

42A.

See Section 7.3.1 of the EIS.

42B.

See Section 7.2 of the EIS.

42C.

See Section 7.4 of the EIS.

42D.

Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

42E.

Specific land use zoning maps are included in the Route Permit Application and were reviewed for the EIS. While some routes are in areas in Oronoco township and elsewhere in Olmstead County that are zoned suburban or other residential, the applicable zoning ordinance does not appear to prohibit utility distribution or transmission lines in these areas.

42F.

Stray voltage is discussed in Section 7.1.2. of the EIS. The information included in the EIS targeted a level of detail relevant to a reasoned choice among alternatives. See Minn. Rule 4410.2300, Subpart. H.

42G.

See Section 7.7 of the EIS.

42H.

See Section 7.11 of the EIS.



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

PUBLIC COMMENT SHEET

CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

Name: Chris & Jen Degener
Representing: 65th St.
Address: 4401 Genevieve Pl. NW Rochester, Mn. 55501
Email: cjdegener@aol.com

Comments:

Our property value has already decreased because of the poor condition of 65th street and the increased traffic. If the transmission lines are added it will decrease the value of our house even more. We like where we live, please don't add the transmission lines and make our property unsellable. Thank you

Sincerely, Chris & Jen Degener

Please submit comments by 4:30pm, April 29, 2011 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

43A.

See Section 7.2 of the EIS.

43A

Langan, Matthew (COMM)

From: Tammi Desens [tdesens@hotmail.com]
Sent: Thursday, April 28, 2011 11:28 PM
To: Langan, Matthew (COMM)
Subject: comments on proposed CapX Hampton-Rochester-La Crosse transmission line project

Dear Mr. Langan:

I wanted to send a note regarding my comments on the proposed CapX Hampton-Rochester-La Crosse transmission line project. I own a home along 65th street NW in Rochester in the Summit Pointe Place development. I have many concerns about our backyards being selected as a potential route for these transmission lines.

- 44A 1) I have no idea what health concerns having these lines near our property poses for those of us in the neighborhood
- 44B 2) I am concerned about our home values declining as a result. I would not have purchased this property 3 yrs ago had I known about this scenario, therefore, I'm sure potential home owners looking at homes in our neighborhood will be turned off as a result of having these lines in our backyards.
- 44C 3) Our development is filled with children, just the idea of having something like this near our homes, so close to all of these families, concerns me

I hope you take my comments to heart, and I hope others in my neighborhood have provided their comments as well.

Sincerely,
Tammi Desens
home owner in Summit Pointe Place development in Rochester

44A.
See Section 7.1 of the EIS.

44B.
See Section 7.2 of the EIS.

44C.
See Section 7.3.3 of the EIS



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: Chris + Tammi Desens **Representing:**
~~4551 Summit Pointe PL NW~~
~~Rochester~~

Address: 4551 Summit Pointe PL NW **Email:** tdesens@hotmail.com
 Rochester MN 55901

Comments:
 We are very much against running power
 line through our backyard. We wouldn't
 have purchased this home if we had known
 about this and we are certain our home
 value will decline as a result. We have
 concerns about health impact of running
 high voltage lines near residences. In addition
 our neighborhood has so many children, it
 seems so unsafe to have something like this
 in their backyards.

45A
 45B
 45C

Please submit comments by 4:30pm, April 29, 2011 to:

Matthew Langan Email: matthew.langan@state.mn.us
 Minnesota Dept. of Commerce Phone: 651-296-2096
 85 7th Place East Fax: 651-297-7891
 Suite 500
 St. Paul, MN 55101-2198

45A.
 See Section 7.2 of the EIS.

45B.
 See Section 7.1 of the EIS.

45C.
 See Section 7.3.3 of the EIS

April 19, 2011

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

RE: CapX2020 Hampton-Rochester-La Crosse 345kV and 161kV Transmission Line
Project (PUC Docket No. E002/TL-09-1448)
Draft Environmental Impact Statement Comments Regarding Segment 3

Dear Mr. Langan:

We live along the proposed CAPX2020 3P "preferred route" just south of County Road 12, and west of the Zumbro River.

We purchased our residential property nearly fourteen years ago. It's a beautiful place right next door to a wonderful lake for water skiing, fishing, and kayaking. We put our watercraft in right along the Sandy Point ramp south of County 12 bridge. We have over twenty-three acres of pasture and woods. It could be a wonderful horse property or it could be developed into smaller lots. A trio of power lines, totaling *nearly one million volts*, less than 500 feet from our home, would endanger our health and drastically drop the resale value of our property!

46A
46B

The township has managed to fight a proposed quarry within a mile of our property that would have severely affected all the properties in the vicinity. The area around the lake has been re-zoned residential. The county has re-zoned previous farm land directly north of us into residential development.

46C

It would seem to us that the state and the county would see better use of the land in Oronoco Township for residential use which would be compromised if the southern route(3P) was chosen for this transmission line. We believe that the proposed northern routes(3P-Zumbro-N or 3A Route) would be better suited to a project of such magnitude.

We are concerned with the proposed 3P route for the reasons listed below.

Land Use:

46D

Oronoco Township's future land use has always been suburban development for Rochester and Olmsted County. The school district is Rochester. Appraised property values and subsequent taxes of small acreages in Oronoco Township all reflect this designation.

[Recipient Name]
April 27, 2011
Page 2

Running a 345kV transmission line straight through the middle of our township will severely affect Olmsted County's future land use. Existing property values will decline and the tax revenue with it.

Property Values, Visual and Aesthetic Impacts & Electric Magnetic Fields:

A 345kV transmission line will adversely affect existing properties and real estate in Oronoco Township. The aesthetic impact as well as the real and perceived health risks of this line are enough to make home buyers look elsewhere. It isn't a matter of how much value the property loses; it becomes a matter of whether the property will even be sellable at all. Adding two additional high voltage transmission lines (345kV and 69kV) to the same poles used for the proposed 345kV line (as we recently found was the latest plan) would be a devastating blow for property owners in Oronoco Township.

