 acres), Wabasha County for the "Alternate Route" option for the 345 kV line.

Given the cirmcumstances and the choice between the two, I would support the "Preferred Route".

(For the following please reference Sheet Map 22.) If the "Alternate Route" is selected, I want to encourage you not to use the entire south property line of my property since this will have an impact to the Biological Resource of cutting a natural wildlife corridor in half on the eastern half of my southern most property line. I would rather suggest you run the line south through the middle of Section 30 (which is a property line) and would meet up with the route option at the NW corner of 375th Ave at the southern end of Section 30. Another option is to continue the line straight south from my west property line until it connects with the route option in Section 30. This lies outside your route corridor but I suggested this at a display for CapX2020 at People's Cooperative Membership Appeciation last fall and I would recommend you consider this deviation if the "Alternate Route" is used. Very little productive land would be impacted since it follows a natural valley to the route option in Section 30.

Placing a utility through standing timber makes the land useless except for pasture. The land value for wooded land is as much as tillable and unlike tillable land which can be farmed and still produce income, removing the ability to grow trees for income or use for wildlife habitate is greatly reduced and provides almost zero return on equity. If the right-of-way (ROW) were exempt from property taxes this would not be such a concern. In my case for my farm in Section 19 of Zumbro-Hyde Park, the 75 foot easement for 1/2 mile would be over 4.5 acres under ROW restrictions. If the proposed 1 mile of ROW along my west and south property line is used for the alternate route, over 9 acres will be impacted.

Sincerley, Curtis Kuecker

The New Busy is not the old busy. Search, chat and e-mail from your inbox. Get started.

Langan, Matthew (COMM)

From: Kukson, Brenda L., R.N. [Kukson.Brenda@mayo.edu]
Sent: Monday, May 17, 2010 9:40 AM
To: Langan, Matthew (COMM)
Subject: RE: capX Hampton-Rochester-LaCrosse Transmission line project PUC Docket Number E002/TL-09-1448
Attachments: image001.jpg

Matthew, here are a few more comments to add to my last. The issues of the power line with the preferred route would put the line in at the North and East side of my parents home. This would:

1. make their property less valuable due to the power lines on either side of their land

2. Their shelter belt would be cut down

3. State (RIM) property would be damaged by cutting down 140 ft of trees that the state and my father has financed in addition to the time and labor he has put in taking care of the trees.

4. High voltage lines have a documented increased cancer risk

The alternative route of CAP 2020 from Zumbrota to Alma would be the most logical route that I can visualize from looking at your map. This is the route I would like to see.

Thank-you, Brenda Kukson
12883 New Haven RD NW
Pine Island, MN 55963

From: Langan, Matthew (COMM) [mailto:Matthew.Langan@state.mn.us]
Sent: Wed 5/12/2010 9:32 AM
To: Kukson, Brenda L., R.N.
Subject: RE: capX Hampton-Rochester-LaCrosse Transmission line project PUC Docket Number E002/TL-09-1448

Link to our project page: http://energyfacilities.puc.state.mn.us/Docket.html?Id=25731

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office of energy security

Matt Langan, Planning Director
Office of Energy Security - Energy Facility Permitting
MN Department of Commerce
85 7th Place, Suite 500
St. Paul, MN 55101-2198

Office: 651-296-2096
Fax: 651-297-7891
matthew.langan@state.mn.us
http://energyfacilities.puc.state.mn.us

From: Kukson, Brenda L., R.N. [mailto:Kukson.Brenda@mayo.edu]
Sent: Tuesday, May 11, 2010 11:44 AM
To: Langan, Matthew (COMM)
Cc: rbpoole@pitel.net
Subject: RE: capX Hampton-Rochester-LaCrosse Transmission line project PUC Docket Number E002/TL-09-1448

Matthew, thank you for your quick response. I will call you tommorow morning. I work in a operating room and not available often by phone. thanks again,Brenda

---

From: Langan, Matthew (COMM) [mailto:Matthew.Langan@state.mn.us]
Sent: Tue 5/11/2010 11:13 AM
To: Kukson, Brenda L., R.N.
Subject: RE: capX Hampton-Rochester-LaCrosse Transmission line project PUC Docket Number E002/TL-09-1448

Brenda-
I have received your comments. I tried calling back, but only had a general phone # at the Mayo Clinic and couldn't get through. I'm just out of a meeting now, and headed for Cannon Falls for our Advisory Task Force meetings on the CapX project. I'm happy to speak with you about the state's review process and public involvement for the transmission line proposal. I'll be in the office tomorrow between 8:30-10:30am, before heading out for another task force meeting in Plainview. Please email me a phone # you can be reached at, or give me a call tomorrow morning. If tomorrow doesn't work, I am in the office all day Thursday.

We are very early in the state review process, a process that will take at least a year to complete. Currently, we are asking the public to identify alternative routes - above and beyond what the utility has proposed - that they'd like our office to consider and review. We're also asking the public to identify issues (such as the public health concerns and property value effects you mentioned) that we should study in an Environmental Impact Statement that we'll prepare on the project. Comments on issues and alternatives are due to me by May 20. As I said, I have received your comments and now have them on file. Perhaps after we speak by phone, and I get a chance to walk you through the state's review process, you may wish to supplement those comments with more information.

Thanks, and talk to you soon,
Matt

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office of energy security

Matt Langan, Planning Director
Office of Energy Security - Energy Facility Permitting
MN Department of Commerce
85 7th Place, Suite 500
St. Paul, MN 55101-2198
Office: 651-296-2096
Fax: 651-297-7891
matthew.langan@state.mn.us

http://energyfacilities.puc.state.mn.us

From: Kukson, Brenda L., R.N. [mailto:Kukson.Brenda@mayo.edu]
Sent: Tuesday, May 11, 2010 9:39 AM
To: Kukson, Brenda L., R.N.; Langan, Matthew (COMM)
Subject: RE: capX Hampton-Rochester-LaCrosse Transmission line project PUC Docket Number E002/TL-09-1448

This is Goodhue county Section 25 TWP 109 Range 15

From: Kukson, Brenda L., R.N.
Sent: Tue 5/11/2010 9:31 AM
To: 'matthew.langan@state.mn.us'
Subject: capX Hampton-Rochester-LaCrosse Transmission line project PUC Docket Number E002/TL-09-1448

Matthew, I am commenting on the proposed project. I am the daughter of Roger Poole 23637 51st Pine Island Minnesota. We oppose the current preferred route. This property was purchased by my parents as a retirement property protected by the RIM program. Your current route would put the power line within view of my parents home in 2 places.

The opposition: 1. cancer causing power lines (my children and someday grandchildren will be playing near the lines)
2. loss of property value (nobody will want to live next to a power line) 3. The shelter belt will all be cut down

The solution: move the power line directly from Zumbrota to Alma put the line in the open field away form the Poole property

Questions: 1. what recourse do we have?
2. should we hire a lawyer?

Thank you for your time and please let me know what we need to do to change this. My father is having chest pain over this and it is extremely upsetting to our entire family! I will attempt too call you soon. Thanks, Brenda Kukson

12883 new haven rd NW
pine island , MN 55963

Langan, Matthew (COMM)

From: Kukson, Brenda L., R.N. [Kukson.Brenda@mayo.edu]

Sent: Tuesday, May 11, 2010 9:39 AM

To: Kukson, Brenda L., R.N.; Langan, Matthew (COMM)

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12883 new haven rd NW
pine island , MN 55963

Langan, Matthew (COMM)

From: Laurie Lecy [ljlecy@myclearwave.net]
Sent: Monday, April 26, 2010 7:03 PM
To: Langan, Matthew (COMM)

Dear Sir:

I support the Xcel Energy application for a route permit for the Hampton-Rochester-LaCrosse 345 kV transmission line project. I believe more transmission lines are needed to move electricity to areas where it is needed. More transmission lines are needed to move all the electricity generated by wind turbines.

L J Lecy

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

CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

Name: Dean Lindeman

Representing: —

Address: 30596 Oxford Mill CF, MN 55009

Email: lindeman@frontier.com
H-507-263-3463
Office- 507-263-1362

Comments:
The 'Preferred Route' leaves US 52 approx. 2 miles north of Zumbrota and heads south "to avoid heavy concentrations of homes located in close proximity to US-52 in Zumbrota", per your January 2010 Executive Summary (quoted).
The Zumbrota area includes 2-3 businesses and approx. 4-6 homes on the west side of 52.
If that is the case, why isn't the same reasoning used when considering the preferred route through Cannon Falls, which involves a much larger number of businesses, homes, a church with a school and a golf course?

Thank you!

Please submit comments by 4:30pm, May 20, 2010 to:

Matthew Langan
Minnesota Dept. of Commerce
85 7th Place East
Suite 500
St. Paul, MN 55101-2198

Email: matthew.langan@state.mn.us
Phone: 651-296-2096
Fax: 651-297-7891

Langan, Matthew (COMM)

From: ja66liotta@frontiernet.net
Sent: Thursday, May 20, 2010 3:52 PM
To: Langan, Matthew (COMM)
Subject: CapX2020 Hampton-Alma

We attended the May 6th meeting in Cannon Falls. After the meeting, and looking at the maps, we learned that the alternate route will be going thru the middle of our property. I do not recall any mention of this route going down the railroad berm or we would have raised some points at the meeting. The Magellan Pipe Line runs thru our property. I don't know the route of the pipeline since it was there before we bought the property. However, it does either run along below the berm or crosses it.

If you have any questions concerning this matter, you can reach Cynthia Pierce in Tulsa Oklahoma at 918-574-7464. She has been in touch with Brian Mielke of Excel Energy after my call to her.

Our farm is used as a horse facility doing boarding, training, breeding and sales. Some of these horses have value well into five figures since we deal in the some exotic breeds. The land on both sides of the berm is used to pasture the horses so they are basically next to it. Should the line use the berm, we would have to make some major changes to protect these animals.

It is too bad that with the outcry for more renewable energy now and even more in the future, that this enormous project is being undertaken. It is really out of date. It reminds me of what happened with the Detroit auto makers. A great deal of money is going to be spent. Many people are very unhappy about the project and many many more will be unhappy when they are socked with the tab for this. How about some forward thinking. We need some innovative ideas for the future so that all we have to look forward to are higher utility bills. The power companies can keep their influence with other means of supplying energy without spending billions for the monster power lines.

Sorry this was so long. This is such an upsetting subject. People should be able to trust their power supplier.

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

CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

Name: Joe & Kris Lopez

Representing:

Address: 5908 303RD St. Way

Email: JnKlopez@frontiernet.net

Comments: See Attached pages.

Please submit comments by 4:30pm, May 20, 2010 to:

Matthew Langan
Minnesota Dept. of Commerce
85 7th Place East
Suite 500
St. Paul, MN 55101-2198

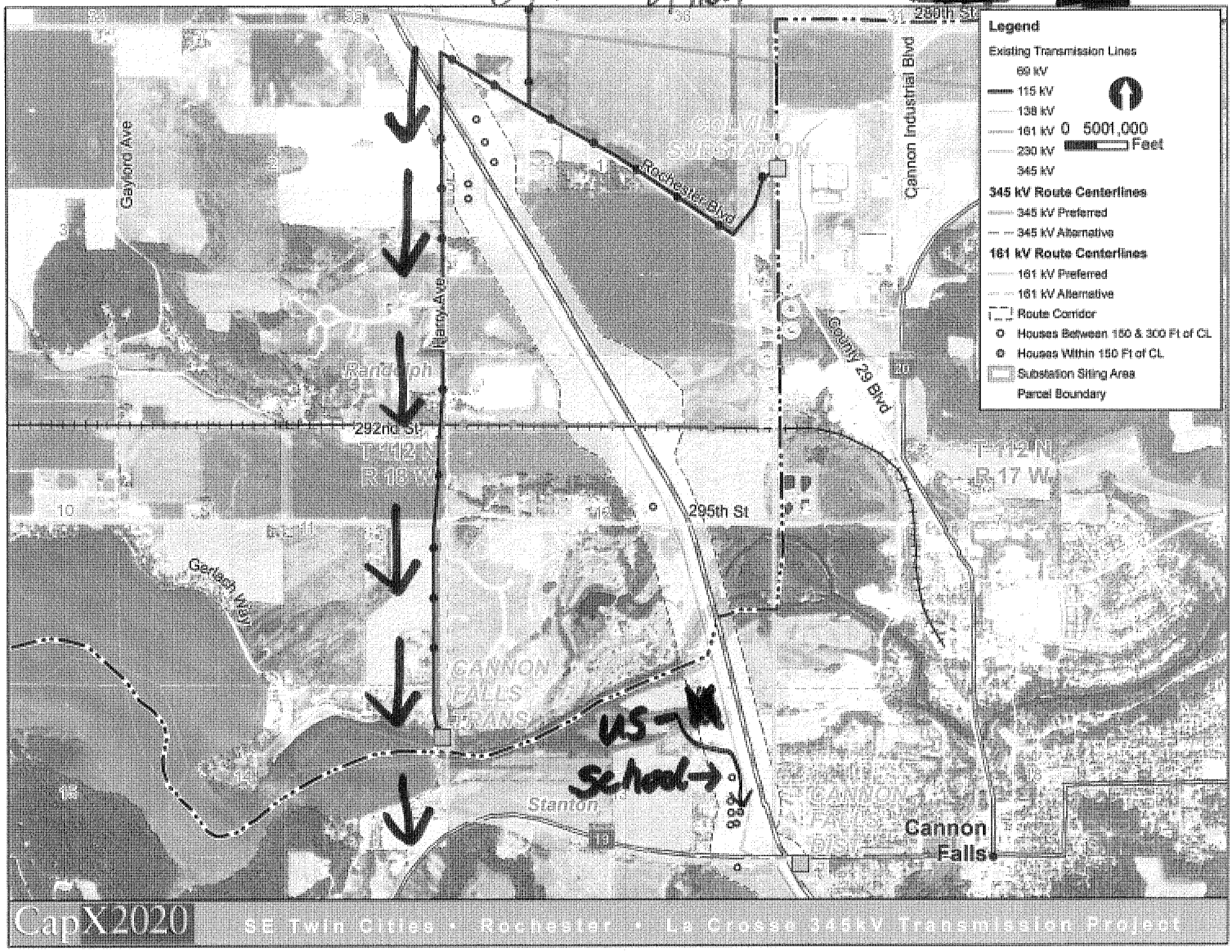
Email: matthew.langan@state.mn.us
Phone: 651-296-2096
Fax: 651-297-7891