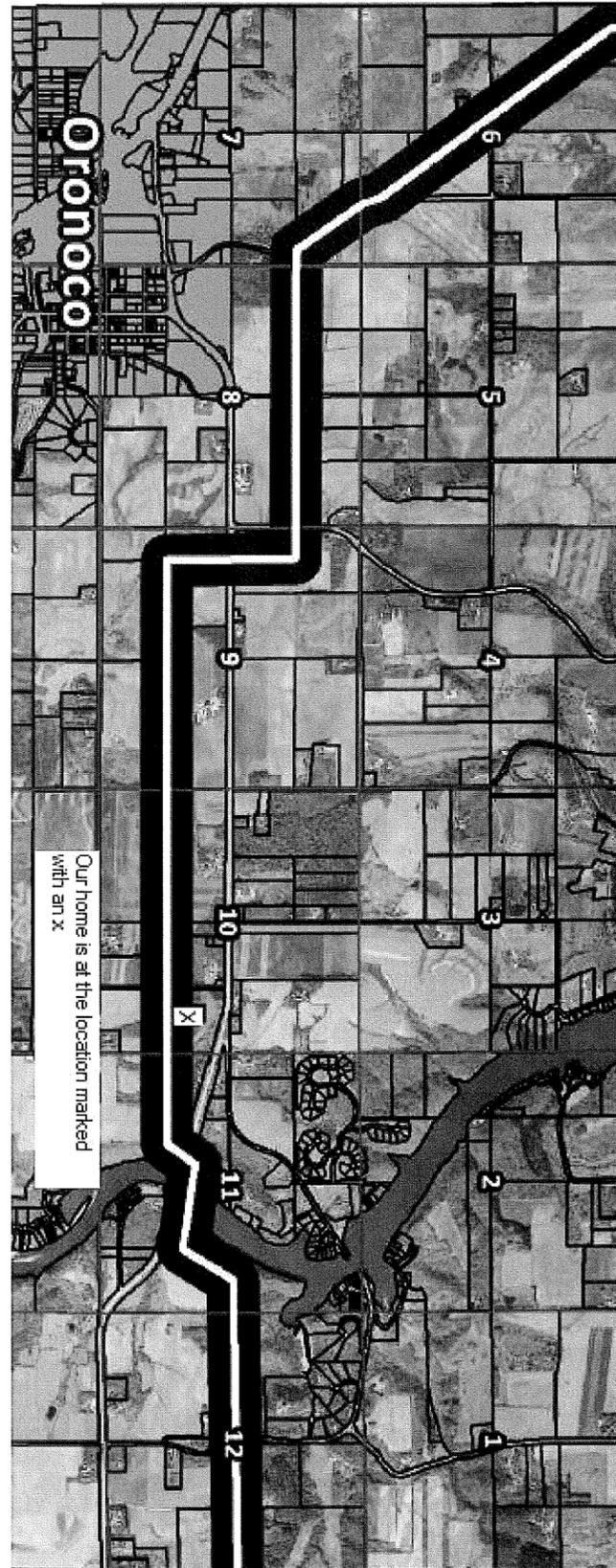
46E
46F

We would like to see a detailed property value analysis added to the Final EIS that includes estimates of the property values with and without the transmission lines along all the proposed routes: 3P, 3P-Zumbro-N and the 3A Route.
Sincerely,

46G

Julie & West Devick
11884 14th Ave NW
Oronoco MN 55960
joulesjed@ymail.com

FEIS ID #46



ORONOCO TOWNSHIP

46A.

See Section 7.3.3 of the EIS

46B.

See Section 7.2 of the EIS.

46C.

Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

46D.

Specific land use zoning maps are included in the Route Permit Application and were reviewed for the EIS. While some routes are in areas in Oronoco township and elsewhere in Olmstead County that are zoned for future suburban or other residential, the applicable zoning ordinance does not appear to prohibit utility distribution or transmission lines in these areas.

46E.

See Section 7.3.1 of the EIS.

46F.

See Section 7.1 of the EIS.

46G.

The EIS contains a general overview of the research on property value impacts due to high-voltage transmission lines. As described in that section, there is no generally recognized mathematical model that we can use to specifically predict the before and after property values in this or any other specific area along the routes.

[Recipient Name]
 April 27, 2011
 Page 2

47A

Running a 345kV transmission line straight through the middle of our township will severely affect Olmsted County's future land use. Existing property values will decline and the tax revenue with it.

47B

Property Values, Visual and Aesthetic Impacts & Electric Magnetic Fields:

47C

A 345kV transmission line will adversely affect existing properties and real estate in Oronoco Township. The aesthetic impact as well as the real and perceived health risks of this line are enough to make home buyers look elsewhere. It isn't a matter of how much value the property loses; it becomes a matter of whether the property will even be sellable at all. Adding two additional high voltage transmission lines (345kV and 69kV) to the same poles used for the proposed 345kV line (as we recently found was the latest plan) would be a devastating blow for property owners in Oronoco Township.

47D

47E

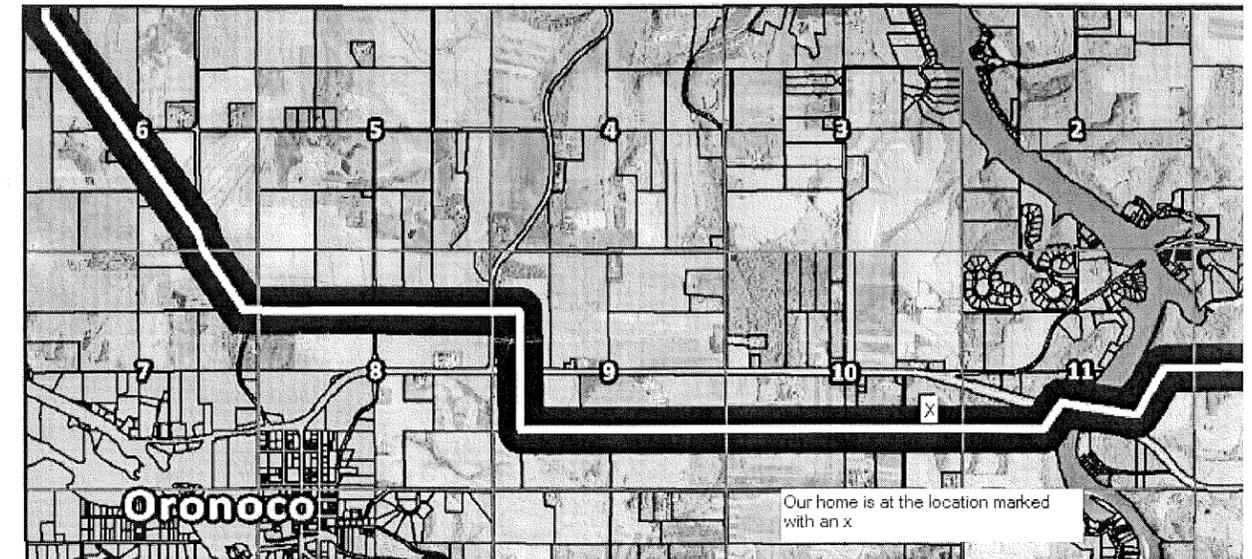
We would like to see a detailed property value analysis added to the Final EIS that includes estimates of the property values with and without the transmission lines along all the proposed routes: 3P, 3P-Zumbro-N and the 3A Route.

Sincerely,



Julie & West Devick
 11884 14th Ave NW
 Oronoco MN 55960
 joulesjed@ymail.com

ORONOCO TOWNSH



FEIS ID #47

47A.

As has been discussed in various locations within the EIS, the effects of transmission lines on human health, property values, and urban growth have not been definitively established as either positive or negative. In addition, please see Section 7.4.1 of the EIS (Local Land Use Control Preempted).

47B.

See Section 7.2 of the EIS.

47C.

See Section 7.3.1 of the EIS.

47D.

See Section 7.1 of the EIS.

47E.

The EIS contains a general overview of the research on property value impacts due to high-voltage transmission lines. As described in that section, there is no generally recognized mathematical model that we can use to specifically predict the before and after property values in this or any other specific area along the routes.

Apr. 30. 2011 2:51AM

No. 0907 P. 2/2

April 29, 2011

VIA FACSIMILE
1-651-297-7891Matthew Langan
MOES Project Manager
85 - 7th Place East
St Paul, MN 55101

RE: "DEIS Comments, Docket 09-1448"

Dear Mr Langan,

I am a property owner of farmland located directly on Hwy 52 near the intersection of County Road 86 in Dakota County, MN.

You are proposing running huge power lines through my third generation family farm.

I am very opposed to this happening for many reasons.

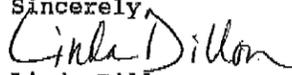
Hwy 52 has been declared the "Golden Corridor" between the Twin Cities and Rochester, MN. The traffic along Hwy 52 has been steadily increasing over the past years. I sincerely believe that in the not too distant future, Hwy 52 will need to be expanded for additional traffic lanes. Also, as I'm sure you are aware, there are two proposed interchanges planned - at Hwy 52 and County Road 86 and Hwy 52 and County Road 24.

Why would you place huge major transmission lines along a very busy freeway between the Twin Cities and Rochester? Health and safety issues should be a major factor in this decision. The magnetic fields, not to mention the sheer SIZE of these poles, are definately a threat to human safety alongside busy freeways.

There are various alternate routes that could be taken for this massive project. I strongly advocate that the route be moved much further west of Hwy 52, away from a major freeway.

I am also very concerned about the monetary compensation that will be given to affected landowners. This is prime agricultural land that has been in my family for over 100 years. I would hate to see it destroyed with huge power lines running through it.

Thank you for your consideration of my comments. I will be attending future meetings on this issue.

Sincerely,

Linda Dillon

48A.

See Section 7.11 of the EIS.

48B.

See Section 7.1 of the EIS.

48C.

See Section 7.11 of the EIS.

48D.

There are a large number of routes evaluated in the EIS, of which some are west of Highway 52. Since the comment is an argument for specific route, not a comment on the EIS, no response required. Your advocacy for other route alternatives not identified in the scoping process is noted. Your comment is now part of the record in this matter by its inclusion in this EIS, and will be submitted to the Office of Administrative Hearings (OAH) and Commission for consideration.

48E.

See Section 5.4 of the EIS.

48A

48B

48C

48D

48E

FEIS ID #49

PUBLIC COMMENT

James Dolan family
59611 Cty. Rd. 71
Mazeppa, MN 55956

Mazeppa townships
E-mail none

49A

We strongly object to any Cap X 20 20 High Voltage lines coming through our area of many beautiful hills & valleys! We've lived in this location since 1976 to be our "Forever Home." I love walking (all seasons) through the woods & see many species of birds such as: Eastern Bluebirds, Rose-Breasted Grosbeaks, Indigo Buntings, Yellow-Headed Blackbirds, House Finches, Purple Finches, Ruffled Grouse, Wood Ducks, Barred Owls, Great Horned Owls, Bald Eagles, & Great Blue Herons. We live a mile from the Zumbro River & one time a few summers ago, we had a Blue Heron sitting on the roof of our home. There's also many other more common species we observe feeding at the various bird feeders in our yard.

49B

49C

Another big concern is Safety for my husband with his heart rythum problem (arterial fibrilation.) The "Right of Way" would come across our large garden area where we raise many vegetables for local Farmers Markets. What effect would being under this High Voltage have on him while planting, weeding, & harvesting garden vegetables spring, summer, & fall ???

Our Surrounding neighbors also greatly object to High Voltage lines coming through this alternative area!



Sincerely,
Marian Dolan

49A.

See Section 7.3.1 of the EIS.

49B.

See Section 7.7 of the EIS.

49C.

See Section 7.1 of the EIS.

Brian and Jill Draayer
59207 423rd Ave., Mazeppa, MN 55956, Wabasha County
Mazeppa Township, Section 16, Twp-109 Range 014

Subject: Draft EIS on proposed CAPX2020 high voltage transmission lines (Alternative 345 kV Route – ie: Route 3A North Route). PUC Docket # E002/TL-09-1448

For the record, we would like to express our views on the proposed “Route 3A - North alternative route 345 kV transmission line”, to be included in the Final EIS report.

There Should be “NO POWER LINES ON NORTH ALTERNATE ROUTE 3A” due to :

- No existing Zumbro River crossing / infrastructure for this route.
- There are no existing transmission corridors across our farmlands. (Property boundaries and field edges do not qualify).
- This route is a contradiction to the MN Non-Proliferation Policy, as there is NO existing corridor. Fragmentation of properties.
- Much of the 3A North Route cuts across the RJ Dorer Memorial Hardwood State Forest.
- Much of the 3A North Route goes through areas designated by Wabasha County as “Bluffland Area” and is protected by regulations set by Wabasha County under MN statute.
- Significant cost of maintenance to the project due to heavily wooded and bluff-land property
- Deforestation in this Bluffland Area will create increased erosion and compromise water quality.
- Impact on wildlife including deer, turkeys, grouse, pheasants and eagles. We have many Bald Eagles that live in this Bluffland area. We have witnessed a Golden Eagle this winter. Many birds use this bluffland, trout stream and Zumbro River area for migration purposes.
- Impacts to our woodland areas, including impacts to virgin ferns, morel mushrooms, ginseng plants, and many more known and un-known plants that reside in our wooded acreage.
- Significantly increased risk for Buckthorn infestation due to the fragmentation the lines would cause through this wooded bluffland area.
- Habitat currently exists in the area for the potential for a very rare plant “dwarf trout lily” that exists only in this part of the world.
- Aesthetics impact to heavily used recreation area on the Zumbro River, including hunting, fishing, canoeing, walking, biking, bird-watching, etc.
- Crossing of a ski hill recreation area.

We would propose that the transmission route should use existing power-line corridors, right of ways, and follow major roadways to avoid the harmful environmental impacts listed above.

Thanks for your review of our concerns.
Brian and Jill Draayer

50A

50B

50C

50D

50E

50F

50G

50H

50D

50E

50I

50A.

The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

50B.

See Section 7.11 of the EIS.

50C.

Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

50D.

Your objection/preference of the specified route is noted. Your comment is now part of the record in this matter by its inclusion in this EIS, and will be submitted to the Office of Administrative Hearings (OAH) and Commission for consideration. See Section 8.3.4.7 of the EIS.

50E.

Your objection/preference of the specified route is noted. Your comment is now part of the record in this matter by its inclusion in this EIS, and will be submitted to the Office of Administrative Hearings (OAH) and Commission for consideration. See Section 7.6 of the EIS.

50E.

The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

50G.

Erosion/runoff are discussed throughout the EIS including Sections 5.5, 7.5.1, 7.6, and 7.8. The construction stormwater permit requires a pollution prevention plan that identifies controls and practices that would be implemented during construction.

50H.

See Section 7.7 of the EIS.

50I.

Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

FEIS ID #51

Langan, Matthew (COMM)

From: apache@web.lmic.state.mn.us
Sent: Sunday, April 17, 2011 10:12 PM
To: Langan, Matthew (COMM)
Subject: Dubbels Sun Apr 17 22:11:33 2011 E002/TL-09-1448

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

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

Project Name: Hampton to Rochester to La Crosse 345kV and 161kV Transmission Line

Docket number: E002/TL-09-1448

User Name: Kathy Dubbels

County: Olmsted County

City: Rochester

Email: jkdubbels@yahoo.com

Phone: 507-285-9712

Impact: I have a cottage on Lake Peterson near Kellogg, MN. Is the plan for the power lines to cross the Mississippi river via the exiting dike on Lake Peterson? I cannot tell from the maps. I am very much opposed to this as I believe it will have a detrimental effect on the environment and on my property values. Homeowners on Lake Peterson do not want this as it infringes on our rights to enjoy the wildlife and environment and the utility company profits at our expense.

Mitigation:

Submission date: Sun Apr 17 22:11:33 2011

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

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

Andrew Koebrick
andrew.koebrick@state.mn.us

51A
51B

51A.

See Section 7.2 of the EIS.

51B.

See Section 7.7 of the EIS.

April 20, 2011



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

Dear Mr. Langan,

I am writing in regard to the Cap X power line. I have enclosed a map of one of the routes that is by my property. I purchased the 80 acres and paid a high price for the land because it has a buildable site for a new home. I'm afraid that if the power line goes there I will not be able to build a home on the property. I would appreciate it if you would consider another route for the power line?

Thank you

David Egger
 890 Balsam Ct. ME.
 Pine Island, MN 55963

52A.

See Section 7.2 of the EIS.

52B.

Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

52A

52B

Langan, Matthew (COMM)

From: Carol A. Overland [overland@legalectric.org]
Sent: Friday, April 08, 2011 10:13 AM
To: Kristen Eide-Tollefson; Langan, Matthew (COMM)
Subject: Re: Fwd: Transmission Line in Ms. Valley re: public meetings to comment on environmental impacts
Attachments: 101018_BMcKay_Affidavit_Final.pdf

It's Matt Langan
 "Langan, Matthew (COMM)" <matthew.langan@state.mn.us>

345kV double circuit (that's how it's described, you don't add the voltages)

53A

EMF are grossly understated, misrepresented, see attached, same configuration as Brookings. Request they correct the full range of potential magnetic fields.

53B

I'd specifically request that they more fully address more than one crossing.

On 4/8/2011 5:21 AM, Kristen Eide-Tollefson wrote:

Carol -- would you please review this before I send it out. Is this EIS for a 345 or 700kv line. I'm not clear on this. Any important clarifications can provide to this e-mail. appreciated. It will be my one 'blast' to the Hiawatha Valley network. Thanks again for your spectacular work on this. This notice was particularly clear and accessible. And invited follow up. Kristen

All:

Important -- Please see **notice of public meetings** next week below my comment to state agency project manager Matt Langland. His contact information (but not phone, unfortunately) are at the end of the notice below. I am not sure if there will be other public meetings any closer to us, so am advising you to attend these.

The environmental impact statement for this project, which could greatly affect our river valley is prepared by the Office of Energy Security (OES) for the Public Utilities Commission (PUC). The PUC will be making decisions regarding the route. The routes are also under review in Wisconsin.

The line proposed is a 345 kv, which functions like a transmission interstate. The line has been proposed to be doubled to @700kv. I will try to keep you posted on developments. You can go to <http://nocapx2020.info/?p=3001> for updates. And to the state agency site for EIS details at: <http://energyfacilities.puc.state.mn.us/resource.html?Id=31961>

Dear Matt:

I am writing for two purposes. First to inquire if the natural, biological, and recreational resource maps that you used in your environmental analysis are going to be available to the public at these meetings? This could be very helpful. People often have a qualitative but not quantitative grasp of environmental issues. Maps help to fill the gap. Glad to have your natural resource expertise on board at the agency.

Second, I am writing as a planning commissioner in Florence Township, So. Goodhue Co. We have been

working with our local DNR folks, the County of Goodhue and 1000 Friends for the last 5 years on "Sensitive Resource" mapping to use as a planning tool. We regard the Hiawatha Corridor as a natural, scenic, tourist, and recreational resource and therefore an economic unit. Please see link for collaborative work with SE CERTS: <http://hiawathavalleypartnership.com/>. As I understand it, you are looking at potential impacts to the Cannon Valley area and major crossings of the Ms. River, with 70 foot, 345kv towers, at either Kellogg or Winona.

53C

The Great River Road -- particularly the circuit between Red Wing, Wabasha and Winona, and back up the WI side -- is a major driver of our economy and compromise of the scenic, cultural, and natural resource qualities of the corridor affect us all. We are also increasingly aware of how we are linked to the Cannon Valley trail and natural resource systems.

There is also a Ms. Valley business partnership <http://www.mississippi-river.org/> that publishes materials for tourists on this same circle route. The socio-economic health and quality of life of this region depends upon our stewardship and ability to share the cultural and natural resource heritage of our region with Minnesotans, and other visitors to the area. We regard our jurisdiction as part of the larger Hiawatha Valley of the Ms. River.

Whatever affects the valley, the bird migration patterns, trout streams, trails, parks affects the whole valley. Including the Alma Buena Vista park overlook of the Upper Ms. River National Wildlife & Fish Refuge, which is the pride of the town: http://www.tripadvisor.com/Attraction_Review-g30319-d143693-Reviews-Buena_Vista_Park-Alma_Wisconsin.html

53D

Of particular concern with the Kellogg crossing is its proximity to the Eagle Center in Wabasha. "Eagle watching" is one of the principle activities that draw people to the region. The migration patterns and seasons are a key driver of the kind of tourism that is a hallmark of the Hiawatha Valley, and includes waterfowl, warblers and other species. The potential impact of the Hampton-LaCrosse line on these resources is of great concern to us all.

Please record this as a public comment.

Thank you,

Kristen Eide-Tollefson
 Florence Township
 1-651-345-5488
 Goodhue County

Hampton-LaCrosse DEIS meetings next week

Tuesday, April 12, 2011

1:30 and 6:30 p.m.

Plainview American Legion

215 - 3rd St. S.W.

Wednesday, April 13, 2011

1:30 and 6:30 p.m.

Pine Island American Legion

108 - 1st Ave. S.E.

Thursday, April 14, 2011

1:30 and 6:30 p.m.

Cannon Falls High School Auditorium

820 East Minnesota Street

Comments on the DEIS are due Friday, April 29, 2011. Send to:

Matthew Langan
State Permit Manager
Minnesota Office of Energy Security – Energy Facility Permitting
85 7th Place East, Suite 500 | St. Paul, Minnesota, 55101

By fax: [651-297-7891](tel:651-297-7891)

Or by email: matthew.langan@state.mn.us

--
Carol A. Overland
Attorney at Law

LEGALECTRIC - Energy Consulting
P.O. Box 69
Port Penn, DE 19731
(302) 834-3466

OVERLAND LAW OFFICE
P.O. Box 176
Red Wing, MN 55066

(612) 227-8638
overland@legalelectric.org

www.legalelectric.org
www.nocapx2020.info

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Carol A. Overland
Attorney at Law

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(302) 834-3466

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P.O. Box 176
Red Wing, MN 55066

(612) 227-8638
overland@legalelectric.org

www.legalelectric.org
www.nocapx2020.info

53A.