RECEIVED
MAY 20 2010
FRONT DESK
12:30 pm

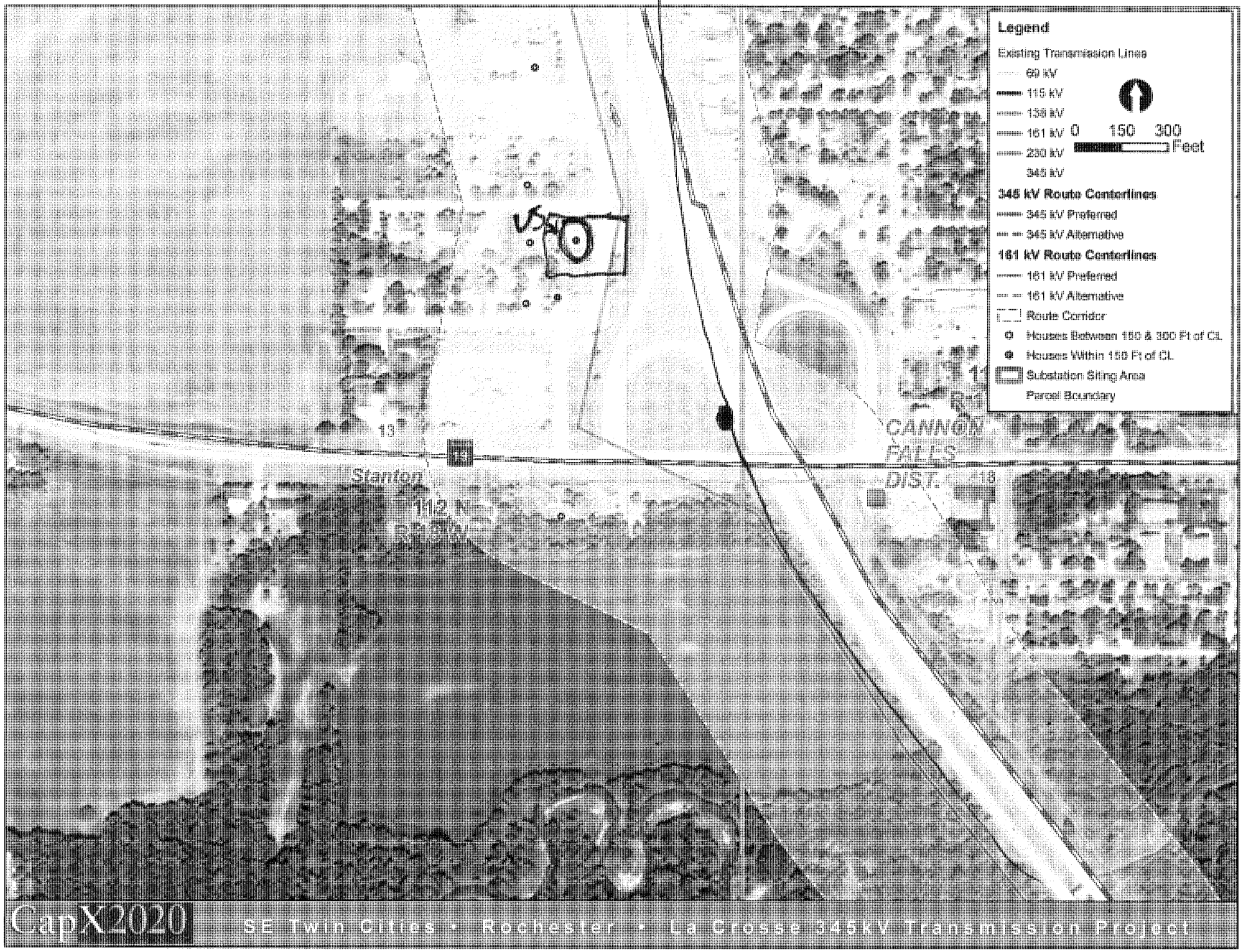
We, Jose and Kristen Lopez feel that our home and property would be greatly be devalued by the power lines on, neer and or across our property. We are located at 5908 303rd st. way Cannon Falls, MN. These power lines will be an eye sore and we believe that the health of ourselves and our children will be affected. We have made a couple maps for other possible routes. If this power line is going to be placed on or neer our property I would not want to even continue to live here.

Other option

[redacted]



CapX2020 SE Twin Cities - Rochester - La Crosse 345kV Transmission Project


Legend
Existing Transmission Lines
69 kV
115 kV
138 kV
161 kV
230 kV
345 kV
0 150 300
Feet
345 kV Route Centerlines
345 kV Preferred
345 kV Alternative
161 kV Route Centerlines
161 kV Preferred
161 kV Alternative
Route Corridor
Houses Between 150 & 300 Ft of CL
Houses Within 150 Ft of CL
Substation Siting Area
Parcel Boundary
13
Stanton
112 N
R 19 W
CANNON
FALLS
DIST.
18
CapX2020
SE Twin Cities • Rochester • La Crosse 345kV Transmission Project

May 17, 2010

Mr. Matthew Langan
State Permit Manager
Minnesota Office of Energy Security
85 7th Place East, Suite 500
St. Paul, MN 55101-2198

RE: Hampton-Rochester-La Crosse 345 kV Transmission Line Project
EIS Scoping Meetings and Process
PUC Docket Number E002/TL-09-1448

Dear Mr. Langan:

I am writing to you on behalf of the Wisconsin Mississippi River Parkway Commission (WIMRPC) to express our deep concerns about the EIS Scoping Process for the 345 kV transmission line currently being conducted by your office.

OUR WIMRPC is the designated agency for the 250 mile Wisconsin Great River Road National Scenic Byway (GRRNSB) that extends along the Mississippi River from Prescott, WI south to Dubuque, IA. The Wisconsin GRRNSB is part of the National GRRNSB which extends through 10 States. Our GRR has been a part of the prestigious National Scenic Byway System since 2000

Our primary concerns are that your EIS Scoping Process appears to end at the Minnesota (MN) – Wisconsin (WI) State Line and does not include scoping meetings and subsequent environmental impact analysis for the 345kV transmission line as it enters WI at the City of Alma and extends on several proposed alternative routes south 60 some miles to La Crosse.

One of alternate routes being proposed in WI closely parallels the GRRNSB between Alma and Fountain City and then again in the Centerville-Trempealeau-Holmen area with significant aesthetic, scenic and environmental impacts.

Your April 19, 2010 Notice of Public Information and EIS Scoping Meetings indicated that the Wisconsin portion of the transmission line route will be reviewed by the Public Service Commission of WI(PSCW) when Xcel Energy submits a Permit Application to the PSCW in late summer of 2010.

It is our understanding that the MN Route Permit Process will take a maximum of 15 months and the WI Route Permit Process will take a maximum of 12 months to reach a decision for granting their respective Route Permits .

With this differential in the respective State schedules---- a Route Permit decision in the Spring of 2011 in MN and in the Fall of 2011 in WI, we seriously question how a Permit can be issued in MN 4-6 months prior to WI's Permit decision. How can a Route Permit be granted in MN without evaluating the full environmental impacts of the 345kV transmission line just across the State line in WI.

It is our understanding that based upon State Environmental Law, a State Transportation Agency could not legally reach a decision to construct a highway bridge across the State line between MN and WI without the detailed environmental analysis being completed in both States. How is a major transportation facility like a 345 kV transmission line considered differently than a major Bridge Crossing?

Also, how will the Federal EIS presently being completed by the Rural Utility Service for both States be incorporated into your MN EIS Scoping Process?

Will your Office of Energy Security consider the impacts of the transmission line in WI as a part of their EIS Scoping Process and before a Route Permit decision is made in MN and if not, why not?

Alan Lorenz
WIMRPC Chair

Enclosures: "The Significance of NSB Designation" and "July 24, 2009 WIMRPC Letter to RUS"

Cc: MNPUC
PSCW
Xcel Energy
Federal and State Legislators
WIDOT
WIDNR
MNMRPC
National MRPC

When asked "what is the significance of designation as a National Scenic Byway?
or
The Great River Road was designated a National Scenic Byway – So What?

The abstract from the 1999 National Scenic Byway application for designation states the following:

"Wisconsin's Great River road flanks the majestic and magnificent Mississippi River as it leisurely winds its way along 250 miles of Wisconsin's western border. Along its way it is nestled at times between the river on one side and towering bluffs on the other becoming one of the most scenic drives in mid America. When the road meanders away from the river a bit it treats its guests to vista of rolling farm land and the beauty and splendor of forested valleys and coulees.
The 33 quaint River Towns proudly reveal their culture and heritage by their festivals and by the 19th and 20th century architecture of homes, business blocks, storefronts, mansions and more. The corridor is rich in history and the Great River Road traveler can learn of the early Indian occupants, the French fur traders and explorers, the lead mining boom, the steamboat era, the lumber barons by stopping at the 30 or more State Historical Markers and Archaeological sites and at the many local museums.
Recreational opportunities await the visitor around each bend of the Great River Road at over 50 local parks, peaches, in addition to 12 state and 3 national recreational resourees. Observation decks at four Lock and Dams provide the opportunity to leisurely watch barges and riverboats move through. A lucky visitor may occasionally see steamboats like the Delta Queen pass by.
Travel the Wisconsin Great River Road. It's and area to be enjoyed by all ages leisurely; a marvelous mix of natural beauty and history. In the new-green brilliance of spring; the white of winter; in summer sunlight or the amber hues of autumn - Wisconsin's Great River Road is a delight in any season!"

The prestigious national designation bestowed on this unique road in reality encompasses the majestic Mississippi River valley corridor. The following is a listing of Great River Road virtues that precipitate from the designation

- The distinction of being among only 150 byways in America to have received the prestigious NSB designation by Federal Highway Administration thru the National Scenic Byway program and thus benefitting national publicity and receiving to-date $5.4 million in grants to implement over 20 projects that enhance the travelers experience
- Erupting a consciousness that designation as a National Scenic Byway (NSB) implies a National resource – thus requiring special care
- Show casing its uniqueness of possessing all six NSB intrinsic qualities i.e. scenic, historical, natural, archeological, recreational and cultural and fulfilling NSB program definition i.e. show casing "the heart and soul of America".
- Being recognized as a "special place in mid-America" by "forefathers" from the ten Mississippi River States who were motivated to initiate legislation that established the GRR in 1938. Subsequently Wisconsin Statute 14.85 established the Wisconsin Mississippi River Parkway Commission (WIMRPC) which legislation in part says the commission will "assist in coordinating the development and preservation of the great river road in Wisconsin and its embellishments, such as scenic easements, roadside parks, and scenic overlooks". The WIMRPC is the designated Byway Agency for the WIGRRNSB.
- Spurring a consciousness that culminated in a "major" policy decision by the State of Wisconsin to purchase (in 1950s) scenic easements along the route to preserve the scenic and other attributes of this valuable resource for future generations.
- The majestic Mississippi River valley corridor continues to motivate major publication such as National Geographic, Nature Conservancy, Midwest Living, etc to produce feature articles
- Being promoted by domestic and foreign Tour Groups as a travel destination and being recognized by foreign visitors as a priority place to visit in America
- Being part of (250 miles) of a10 state (2200 mile) GRRNSB traversing the Mississippi River corridor from its source in Minnesota to the Gulf of Mexico and representatives from the other states expressing that the WIGRRNSB is the "best" of them all
- Being contiguous, in part, to the national Upper Mississippi River Wildlife and Fish Refuge and the Trempealeau Wildlife Refuge and accommodating one of America's major migration flyways

July 23, 2009

To: Stephanie Strength, Environmental Protection Specialist
United States Department of Agriculture, Rural Utilities Service
Engineering and Environmental Staff
1400 Independence Avenue, SW, Stop 1571
Washington, D.C. 20250-1571

From: Wisconsin Mississippi River Parkway Commission

Subject: Macro-Corridor Study (May 2009)
CapX2020 Hampton – Rochester – La Crosse 345 kV Transmission System Improvement Project

This letter relates to the subject Macro-Corridor Study – specifically regarding the alternate transmission line corridor routings under study in Wisconsin between Alma and La Crosse. This memo is authored by the Wisconsin Mississippi River Parkway Commission (WIMRPC) to elaborate the concerns of the Wisconsin Great River Road National Scenic Byway (WIGRRNSB) that traverses the scenic Mississippi Valley between the aforementioned cities. Specifically the concerns are the perceived negative impacts of locating a high tower 345 kV transmission line within its view shed and /or encroaching on the various intrinsic Byway features along the route.

The following background and definitions should be helpful towards understanding and appreciating the WIGRRNSB concerns:

- Broad interest in the concept of a scenic parkway called the Great River Road (GRR) following the Mississippi River corridor from its source at Lake Itasca in Minnesota to the Gulf of Mexico resulted in all ten Mississippi River States establishing the Mississippi River Parkway Planning Commission in 1938.Congress began authorizing funding for advancing the parkway concept in the 1940 and 1950s. In Wisconsin STH 35 was the location of the GRR for most of its 250 mile length. The year 2008 marked the 70th anniversary of the GRR.

- Scenic Easements along the WIGRR were purchased by the State of Wisconsin in the 1950's to assist in preserving for present and future generations the unique natural scenic beauty created by the towering bluffs on one side of the route and the majestic Mississippi River on the other. It is this very unique beauty that moves many travelers of the ten state GRR route to rate the Wisconsin GRR as their Number 1 choice.