Based on Amanda King's direct testimony, the applicant considered potential flows on the 345 kV line facilities that could occur under the highest anticipated loading conditions at some point in the future. High line loading conditions could occur during off-peak demand periods if significant generation were to be located in the area and if there were an unplanned outage of a major Twin Cities 345 kV transmission source such as Byron—Prairie Island or King—Eau Claire. These off-peak demand periods generally occur for about six hours per day. Based on this scenario, planning engineers determined that the highest flow that could reasonably be expected to occur on the facilities would be on the North Rochester—Mississippi River segment of the line; flows on the Hampton—North Rochester segment would be lower. The North Rochester—Mississippi River segment could potentially experience approximately 600 MVA for short periods of time. Planning engineers also assessed whether there was a scenario could result in flows higher than 600 MVA. Planning engineers determined that assuming load levels above 600 MVA would not be a reasonable assumption given the limited local generation that may develop in the area.

Levels above 600 MVA were not considered in the Hampton – Rochester – La Crosse 345 kV Project as they were in the Fargo - St. Cloud 345kV Project because a key difference between the projects is the impact of generation connections on anticipated load flows. It is likely that smaller generator projects would interconnect with the electrical system in the Hampton – Rochester – La Crosse 345 kV Project area. In contrast, larger generators are expected to interconnect with the electrical system on the north end of the Fargo Project area. In the Fargo case, planning engineers estimated the highest loading levels that might occur on the line at some point in the future, considering a hypothetical high generation scenario where several thousands of megawatts (> 4,000 MW) of new generation is developed in North Dakota, South Dakota and Manitoba. Under this scenario, in any year, loading values of 600 MVA and 1,500 MVA would only potentially occur on the Fargo 345 kV line for up to six hours per day, for up to several days in a row.

It's also important to note that there is a network of bulk transmission lines in Minnesota that is set up like a hub and spoke where major facilities connect to the 345 kV ring around the Twin Cities. Generally, flows head from the west and the north toward the Twin Cities, the state's largest load center, and then move east and south. In the Twin Cities, power is drawn down from the lines to meet customer demand. Therefore, load flows "out" of the Twin Cities is lower than load flows headed "in" to the Twin Cities. Due to this general load flow and the lack of large generators in southeast Minnesota, load flows on the Hampton – Rochester – La Crosse line will be lower than those on the Fargo line.

53B.

Multiple route crossing locations along the Mississippi River were evaluated by the applicant and federal regulators. See EIS Section 6.1. The crossing at Kellogg, Minn. was the preferred crossing of the U.S. Fish and Wildlife Service (USFWS). The USFWS opposed a crossing at Winona, Minn. and indicated that a crossing at La Crescent, Minn. would be inferior to the Kellogg crossing. Accordingly, the applicant presented the Kellogg crossing in its route permit application. Minnesota Department of Commerce, Energy Facility Permitting (EFP) staff reviewed and evaluated the route permit application. EFP staff recommended that the Minnesota Public Utilities Commission accept the application as complete. The Commission found the application complete, with one river crossing at Kellogg, on March 9, 2010. Following the scoping comment period for the draft EIS for the project, the director of the Minnesota Office of Energy Security (OES), based on public comments received and on evaluation by EFP staff, determined the scope of the draft EIS. This scope included one river crossing to be studied in the EIS, the Kellogg crossing. The scoping decision was appealed by NoCapX 2020 and United Citizens Action Network. This appeal was denied by the director of OES. Thus, consistent with the scope for the draft EIS, and consistent with the guidance of the USFWS, the EIS considers and analyzes one river crossing, the crossing at Kellogg, Minn.

53C.

See Section 7.12.7 of the EIS.

53D.

Wabasha and the National Eagle Center in Wabasha is about five miles from the closest proposed route. The critical issue of potential impacts on raptors, waterfowl and other birds using the flyway is described throughout the EIS. See, e.g., Sections 7.1, 8.1, 8.3, and 8.4.

Langan, Matthew (COMM)

From: healingsystems69@gmail.com on behalf of Kristen Eide-Tollefson
[healingsystems@earthlink.net]
Sent: Sunday, April 10, 2011 4:31 PM
To: Langan, Matthew (COMM)
Subject: Public Comment for Hampton-LaCrosse Public Meeting

Dear Matt: (with apologies for Carol Overland's oremature copy to you of my comment)

I am writing for two purposes. First to inquire if the natural, biological, and recreational resource maps that you used in your environmental analysis are going to be available to the public at these meetings? This could be very helpful. People often have a qualitative but not quantitative grasp of environmental issues. Maps help to fill the gap. Glad to have your natural resource expertise on board at the agency.

Second, I am writing as a planning commissioner in Florence Township, So. Goodhue Co. We have been working with our local DNR folks, the County of Goodhue and 1000 Friends for the last 5 years on "Sensitive Resource" mapping to use as a planning tool. We regard the Hiawatha Corridor as a natural, scenic, tourist, and recreational resource and therefore an economic unit. Please see link for collaborative work with SE CERTS: <http://hiawathavalleypartnership.com/>. As I understand it, you are looking at potential impacts to the Cannon Valley area and major crossings of the Ms. River, with 70 foot, 345kv towers, at either Kellogg or Winona.

54A

The Great River Road -- particularly the circuit between Red Wing, Wabasha and Winona, and back up the WI side -- is a major driver of our economy and compromise of the scenic, cultural, and natural resource qualities of the corridor affect us all. We are also increasingly aware of how we are linked to the Cannon Valley trail and natural resource systems.

There is also a Ms. Valley business partnership <http://www.mississippi-river.org/> that publishes materials for tourists on this same circle route. The socio-economic health and quality of life of this region depends upon our stewardship and ability to share the cultural and natural resource heritage of our region with Minnesotans, and other visitors to the area. We regard our jurisdiction as part of the larger Hiawatha Valley of the Ms. River.

Whatever affects the valley, the bird migration patterns, trout streams, trails, parks affects the whole valley. Including the Alma Buena Vista park overlook of the Upper Ms. River National Wildlife & Fish Refuge, which is the pride of the town: http://www.tripadvisor.com/Attraction_Review-g30319-d143693-Reviews-Buena_Vista_Park-Alma_Wisconsin.html

54B

Of particular concern with the Kellogg crossing is its proximity to the Eagle Center in Wabasha. "Eagle watching" is one of the principle activities that draw people to the region. The migration patterns and seasons are a key driver of the kind of tourism that is a hallmark of the Hiawatha Valley, and includes waterfowl, warblers and other species. The potential impact of the Hampton-LaCrosse line on these resources is of great concern to us all.

Please record this as a public comment to be entered into the Plainview record. I may or may not be able to attend that night.

Thank you,

Kristen Eide-Tollefson
Florence Township

1-651-345-5488
Goodhue County

Hampton-LaCrosse DEIS meetings next week

Tuesday, April 12, 2011

1:30 and 6:30 p.m.

Plainview American Legion

215 - 3rd St. S.W.

Wednesday, April 13, 2011

1:30 and 6:30 p.m.