- The Wisconsin Mississippi River Parkway Commission was legislatively established in 1961 – with the following stated purpose(s) as expressed (in part) in the current WI Statute 14.85: *"assist in coordinating the development and preservation of the great river road in Wisconsin and its embellishments, such as scenic easements, roadside parks and scenic overlooks…"assist in promoting as an attractive travel designation the great river road in Wisconsin and its unique historical, cultural, aesthetic and recreational features along the route…"* The WIMRPC continues to fulfill their statutory responsibility to the best of their ability.

- WIGRR received the prestigious designation of National Scenic Byway in the year 2000 upon the request of the State of Wisconsin and following its designation as a State Scenic Byway. This designation came after careful review and concurrence by a Federal Highway Administration (FHWA) National Review Committee. The intrinsic qualities of a NSB include: scenic, historical, recreational, natural, archeological and cultural. The WIMRPC is the designated "byway organization" e.g. to serve as the front line contact and overall coordinator of various activities involved in the promotion , preservation and development of the Byway.

- The Partnership Statement co-signed in June 2009 by the WIMRPC and U.S. Fish & Wildlife Service (Winona) states in part the following: *"WHEREAS the view shed of the WIGRRNSB corridor includes the Mississippi River and backwaters (e.g. the Upper Mississippi River Wildlife and Fish Refuge) on one side and the towering bluffs on the other" … and "WHEREAS the U.S. Fish & Wildlife brochure entitled Byways to America's Wildest Places states in part …National wildlife refuges contribute to the intrinsic qualities that qualify a road as one of America's Byways …*

local residents and visitors benefit from national wildlife refuges being included in Byway corridor management plans and projects…"

The long standing existence of the Wisconsin Great River Road and its subsequent prestigious designation as a National Scenic Byway identifies the WIGRRNSB as a "national resource". A national resource brings with it a special responsibility to all involved to advance the WIGRRNSB vision carefully and to preserve its unique intrinsic qualities for future generations.

The WIGRRNSB pleads that the CapX 2020 initiative will embrace this responsibility including fulfilling the RUS NEPA requirements to "consider a broad range of environmental issues as well as potential impacts …" (pg 1-3 0f the Macro Corridor Study Report) relative to the afore-listed intrinsic qualities of the WIGRRNSB.

Sincerely,

Alan Lorenz, Chair
Wisconsin Mississippi River Parkway Commission
W 4927 Hoeth Street
La Crosse, WI 54601

cc: U.S. Senators Kohl, Feingold
U.S. Representative Kind
Governor Doyle
State Legislators
F&WL
COE
WIDOT
WIDNR
County Board Chairs of Buffalo/Trempealeau/La Crosse
Local Elected Officials

WISCONSIN MISSISSIPPI RIVER PARKWAY COMMISSION

AMERICA'S BYWAYS

RECEIVED
MAY 19 2010
MAILROOM

May 17, 2010

Mr. Matthew Langan
State Permit Manager
Minnesota Office of Energy Security
85 7th Place East, Suite 500
St. Paul, MN 55101-2198

RE: Hampton-Rochester-La Crosse 345 kV Transmission Line Project
EIS Scoping Meetings and Process
PUC Docket Number E002/TL-09-1448

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It is our understanding that the MN Route Permit Process will take a maximum of 15 months and the WI Route Permit Process will take a maximum of 12 months to reach a decision for granting their respective Route Permits .

W4927 Hoeth Street, La Crosse, WI 54601 • Telephone: 608/788-8264 • E-Mail: LORENZALL@MSN.COM

With this differential in the respective State schedules---- a Route Permit decision in the Spring of 2011 in MN and in the Fall of 2011 in WI, we seriously question how a Permit can be issued in MN 4-6 months prior to WI's Permit decision. How can a Route Permit be granted in MN without evaluating the full environmental impacts of the 345kV transmission line just across the State line in WI.

It is our understanding that based upon State Environmental Law, a State Transportation Agency could not legally reach a decision to construct a highway bridge across the State line between MN and WI without the detailed environmental analysis being completed in both States. How is a major transportation facility like a 345 kV transmission line considered differently than a major Bridge Crossing?

Also, how will the Federal EIS presently being completed by the Rural Utility Service for both States be incorporated into your MN EIS Scoping Process?

Will your Office of Energy Security consider the impacts of the transmission line in WI as a part of their EIS Scoping Process and before a Route Permit decision is made in MN and if not, why not?

Alan Lorenz

Alan Lorenz
WIMRPC Chair

Enclosures: "The Significance of NSB Designation" and "July 24, 2009 WIMRPC Letter to RUS"

Cc: MNPUC
PSCW
Xcel Energy
Federal and State Legislators
WIDOT
WIDNR
MNMRPC
National MRPC

When asked "what is the significance of designation as a National Scenic Byway?
or
The Great River Road was designated a National Scenic Byway – So What?

The abstract from the 1999 National Scenic Byway application for designation states the following:

"Wisconsin's Great River road flanks the majestic and magnificent Mississippi River as it leisurely winds its way along 250 miles of Wisconsin's western border. Along its way it is nestled at times between the river on one side and towering bluffs on the other becoming one of the most scenic drives in mid America. When the road meanders away from the river a bit it treats its guests to vista of rolling farm land and the beauty and splendor of forested valleys and coulees.
The 33 quaint River Towns proudly reveal their culture and heritage by their festivals and by the 19th and 20th century architecture of homes, business blocks, storefronts, mansions and more. The corridor is rich in history and the Great River Road traveler can learn of the early Indian occupants, the French fur traders and explorers, the lead mining boom, the steamboat era, the lumber barons by stopping at the 30 or more State Historical Markers and Archaeological sites and at the many local museums.
Recreational opportunities await the visitor around each bend of the Great River Road at over 50 local parks, peaches, in addition to 12 state and 3 national recreational resources. Observation decks at four Lock and Dams provide the opportunity to leisurely watch barges and riverboats move through. A lucky visitor may occasionally see steamboats like the Delta Queen pass by.
Travel the Wisconsin Great River Road. It's and area to be enjoyed by all ages leisurely; a marvelous mix of natural beauty and history. In the new-green brilliance of spring; the white of winter; in summer sunlight or the amber hues of autumn - Wisconsin's Great River Road is a delight in any season!"

The prestigious national designation bestowed on this unique road in reality encompasses the majestic Mississippi River valley corridor. The following is a listing of Great River Road virtues that precipitate from the designation

- The distinction of being among only 150 byways in America to have received the prestigious NSB designation by Federal Highway Administration thru the National Scenic Byway program and thus benefitting national publicity and receiving to-date $5.4 million in grants to implement over 20 projects that enhance the travelers experience
- Erupting a consciousness that designation as a National Scenic Byway (NSB) implies a National resource – thus requiring special care
- Show casing its uniqueness of possessing all six NSB intrinsic qualities i.e. scenic, historical, natural, archeological, recreational and cultural and fulfilling NSB program definition i.e. show casing "the heart and soul of America".
- Being recognized as a "special place in mid-America" by "forefathers" from the ten Mississippi River States who were motivated to initiate legislation that established the GRR in 1938. Subsequently Wisconsin Statute 14.85 established the Wisconsin Mississippi River Parkway Commission (WIMRPC) which legislation in part says the commission will "assist in coordinating the development and preservation of the great river road in Wisconsin and its embellishments, such as scenic easements, roadside parks, and scenic overlooks". The WIMRPC is the designated Byway Agency for the WIGRRNSB.
- Spurring a consciousness that culminated in a "major" policy decision by the State of Wisconsin to purchase (in 1950s) scenic easements along the route to preserve the scenic and other attributes of this valuable resource for future generations.
- The majestic Mississippi River valley corridor continues to motivate major publication such as National Geographic, Nature Conservancy, Midwest Living, etc to produce feature articles
- Being promoted by domestic and foreign Tour Groups as a travel destination and being recognized by foreign visitors as a priority place to visit in America
- Being part of (250 miles) of a10 state (2200 mile) GRRNSB traversing the Mississippi River corridor from its source in Minnesota to the Gulf of Mexico and representatives from the other states expressing that the WIGRRNSB is the "best" of them all
- Being contiguous, in part, to the national Upper Mississippi River Wildlife and Fish Refuge and the Trempealeau Wildlife Refuge and accommodating one of America's major migration flyways

WISCONSIN
MISSISSIPPI RIVER
PARKWAY COMMISSION

AMERICA'S BYWAYS

July 24, 2009

To: Stephanie Strength, Environmental Protection Specialist
United States Department of Agriculture, Rural Utilities Service
Engineering and Environmental Staff
1400 Independence Avenue, SW, Stop 1571
Washington, D.C. 20250-1571

From: Wisconsin Mississippi River Parkway Commission

Subject: Macro-Corridor Study (May 2009)
CapX2020 Hampton – Rochester – La Crosse 345 kV Transmission System Improvement Project

This memo relates to the subject Macro-Corridor Study – specifically regarding the alternate transmission line corridor routings under study in Wisconsin between Alma and La Crosse. This memo is authored by the Wisconsin Mississippi River Parkway Commission (WIMRPC) to elaborate the concerns of the Wisconsin Great River Road National Scenic Byway (WIGRRNSB) that traverses the scenic Mississippi Valley between the aforementioned cities. Specifically the concerns are the perceived negative impacts of locating a high tower 345 kV transmission line in the Byway's view shed and or encroaching on the various intrinsic features along the byway corridor.

The following background and definitions should be helpful towards understanding and appreciating the WIGRRNSB concerns:

- Broad interest in the concept of a scenic parkway (Great River Road) following the Mississippi River corridor from its source at Lake Itasca in Minnesota to the Gulf of Mexico resulted in all ten Mississippi River States establishing the Mississippi River Parkway Planning Commission in 1938.Congress began authorizing funding for advancing the parkway concept in the 1940 and 1950s. The year 2008 marked the 70th anniversary of the GRR.

- Scenic Easements along the WIGRR were purchased by the State of Wisconsin in the 1950s to assist in preserving the unique natural scenic beauty created by the towering bluffs on one side of the route and the majestic Mississippi River on the other. It is this very unique beauty that moves many travelers of the ten state GRR route to rate the Wisconsin GRR as their Number 1 choice.

- The Mississippi River Parkway Commission was legislatively established in 1961 – with the following stated purpose(s) as expressed (in part) in the current WI Statute 14.85: *"assist in coordinating the development and preservation of the great river road in Wisconsin and its embellishments, such as scenic easements, roadside parks and scenic overlooks…"assist in promoting as an attractive travel designation the great river road in Wisconsin and its unique historical, cultural, aesthetic and recreational features along the route…"* The WIMRPC continues to fulfill their statutory responsibility to the best of their ability.

- WIGRR received the prestigious designation of National Scenic Byway in the year 2000 upon request of the State of Wisconsin and following its designation as a State Scenic Byway. This designation came after careful review and concurrence by a (FHWA) National Review Committee. The intrinsic qualities of National Scenic Byways include: scenic, historical, recreational, natural, archeological and cultural. The WIMRPC is the designated "byway organization" e.g. to serve as the front line contact and overall coordinator of the various activities involved in promotion, preservation and development of the byway.

- The Partnership Statement co signed in June 2009 by the WIMRPC and U.S. Fish & Wildlife Service (Winona) states in part the following: "*WHEREAS the view shed of the WIGRRNSB corridor includes the Mississippi River and backwaters (e.g. the Upper Mississippi River Wildlife and Fish Refuge) on one side and the towering bluffs on the other" ... and "WHEREAS the U.S. Fish & Wildlife brochure entitled Byways to America's Wildest Places states in part ...National wildlife refuges contribute to the intrinsic qualities that qualify a road as one of America's Byways ... local residents and visitors benefit from national wildlife refuges being included in Byway corridor management plans and projects..."*

  The long standing existence of the Wisconsin Great River Road and its subsequent prestigious designation as a National Scenic Byway identifies the WIGRRNSB as a "national resource". A national resource brings with it a special responsibility to all involved to advance the GRRNSB vision carefully and to preserve its unique intrinsic qualities for future generations.

  The WIGRRNSB pleads that the CapX 2020 initiative will embrace this responsibility including fulfilling the RUS NEPA (&WEPA) requirements to "consider a broad range of environmental issues as well as potential impacts ..." (pg 1-3 subject Study Report) specific to the afore-listed intrinsic qualities of the WIGRRNSB.

Sincerely,

Alan Lorenz

Alan Lorenz, Chair
Wisconsin Mississippi River Parkway Commission
W 4927 Hoeth Street
La Crosse, WI 54601

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

CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

Name: WAYNE LYSTROM

Representing: Family ~~Estate~~ My Farm

Address: 46728 135th Ave
Zumbrota, MN 55992

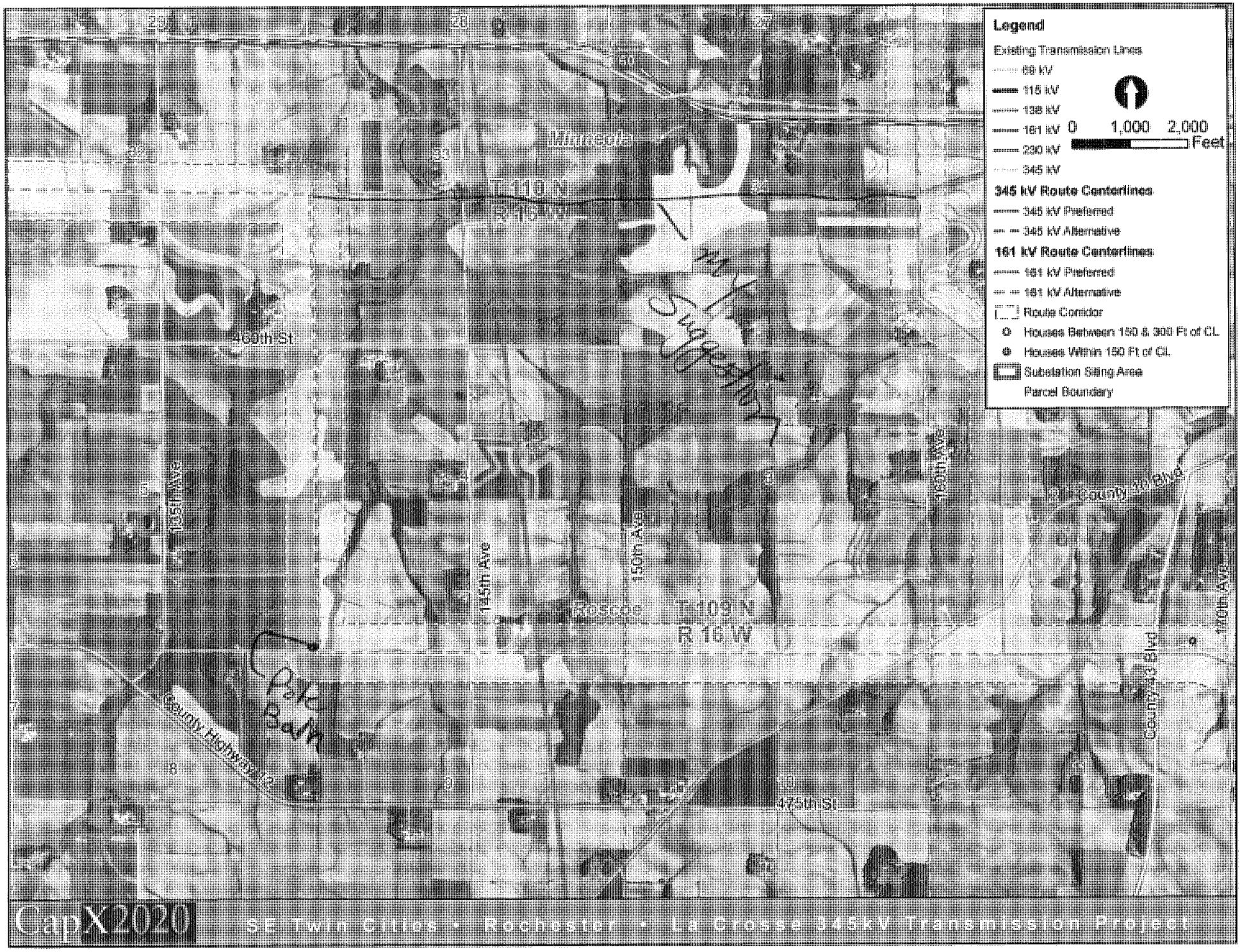
Email: UPSGUY01@gmail.com

Comments: I would suggest changing the Alternative Route - change it as seen on map.
In words -
Change the Alternate route at the End just west of Zumbrota. At the last turn south change it to go straight East to the preferred.
Reason:
~~Note:~~ There is an above ground structure at the ~~Low~~ South/East corner of my property - which is Directly on the Alternate route.

Please submit comments by 4:30pm, May 20, 2010 to:

Matthew Langan
Minnesota Dept. of Commerce
85 7th Place East
Suite 500
St. Paul, MN 55101-2198

Email: matthew.langan@state.mn.us
Phone: 651-296-2096
Fax: 651-297-7891



CapX2020 SE Twin Cities • Rochester • La Crosse 345kV Transmission 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

CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

Name: Eldon & Brenda Malwitz

~~Representing:~~ Eldons home (507) 753-2532 cell (507) 273 8985

Address: 10852 40th Ave NE Elgin, Mn. 55932

Email: malwitz.brenda@mayo.edu

Comments:

To: Mr. Matt Langan,

This map + letter pertains more to the 161 line that would be running south to the Chester substation, off the 345 line.

Our concern is that (at on time) there was a 345 route option that ran along our north line fence. At the meeting and on the new maps, it does not show that this route is still being considered. We just want to make sure, that this route is not an option at this time, or in the future.

At the meeting, you said you would be willing to come down. We could show you the area + some other options.

Please let us know when this would work so we could set up a time.

Thank You, Brenda

Please submit comments by 4:30pm, May 20, 2010 to:

Matthew Langan
Minnesota Dept. of Commerce
85 7th Place East
Suite 500
St. Paul, MN 55101-2198

Email: matthew.langan@state.mn.us
Phone: 651-296-2096
Fax: 651-297-7891

Dear Mr. Langan, 3-22-10

Special uses and circumstances on our property that should be considered when assessing the Project.

Our property is located in Sec 16 Farmington Township, Olmsted County, Minnesota.

The Capx 2020 electric lines are proposed to run down the middle of our property. Our Dairy farm has very hilly land and we therefore have a large number of crop contours on our farm. We have a high proportion of Alfalfa hay production because of rolling land (*See Reference #1).* We harvest our hay 4 times a year we spend a lot of time in the alfalfa fields. We plant the hay, spray for insects, fertilize the hay, cut the hay, rake the hay, bale the hay each harvest so we are on the land at least 20 times a year. This will make the power lines inconvenient for us versus a corn and soybean farmer which may go over their land 3 times a year. **We think a better solution is to run the power line to County RD 11 (B160 on the map) and then go south on Co Rd 11 because it will not be running down the middle of the fields and instead will be on the edge of Co RD 11 or to run the power line down B159.*(Reference #2)***

There are 3 dairy farms along the current proposal that will be badly affected by the power lines and there are **no** dairy farms along Co Rd 11(B160) or down route (B159). There are also a lot less farm residences on Co Rd 11 and down route B159 than under the current proposal.

The proposal of running the power line through the middle of our land is going to decrease the value of our land substantially. You can imagine the financial impact this will have on us. Even if we never sell the property, and our children inherit the land, it reduces the value that we or our future generations can borrow against the land. If the power lines can be run down on the edge of a road it will not put as much financial hardship on our farm property that is why we also like running the power line down Co Rd 11(B160) or down B159.

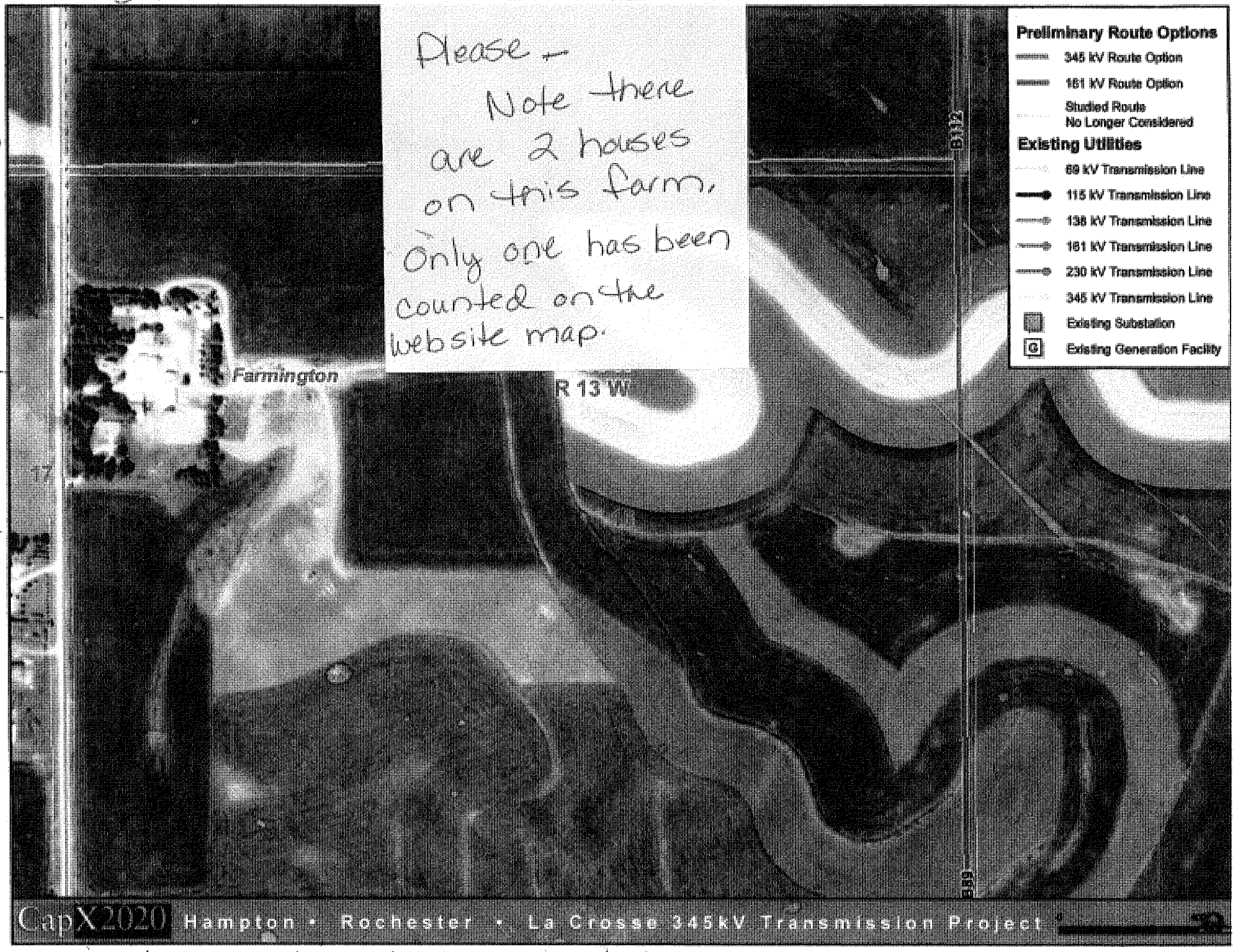
We also understand that the easement rights will be half as expensive if the power line is shifted to a road versus down the middle of our property. We therefore believe there are better alternatives than the current on running through the middle of our farm.

Sincerely,
Eldon + Brenda Malkowitz

(507) 753-2532
(507) 273-8985

Eldon + Brenda Malkowitz
10852 40th Ave NE
Elgin, Mn. 55932

3-22-10



Farmington Township Sec. 16, Olmsted Co. Mn.

Eldon & Brenda Malwitz (507) 753-2532
10852 40th Ave NE
Elgin, Mn. 55932
cell (507) 273-8985

South Branch.
Zumbro River.

CONTRACTORS INVOICE

TO:

DATE | YOUR WORK ORDER NO.

Boulder Dam Canoe & Kayak Rental
20 East Center St. / PO Box 82
Oronoco, MN 55960
Phone: (507)367-2658 www.boulderdamcanoe.com

DESCRIPTION OF WORK PERFORMED

Please consider crossing the bridge at county #3 + county #12 with the 161 KV transmission line. This would be an appropriate place to cross this branch of the Zumbro River, It would be of easy access for maintenance, IT would save hundreds of trees being cut Down and as I see IT The most important reason would be all canoes, Kayaks, tubes floating or traveling Down this popular corridor from. Oxbow park to oronoco Dam would see the Power lines over the Bridge normally associated with Power line Routes and would not have them crossing in one of the most remote areas not to mention the most beautifull section of this Branch of the Zumbro River Please Take carefull Consideration for the very important future of this Section of the River. Might I add That Olmsted County is the only County in Mn. That has no natural lakes, but we have great Places to Canoe, Kayak and tube on (natural Rivers) Lets Do our best To preserve what we were given and use the very best Jdgment In the decision making process That will be good for all now + in the future.

Kevin Michael Monson
Kevin Michael Monson
Resident Since 1964
367-4422.

Justin + Angie Bomkamp
Boulder Dam Canoe + Kayak
(507) 367-2658

All Material is guaranteed to be as specified, and the above work was performed in accordance with the drawings and specifications provided for the above work, and was completed in a substantial workmanlike manner for the agreed sum of _____ Dollars ($ _____).

This is a ☐ Partial ☐ Full invoice due and payable by: _____ Month _____ Day _____ Year

in accordance with our ☐ Agreement ☐ Proposal No. _____ Dated _____ Month _____ Day _____ Year

TC8122 adams

CONTRACTORS INVOICE

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

CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

Name: Kevin Monson

Representing: Residents on 60 Ave

Address: P.O. Box 353 Oronoco, Mn 55960

Email: Barnes KJ@msn.com

Comments: Please consider my proposed Route which would use the lower portion of the Alt Route on the 161 KV. Line then use County Road 31 to connect to the upper portion of the proposed line.

Thank-you so much for your viewing time. I think you will see what I consider to be a great route. Douglas trail will be of very little impact

Thanks Kevin Monson cell-507-259-2150
Long time Resident
Avid outdoorsmen.
Kayak Adventures.

Please submit comments by 4:30pm, May 20, 2010 to:

Matthew Langan
Minnesota Dept. of Commerce
85 7th Place East
Suite 500
St. Paul, MN 55101-2198

Email: matthew.langan@state.mn.us
Phone: 651-296-2096
Fax: 651-297-7891

COMMENT FORM

SCOPE OF ENVIRONMENTAL REVIEW FOR CAPX 2020'S HAMPTON-ALMA LINE

NoCapX 2020 and United Citizen Action Network are intervenors in the CapX 2020 Certificate of Need, Brookings-Hampton route and Hampton-Alma route dockets. We have been to MANY scoping meetings and offer these suggestions to help your comments count.

The Dept. of Commerce/MOES has requested comments regarding the issued to be covered (scope) in their Environmental Impact Statement – and it's important to remember that as far as the Dept. of Commerce, sponsor of this meeting, is concerned, all that matters is what should or should not be included in their EIS. To help keep you on point, we've taken the "factors considered" straight from the rules. Think about the areas and issues that concern you and let these categories trigger your thoughts. You don't need to be an expert or know details – just write down the issues that THEY need to investigate! You know your community and what concerns you – that's the issue today!

Please fill this out as best you can and turn in today or send to: matt.langan@state.mn.us or mail to: MOES, 85 7th Place East, Suite 500, St. Paul, Minnesota, 55101-2198

****

To MOES: The following specific issues should be addressed in your EIS:

A. effects on human settlement, including, but not limited to, displacement, noise, aesthetics, cultural values, recreation, and public services:

South Branch of the middle fork of the Zumbro River Please see Attached Sheet Titled South Branch Zumbro River

B. effects on public health and safety;

C. effects on land-based economies, including, but not limited to, agriculture, forestry, tourism, and mining;

D. effects on archaeological and historic resources;

E. effects on the natural environment, including effects on air and water quality resources and flora and fauna;

See Attached Sheet Titled South Branch Zumbro River.