Pine Island American Legion

108 - 1st Ave. S.E.

Thursday, April 14, 2011

1:30 and 6:30 p.m.

Cannon Falls High School Auditorium

820 East Minnesota Street

Comments on the DEIS are due Friday, April 29, 2011. Send to:

Matthew Langan
State Permit Manager
Minnesota Office of Energy Security – Energy Facility Permitting
85 7th Place East, Suite 500 | St. Paul, Minnesota, 55101

By fax: 651-297-7891

Or by email: matthew.langan@state.mn.us

--
Carol A. Overland

FEIS ID #54

Attorney at Law

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www.nocapx2020.info

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54A.

See Section 7.12.7 of the EIS.

54B.

Wabasha and the National Eagle Center in Wabasha is about five miles from the closest proposed route. The critical issue of potential impacts on raptors, waterfowl and other birds using the flyway is described throughout the EIS. See, e.g., Sections 7.1, 8.1, 8.3, and 8.4.

Thursday, April 28, 2011

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

RE: CapX2020 Hampton-Rochester-La Crosse 345kV and 161kV Transmission Line Project (PUC Docket No. E002/TL-09-1448)
Draft Environmental Impact Statement Comments Regarding Segment 3

Dear Mr. Langan,

I bought my property in Oronoco Township in 2002 having searched for some years for a small farm within commuting range of Mayo Clinic. According to the informational maps provided to me, my farm lies very close to the 3P preferred route, and my house will be just slightly more than 150 feet from the proposed 345 KV transmission lines.

55A

I would like to declare my objection to the proposed 3P "preferred" Route through Oronoco Township. I suggest that the power lines should follow the 3A Route which appears to impact significantly fewer houses and farms.

55B

I have a longstanding interest in rare livestock breed genetics and conservation. On my property I have American Water spaniels (the rarest American sporting dog breed which is almost unknown outside the Midwest), 2 rare or endangered horse breeds - Fell ponies which are globally rare and American Cream Draft horses which are found only in the USA and are a highly threatened, endangered livestock breed (as assessed by the Equus Survival Trust and the American Livestock Breeds Conservancy).. I also have a few pedigree "Island type" Jersey cows which are becoming increasingly rare and rare poultry breeds. There are anecdotal reports of reduced fertility in animals near power lines. This is a great concern as I have breeds which are already critically rare and may have reduced fertility to start with. The well being of my livestock is important to me and I am particularly worried about the adverse health effects of the high voltage transmission lines on my animals. In particular, stray voltage and the noise of the lines (which may not be much of a problem to humans but potentially stressful to animals) are concerning as are the continued reports of the deleterious effects of EMF on livestock. The final EIS should address these points.

I am very concerned about the possible health risks to myself, my family and neighbors as a result of the transmission lines running so close. I am a Neurologist (Consultant in Neurology at Mayo Clinic) and a neuromuscular neuroscientist by training. I know that high magnetic fields and electrical fields can potentially affect excitable tissues such as muscle and nerve. I believe that the final EIS needs to address measures taken to mitigate the EMF generated and to discuss in depth any potential adverse effects on

55C

health including effects on implanted medical devices (for example, cardiac pacemakers, implanted pumps and deep brain stimulation systems). The 3P route crosses the public road and Lake Zumbro very near a recent development which was planned as senior housing. Please provide specific information on the impacts of EMF along the 3P route and discuss what mitigation measures will be taken to reduce impact on humans and livestock.

55D

Although there are large and small farms in the vicinity, the area along the proposed 3P route is rich in many sorts of wild birds, mammals, reptiles and amphibians. Many bird species including eagles, turkey buzzards, hawks and peregrine falcons seem to use it during seasonal migration. There are healthy breeding populations of large and small bird species. The clearance of trees and scrub to install the lines is likely to fragment wildlife corridors locally which will adversely affect all types of wildlife and the transmission lines may pose a direct threat to birds. Please provide additional information on the aforementioned species and possible mitigation measures.

55E

There are many areas of soft limestone and sand along the bluffs near Lake Zumbro and on my own and neighboring properties. I believe there is a risk of land erosion following clearance and tower construction along the 3P route. I would ask that the final EIS addresses measures to preserve and restore the landscape including the cost involved for the various alternative routes. I also hope the EIS will discuss whether installing the transmission lines and towers along the 3P preferred Route will interfere with aquifers and local wells .

55F

Historically, Lake Zumbro and the surrounding areas have been a recreational resource for local communities including Rochester. With the rising price of gasoline and diesel, there is increasing need to have recreational amenities close to the rapidly growing city of Rochester and serving the many visitors to the Rochester area. The proposed 3P route will completely destroy the scenic value of this area. Several local businesses that cater to visitors by providing hospitality or recreational services will be adversely impacted by the 3P "preferred route" which crosses White Bridge Road by Sandy Point and the 3P-Zumbro-N "alternate route" which crosses at the Zumbro Dam. From all that we have been told at the public meetings, there is no way that the 345 KV lines can be concealed. They will be seen by people from outside the area, including international visitors to Rochester. This does not reflect well on the environmental stewardship of local communities in Southeastern Minnesota, including Rochester.

55G

Finally, I fear that placing high voltage transmission lines following the 3P route will permanently reduce the property values in this area. If this reduction in value is reflected by reduced tax revenue, it may well reduce the viability of Oronoco Township and other localities affected by this project.. I might consider moving elsewhere, but if this project goes ahead, the reduced value of my property may not allow me to do so. Local land prices are so high currently (even in this unfavorable economic climate) that I am concerned that I would be unable to afford to buy a similar property close enough to Rochester to allow me to commute to work easily,

55H

In summary, the 345 KV lines will provide no benefit to residents of Oronoco Township and adoption of the 3P route will adversely impact our safety, quality of life and degrade the environment. Please consider my concerns, objections and requests for additional information when finalizing the DEIS, for these are the major reasons that I object to the proposed 3P Route.

Sincerely yours,

Alison M Emslie-Smith M.D, Ph.D.
1975 White Bridge Road NW, Oronoco, MN 55960-2121
Phone 507 2501873
e-mail mnfellponies@gmail.com

55A.

Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

55B.

See Section 7.5.1.1 of the EIS.

55C.

Potential human health impacts associated with HVTLs are discussed in Section 7.1 of the EIS. The information included in the EIS targeted a level of detail relevant to a reasoned choice among alternatives. See Minn. Rule 4410.2300, Subpart. H.

55D.

Impacts to wildlife and mitigation of those impacts are discussed in Section 7.7.2.1 and 7.7.2.2, respectively. Mitigation of impacts on raptors and other large birds of prey include coordination of structure design in WMAs and river crossings between the applicant and various state and federal wildlife agencies. Many of the species mentioned by the commenter are Species of Greatest Conservation Need (SGCN). SGCN species are discussed in Section 7.7.2.1 as well, and Figure 7.7.2.1-2 details the types of impacts that most affect SGCN species.

55E.