F. effects on rare and unique natural resources;

See Attached Sheet
Titled South Branch
Cumaro Creek.

G. application of design options that maximize energy efficiencies, mitigate adverse environmental effects, and could accommodate expansion of transmission or generating capacity;

H. use or paralleling of existing rights-of-way, survey lines, natural division lines, and agricultural field boundaries;

I. use of existing large electric power generating plant sites;

J. use of existing transportation, pipeline, and electrical transmission systems or rights-of-way;

K. electrical system reliability;

L. costs of constructing, operating, and maintaining the facility which are dependent on design and route;

Crossing AT Bridge would in my opinion Be Best for Maintaining Line, and Initial cost.

M. adverse human and natural environmental effects which cannot be avoided; and

N. irreversible and irretrievable commitments of resources.

Cutting an 80' path through a great wooded environment vs crossing AT the Bridge would Be hard to accept as the Best Choice.

Produced and paid for by:

Carol A. Overland, Attorney for NoCapX 2020 and U-CAN
www.nocapx2020.info

NAME	PHONE	E-MAIL
Don Heller	367-2199	MNTEXEL@YAHOO.COM
Barb Prigge	356-4609	barbeekug2000@yahoo.com
BILL REILING	5074218841	WCR5766@Gmail.com
Kevin Monson	507-259-2150	barneskj@msn.com
MYRON SCHETTL	" 367-4402	MSCHETTL@AOL.Com

name	address	phone	e-mail
Leon Plantz	7615 60th Ave	281-9198	leon074@aol.com
Chad Luedke	7743 60th Ave NW	320-980-0156	snowhardcl@hotmail
ROD STEGGERDA	7611 60th AVE NW	507 993-5051	FIREADOCF@LIVE.COM
ROGER NELSON	7499 60th AVE NW	507-252-9639	RDROGERN@AOL.COM

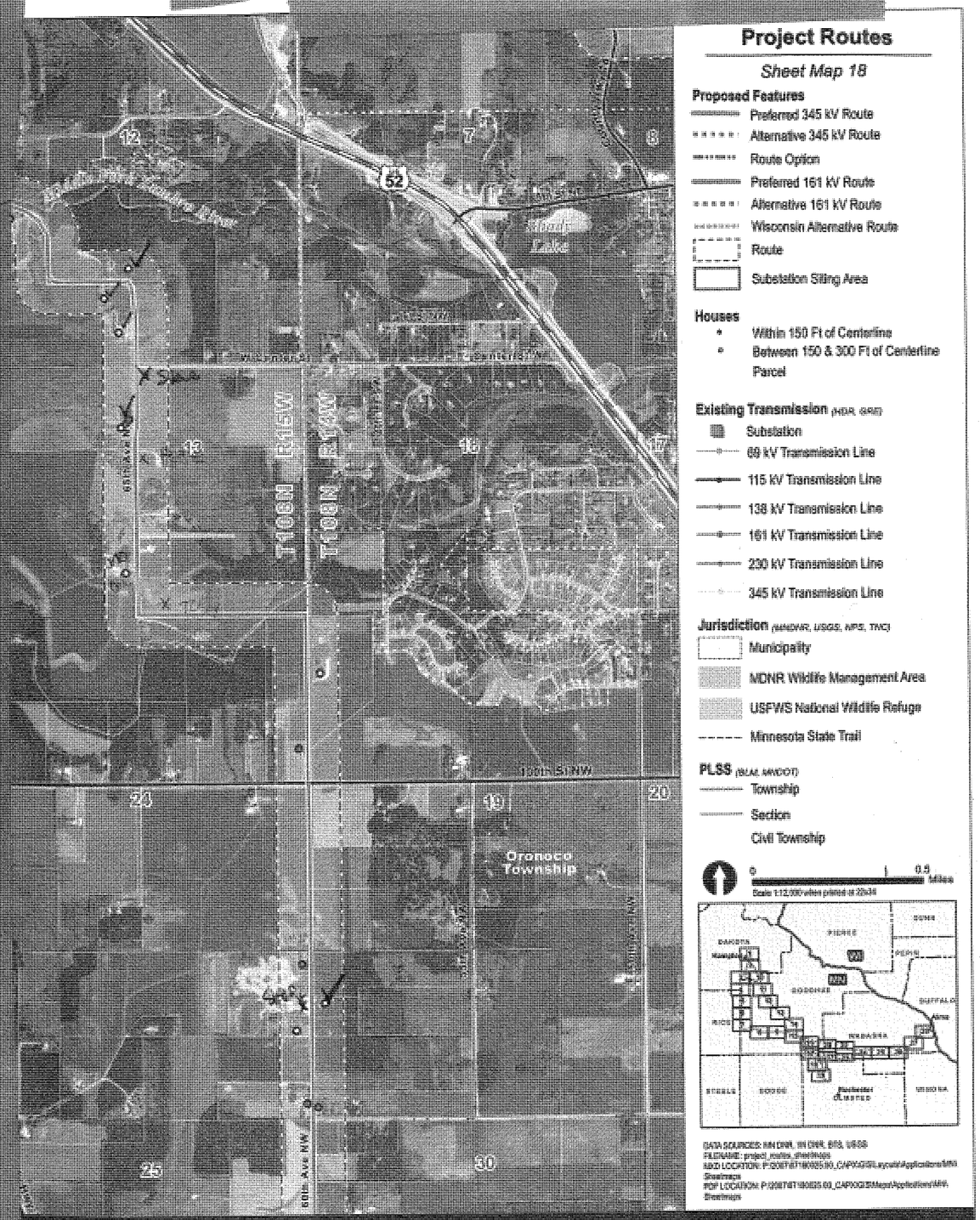
Against Route on 60 AVE.

CapX2020

Hampton • Rochester • La kV Transmission Project

Xcel Energy • Dairyland Power Cooperative • Rochester Pu ergy • Southern Minnesota Municipal Power Agency

MN Route Permit Application

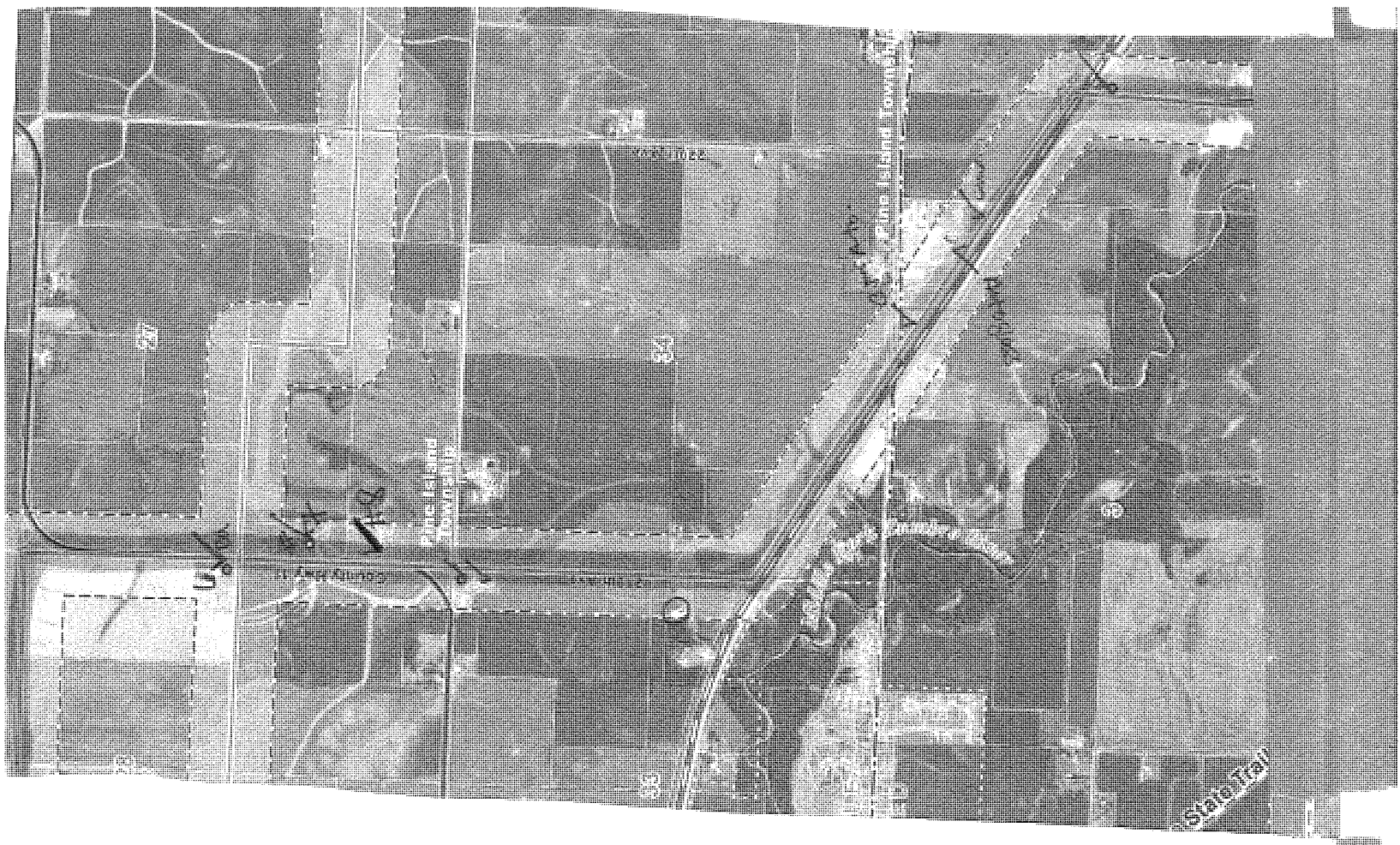


CapX2020

Hampton • Rochester • La kV Transmission Project

Xcel Energy • Dairyland Power Cooperative • Rochester Pu Energy • Southern Minnesota Municipal Power Agency

MN Route Permit Application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Pine Island Township
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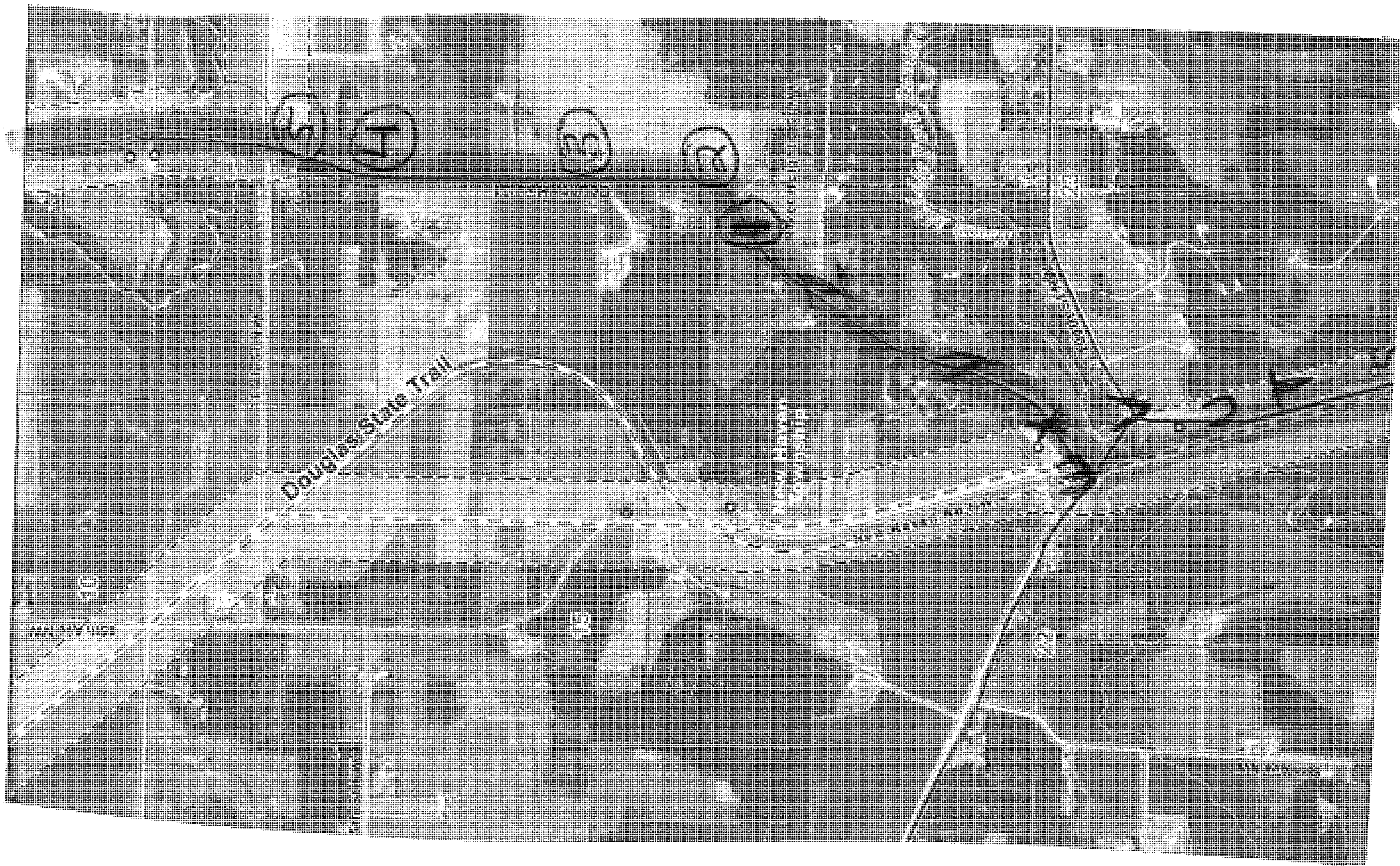
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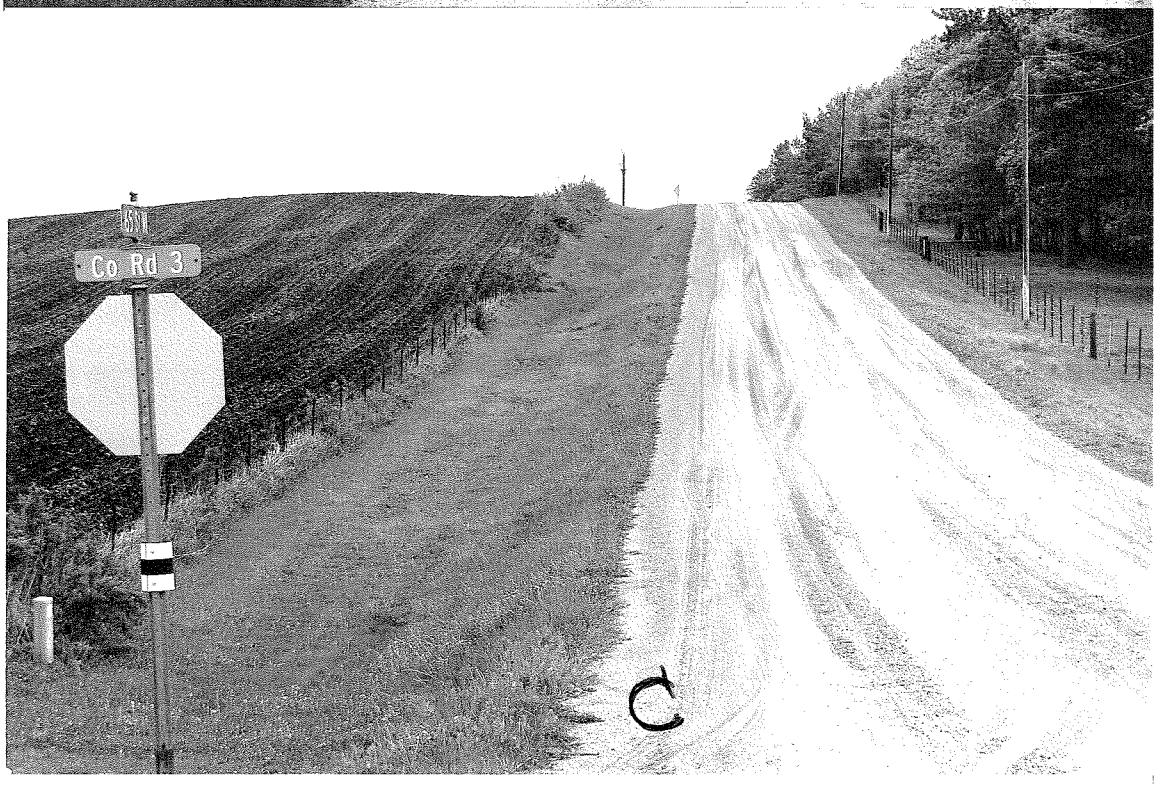
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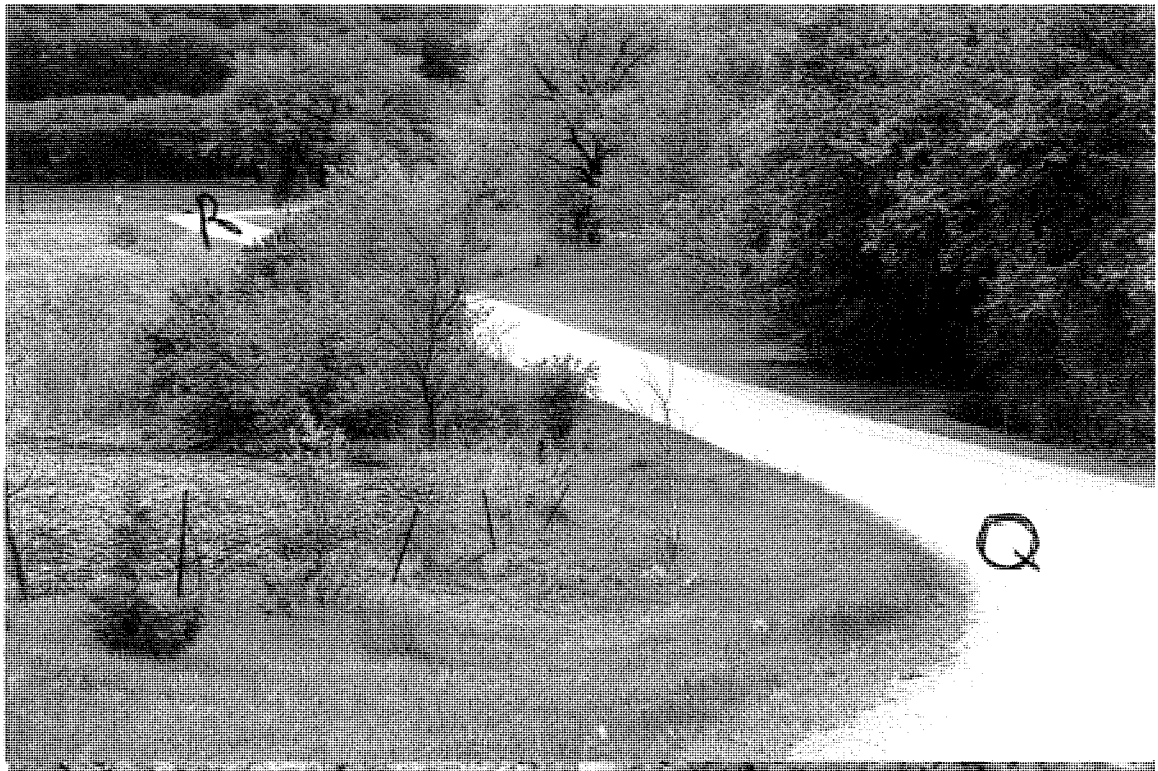
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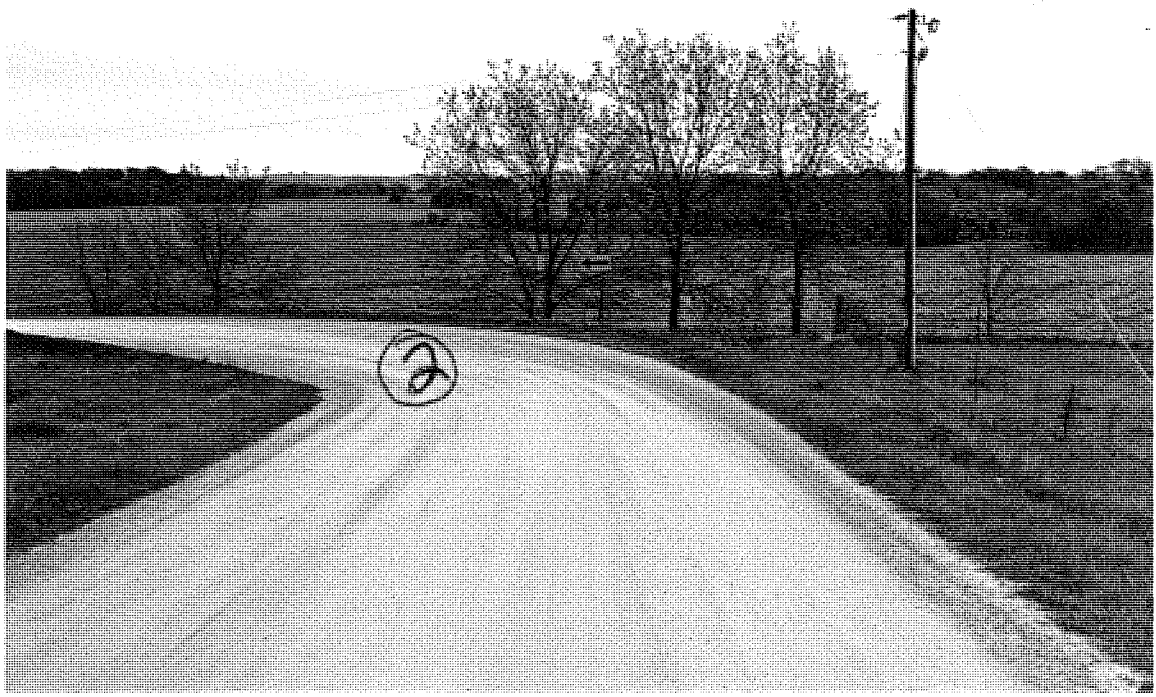
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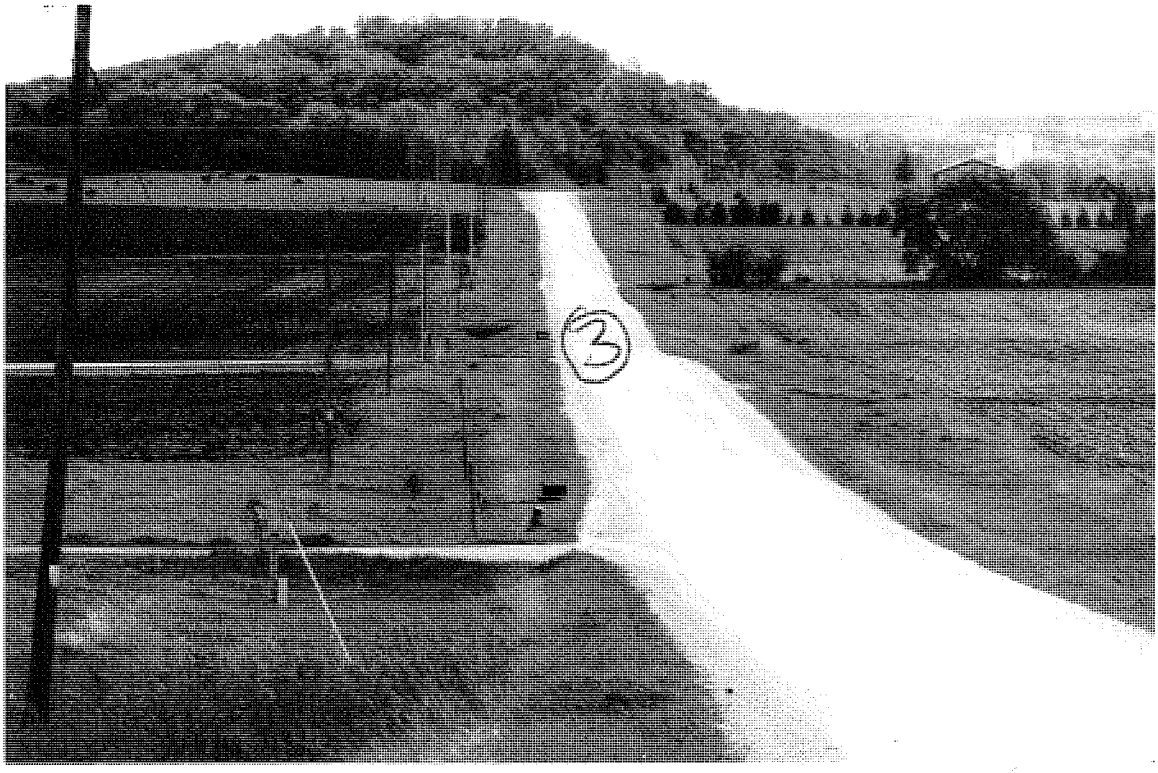
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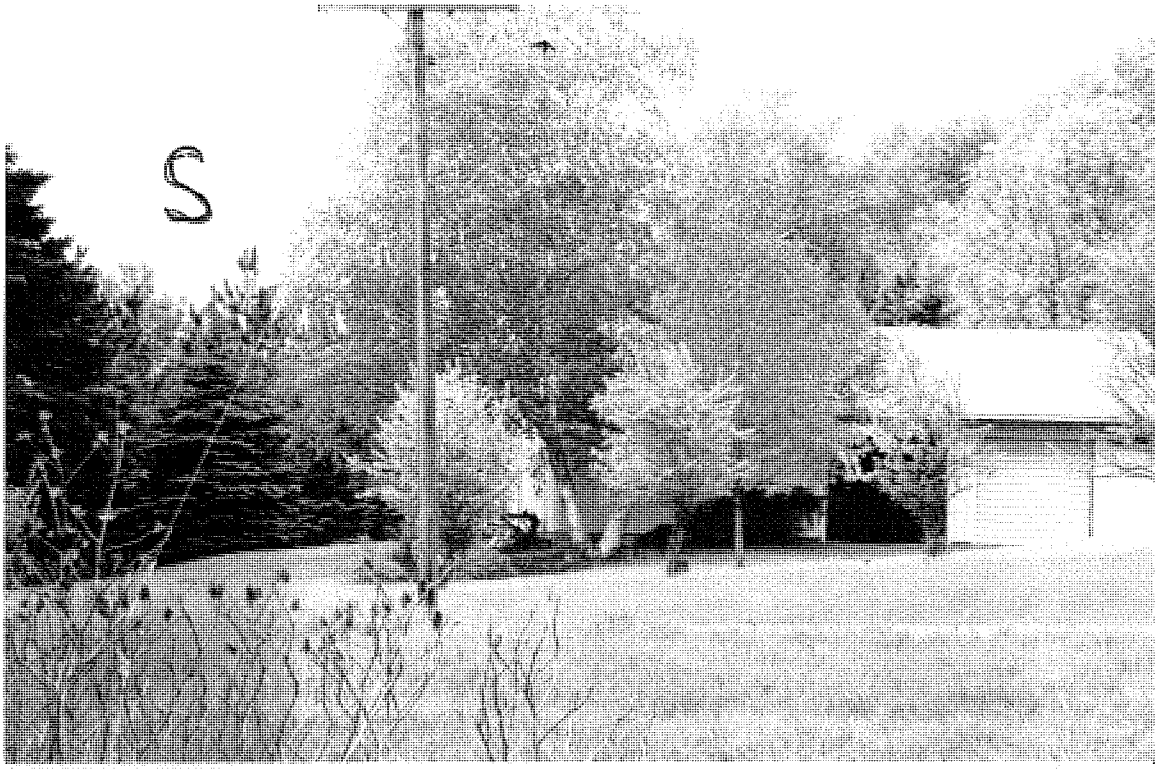
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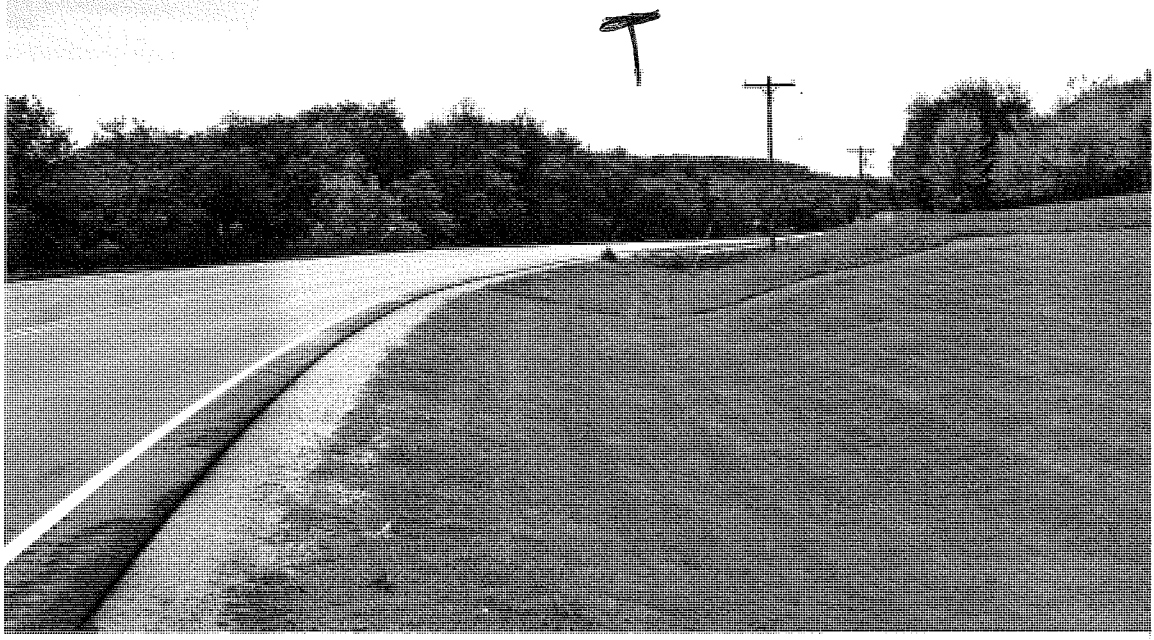
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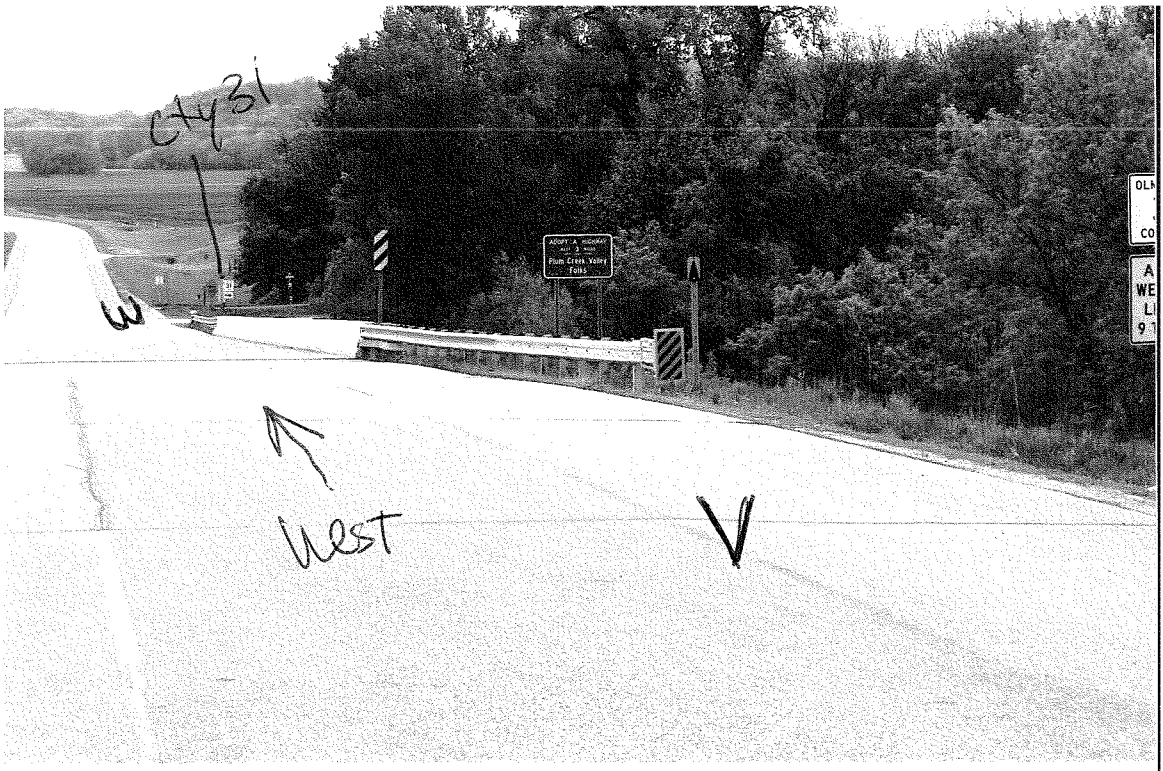
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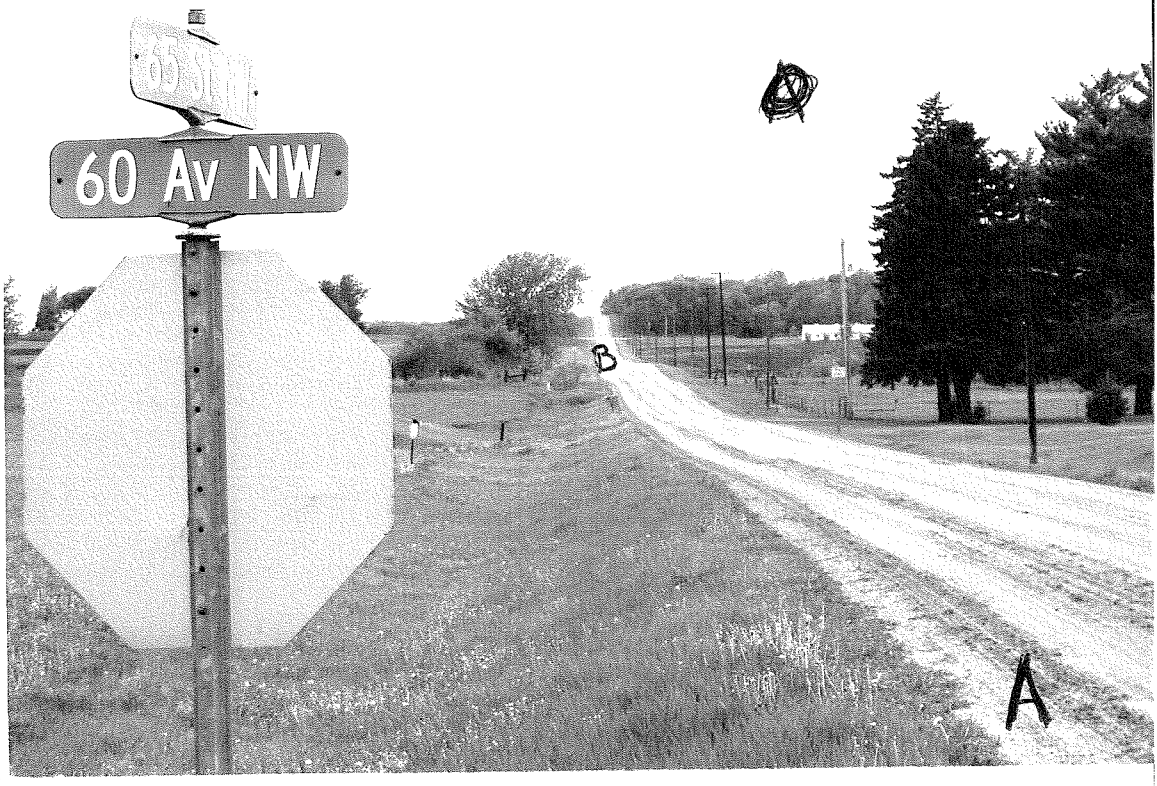
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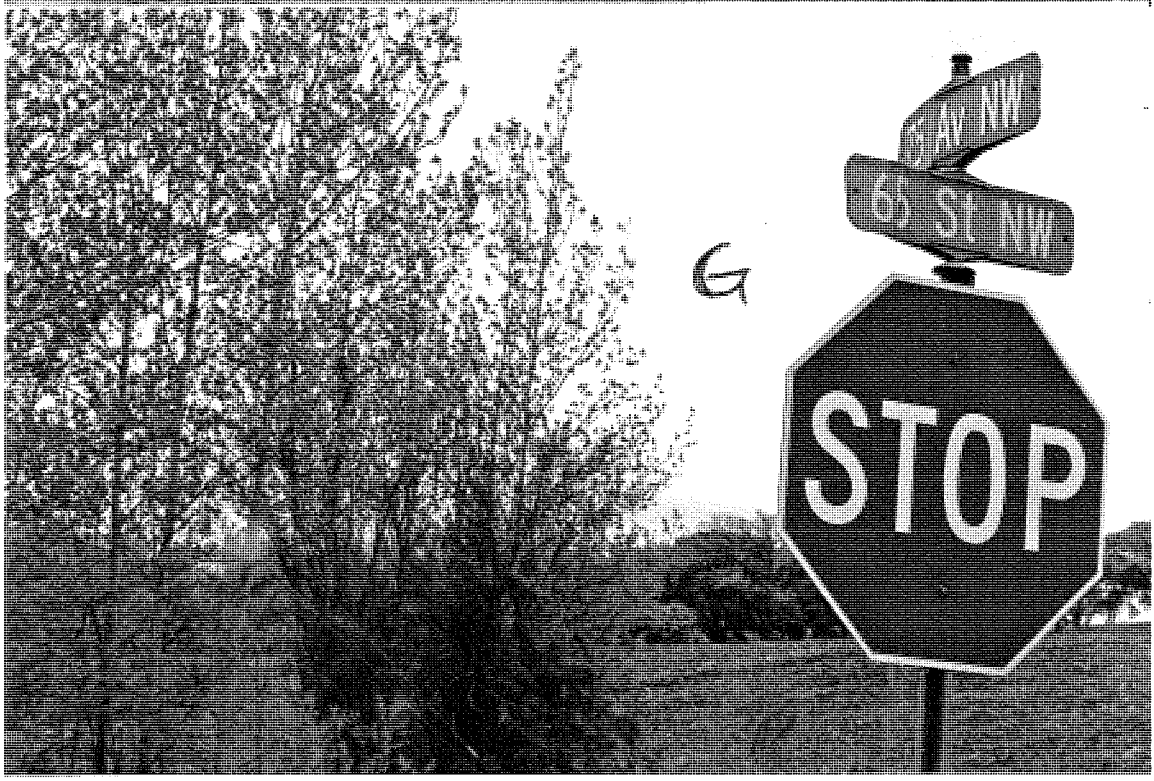
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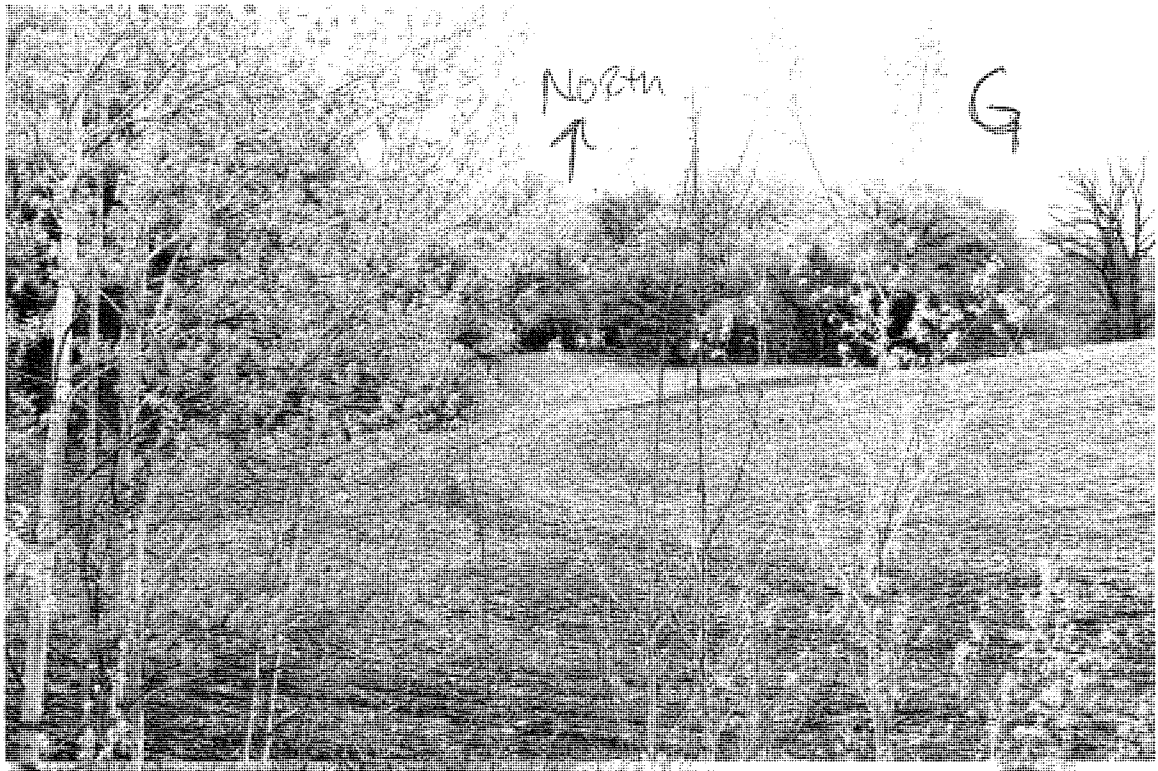
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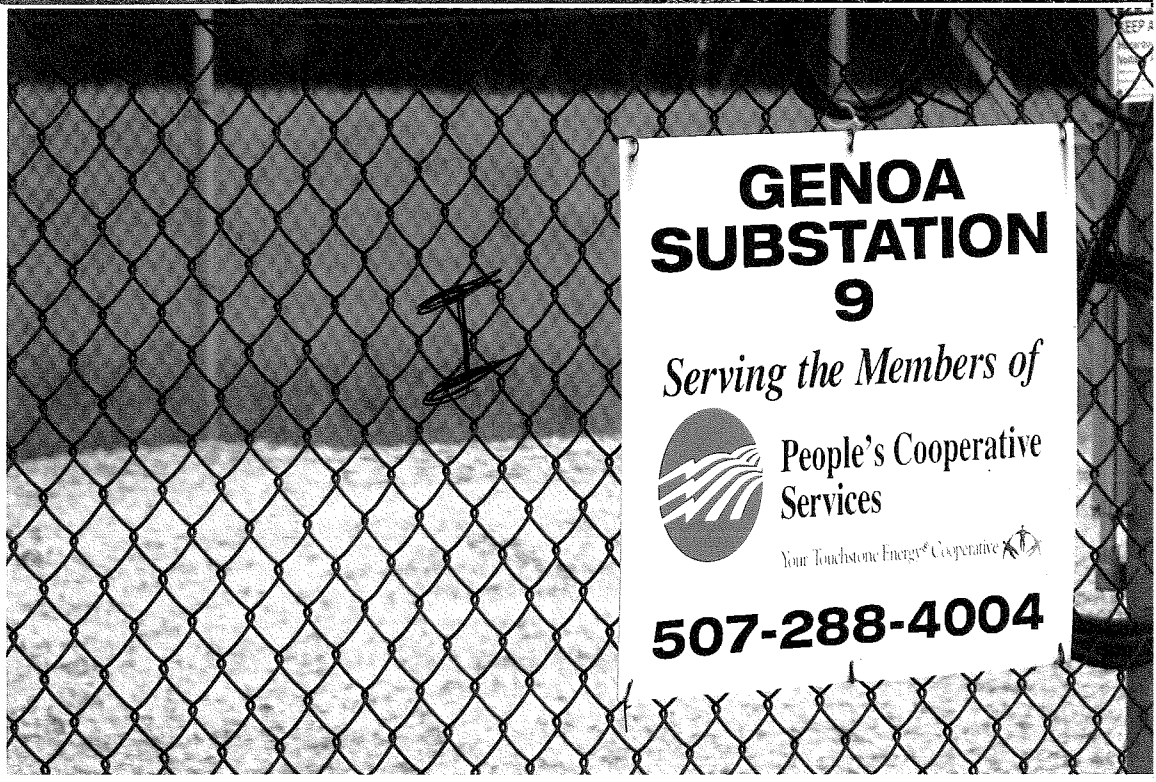
GENOA
SUBSTATION
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Serving the Members of
People's Cooperative
Services
Your Touchstone Energy® Cooperative
507-288-4004