As noted in Section 7.8.7 of the EIS, the construction stormwater general permit (MN R 100001) was re-issued by the PCA on August 1, 2008. Under the re-issued permit an NPDES/State Disposal permit would be required for the construction of this transmission line. The types of activities associated with the construction of powerlines which trigger the need for a stormwater construction permit include ROW clearing, staging areas, access roads, landings for storage of equipment and timber, and other types of activities which disturb soil.

The construction stormwater permit requires the preparation of a project specific pollution prevention plan that identifies controls and practices that would be implemented during construction to prevent erosion. Specific strategies and requirements for controlling erosion will be developed during permitting and will be tailored to the unique erosion challenges that the permitted route presents.

55F.

See Section 7.3 of the EIS.

55G.

Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

55H.

See Section 7.2 of the EIS.

April 28, 2011

Matt Langan
Minnesota Department of Commerce
85 7th Place East
Suite 500
Saint Paul, Minnesota 55101-2198
PUC Docket Number: E002/TL-09-1448

Dear Mr. Langan.

My name is Lori M. Endres. I live at 22745 Northfield Boulevard in rural Hampton MN 55031

I have outlined my comments, concerns and identified correction needed to the DEIS. Please include the following information in the EIS.

The area of concern is in the southeast quarter of Section 4 in Hampton Township near the intersection of County Road 47 and Highway 52. It includes a wooded wet area southeast of this intersection-- approximately 1/4 mile from Highway 52 on the south side of County Road 47. The area of concern is on the west side of my property and my neighbor to the west. In addition to being one of the few untouched and undeveloped wooded wetlands in Dakota County, the area has rare and unique natural resources including natural springs, ground water, regions of karsts formations and a possible calcareous fen.

56A

At the public hearing in Cannon Falls on April 4, 2011, Bob Diedrich (a GIA Specialist with AECOM) did identify the unusual karst feature on and near my property on his GIS data base and made a map for me. I also have a map from the Capx Lakeville Scoping Meeting in April 2009 identifying this karst feature. Both Matt Langan and I couldn't tell by looking at the DEIS map 8.1-21 if this karst is identified. See attached maps identified as: AECOM Karst Map and Capx Lakeville Scoping Meeting Karst Map with Legend signifying karst. Please review the attached maps and include the Karst Feature in the final EIS.

56B

According to the Dakota County GIS website, the Environmental Geology and Soil Sensitivity map describes this area as highly sensitive. See attached maps identified as: Dakota County GIS Environmental Geology and Soil Sensitivity map. Review attached map and include details on size and location of highly sensitive area in the final EIS.

56C

Regarding the wooded wetland in the same area: From the above information, I have identified this area as highly sensitive with karst feature. From knowing the characteristics of the area I know it should be identified as, at minimum, a wooded wetland. The wooded area is wet all year round. The plant life and trees are such that exist in wooded wetland areas. Wildlife congregates to this area for water every day. Even in the driest months of the summer the 36 inch culvert under my driveway (downstream of wooded area) always has some water running through it. The landowner that farms the land northeast of my culvert has installed drain tile to manage the output of water from this area. In the Appendix A, map NR2 of the DEIS documents the area, north and west of this area as a floodplain. However, this wooded wetland area upstream is not identified in the DEIS. Just because you don't have any documented information on this wetland, doesn't mean it doesn't exist. Because of its characteristics it should be identified in the EIS, at minimum as a wooded wetland. Review clouded area on attached map identified as: Add Wooded Wetland Appendix A Map NR2. Please find source or study this area and add this area as a wooded wetland in the EIS.

56A

56D

56E

I described the wooded wetland that sets on one of the highest elevations in the area to Melissa Doperalski, the DNR Regional Ecologist. She mentioned that it could be a very rare calcareous fen. She sent me data on rare plant life species found in calcareous fens in Minnesota and I recognized some of the plants found in this area. The possible fen is the grey area of capx routing maps. The EIS needs to confirm possible fens, even if they are not recorded.

In the DEIS, I noticed areas that are botanically, ecologically, zoologically sensitive. This area was not recorded. Because this area has not been recorded as botanically, ecologically, zoologically sensitive doesn't mean that it doesn't have sensitive and rare species in it. It means that no data was found from sources typically requested from and recorded. The EIS needs to include this area as sensitive and require additional studies to confirm its uniqueness.

56F

The DEIS needs to update current residences on the EIS. There are 4 homes in the southeast quadrant of the intersection of County Road 47 and Highway 52, including my home. The 4 residences need to be added to the Appendix A, NR2 the Map. Also on the preferred route that follows Highway 52 and bumps out around the current businesses at Hampton. See attached map of area bumped out identifies 3 residences. There is only 1 residence on the north end of this bumped out area. DEIS map identified as: Corrections to Residences Appendix A NR2 Map. Note clouded area, review attached maps and make changes to add and delete the residences in this area in the final EIS.

56G

Bob Diedrich (a GIA Specialist with AECOM) identified the Irrigation Systems on his GIS data base and made a map for me. The clouded area identifies two irrigation systems that should be added to the EIS. See attached maps identified as: AECOM Irrigation System Map. Review attached maps and add the two irrigation systems to the final EIS.