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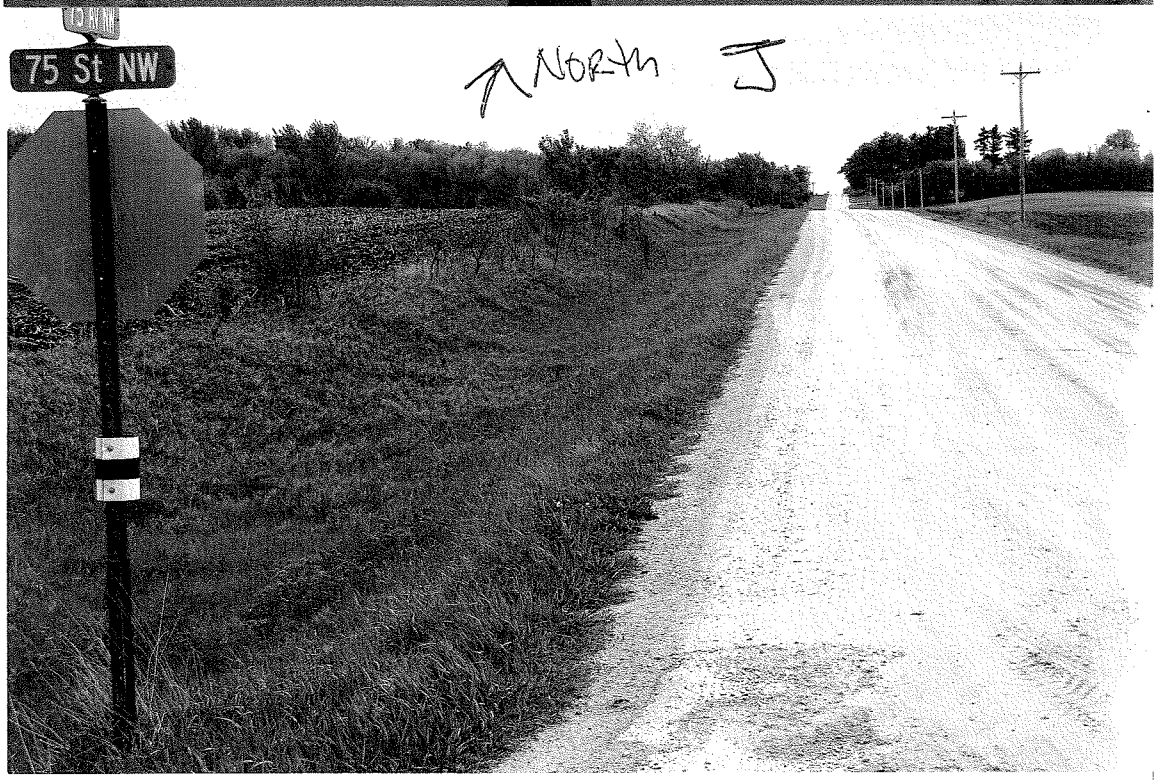
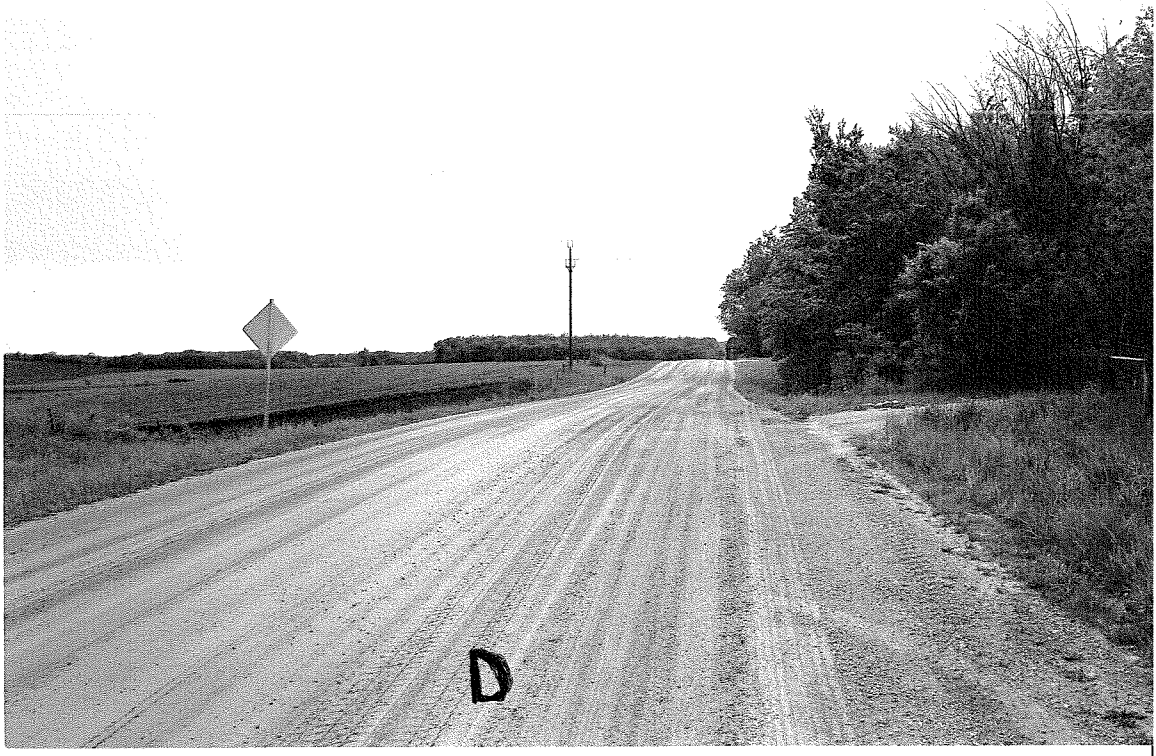


↑ North J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office of energy security
85 7th Place East, Suite 500, St. Paul, MN 55101-2198
main: 651.296.4026 tty: 651.296.2860 fax: 651.297.7891
www.commerce.state.mn.us

PUBLIC COMMENT SHEET

CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

Name: Daniel & Jane McCann

Representing: Self

Address: 55743 249th Ave Milville

Email: DOG54452@yahoo.com

Comments: Our concerns are two fold

1) Prior to knowledge of this power line we planned on selling our property in 2-3 years. This power line causes uncertainty untill it's final route & easement payment are defined.

2. Environmental. Please see attached statement.

We have learned a great deal by attending your seminars. Thank you for representatives that are well knowledged & concerned for our issues.

Please submit comments by 4:30pm, May 20, 2010 to:

Matthew Langan
Minnesota Dept. of Commerce
85 7th Place East
Suite 500
St. Paul, MN 55101-2198

Email: matthew.langan@state.mn.us
Phone: 651-296-2096
Fax: 651-297-7891

CapX2020 Environmental Concerns

Section B32 of the proposed CapX power line runs along the southern border of our property. The entire area of which consists of woods and a fencerow. The fencerow is a stand of 100-year-old oak trees. These trees, along with a wide swatch of grass underneath, have been left undisturbed for years and for good reason. It provides habitat for pheasants, deer, turkeys and birds. Bees nest in multiple trees and migrating Monarch butterflies use it to rest during migration. Sitting high on a ridge, the fencerow provides a much-needed windbreak to prevent land erosion.

We purchased this land in 1996. Shortly after purchase we enrolled the land In the Minnesota Land Stewardship program. Our desire to protect this land was our intent, and now more than ever remains our passion. In our opinion, optional routes along roads and exiting easements should be used for the proposed power line.

Consider the current environmental conditions. Bee's; a vital link in our existence are on the decline. Pheasants find fewer places to inhabit due to fewer fencerows and a decline in CRP acres. Think about all the efforts and money spent by the ASCS to limit land erosion. Groups like Pheasants Forever, Ducks Unlimited and the Sierra club, donate large amounts of time and dollars to protect and provide habitat. Who hasn't been exposed to today's hottest buzzwords, " Going Green" and " environmentally friendly"?

To ignore such efforts and build a power line forever destroying vital habitat would be a shame. To hold public environmental meetings only to proceed without total regard to public interest would be hypocrisy. To disrupt the ecosystem when other options are available would demonstrate profound irresponsibility.

"To keep every cog and wheel is the first precaution of intelligent thinking". Aldo Leopold.

Daniel & Jane McCann
55743 299th Ave.
Millville MN 55957

FAX COVER LETTER

Pages: 3

To: Matthew Langan State of Minnesota Fax: 651-297-7891	From: LeRoy McCusker Cannon Falls, MN Fax: 507-263-4864

Mr. Langan

Attached is my letter of concern on the CapX2020 project.

LeRoy McCusker

LeRoy McCusker
100 Stoughton St W
Cannon Falls, MN 55009-1526

May 11, 2010

Matthew Langan
State Permit Manager
Minnesota Office of Energy Security
85 7th Place East, Suite 500
St. Paul, MN 55101-2198

Dear Mr. Langan,

My name, LeRoy McCusker, am a council member, planning commission member, local concerned citizen of the city of Cannon Falls for fifty years. I am writing in concern to the CapX 2020 proposal.

I have a lot of concerns with the highway 52 proposals for our town and it citizens. To give you a little background Cannon Falls is a small town with an historical business area. Some of our problems are our small town has five major roads coming into it with traffic problems growing more every day. Some future plans are to widen streets that take out some buildings to make better turns and solve other problems. To resolve some of these problems we have been working with the State of Minnesota, Goodhue County and our city planners. Part of our future is to plan around our new southern overpass to the south of Cannon Falls. This area has been planned for commercial, residential retail and other businesses including our new hospital to go up in the next two years plus other medical businesses. This is all being done with good intentions for future tax base for Cannon Falls, Goodhue County and the State of Minnesota.

At this time your main plans are to go through the heart of Cannon Falls with your power line development. I feel this will have a big future impact on not only our future plans but the state and county as well. I also have concerns about the power lines in our high traffic areas and also the safety of medical helicopters to our Mayo Medical Center.

Please give a lot of consideration to alternate routes through Randolph, Kenyon and south. If you look at all small towns from Hampton to Alma, Wisconsin, Cannon Falls is the only town with the power line which goes right though it. I have no doubt that we do need power lines for the future, but it is a pretty heavy price for Cannon Falls to be the only small town to have these power lines going right through the heart of it. I also realize it is more costly and more problems to go with the western alternative, but I feel the cost to Goodhue County, Cannon Falls and the state of Minnesota is a lot more than whatever you spend on alternatives. We have tried to work together with other projects

with our local power companies the last two to five years but this is asking too much. Please consider the alternate route for our future.

Would it be possible to get a response back so I can tell our local citizens that small town America does matter and we do have a voice.

Thanks you very much for your time. If I can help, please call anytime. My phone number is 507-263-4864.

Regards,

LeRoy McCusker