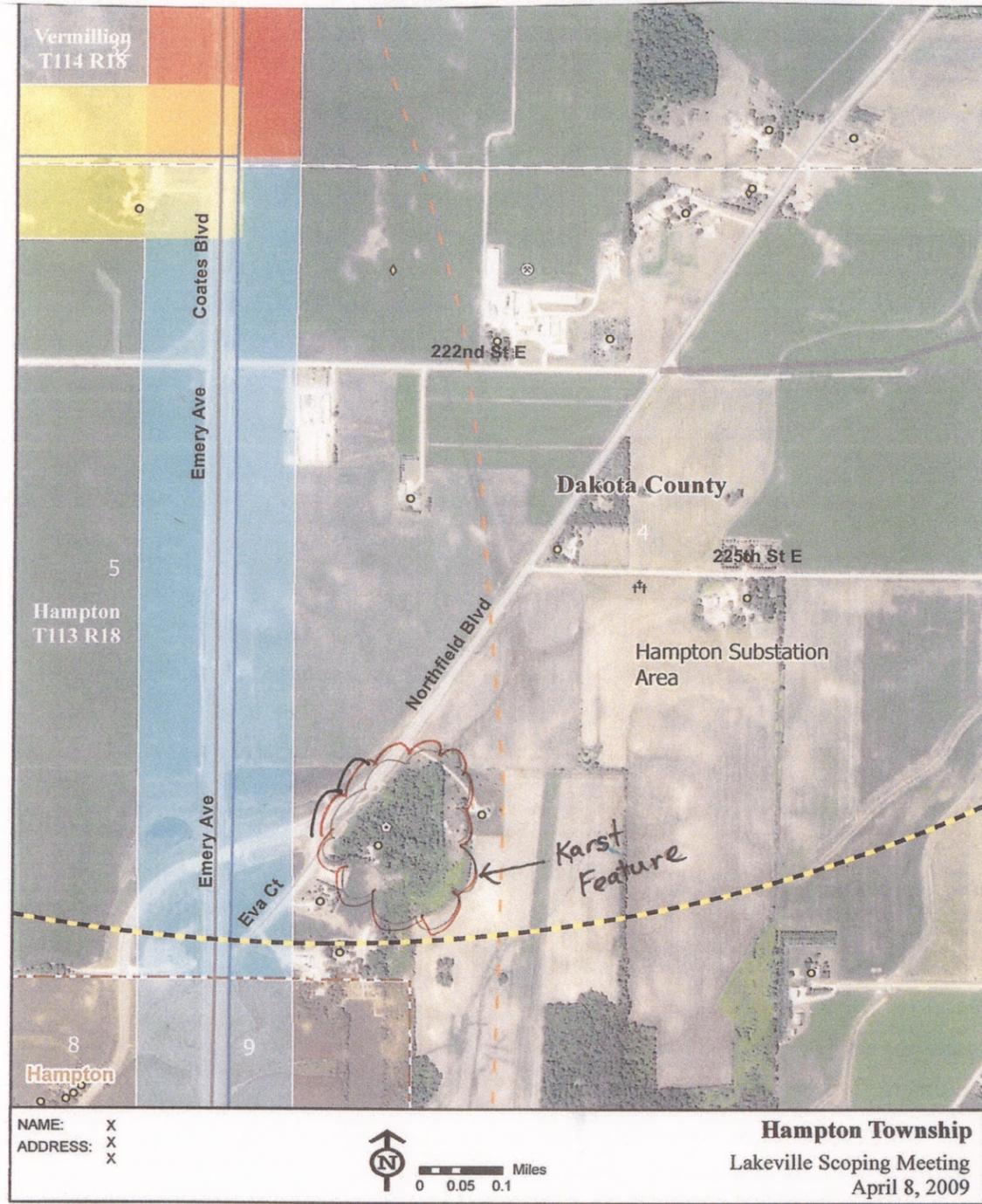
Respectfully,

Lori M. Endres
22745 Northfield Boulevard
Hampton, Minnesota 55031

Home: ime_27@netzero.net
Work: lmendres@pcl.com

Cell: 612-328-1134
Home: 651-437-6825

Capx Lakeville Scoping Meeting Karst Map



Legend

- Preferred Substation Area
- Alternate Substation Area
- Existing Project Substations
- Proposed Centerline
- Preferred Route
- Alternate Route
- Both Preferred & Alternate Route
- Existing Substations

Existing Transmission Lines

- 69 kV
- 115 kV
- 230 kV
- 345 kV

Transmission Lines in Permitting

- 69 kV
- 115 kV
- 230 kV

- MN State Scientific and Natural Areas
- MN State Park
- MN Wildlife Management Areas
- USFWS Waterfowl Production Area
- USFWS National Wildlife Refuge
- USFWS Easement
- Tribal Lands
- Metro Parks
- Residences
- Churches
- Cemetery
- Center Pivot Irrigation
- Parks and Recreation
- FCC Telecom Tower
- Existing Wind Turbine
- Karst Feature
- Aggregate locations
- Certified Organic Farm
- Existing Pipeline
- Scenic Byway
- Planned MN DOT Upgrades
- MCES Planned Interceptor

Trails

- Existing State & Regional Trail
- Regional Planned & Proposed Trail
- Snowmobile Trail

Hydrography and Wetlands

- NWI Wetland
- PWI Water
- PWI Stream
- MN Trout Streams

Legend signifying karst from Capx Lakeville Scoping Meeting

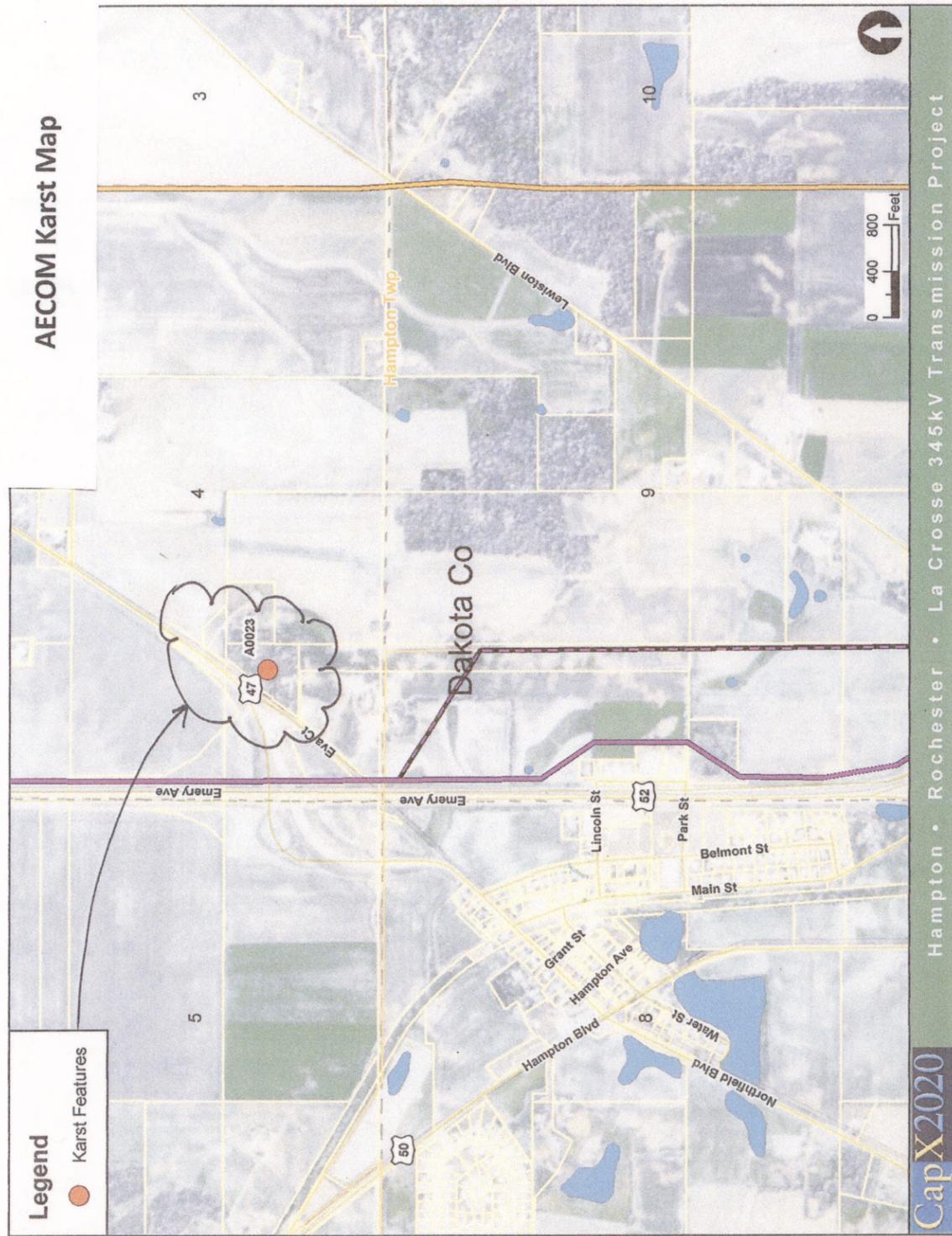
Note Location on Map B

Name: _____

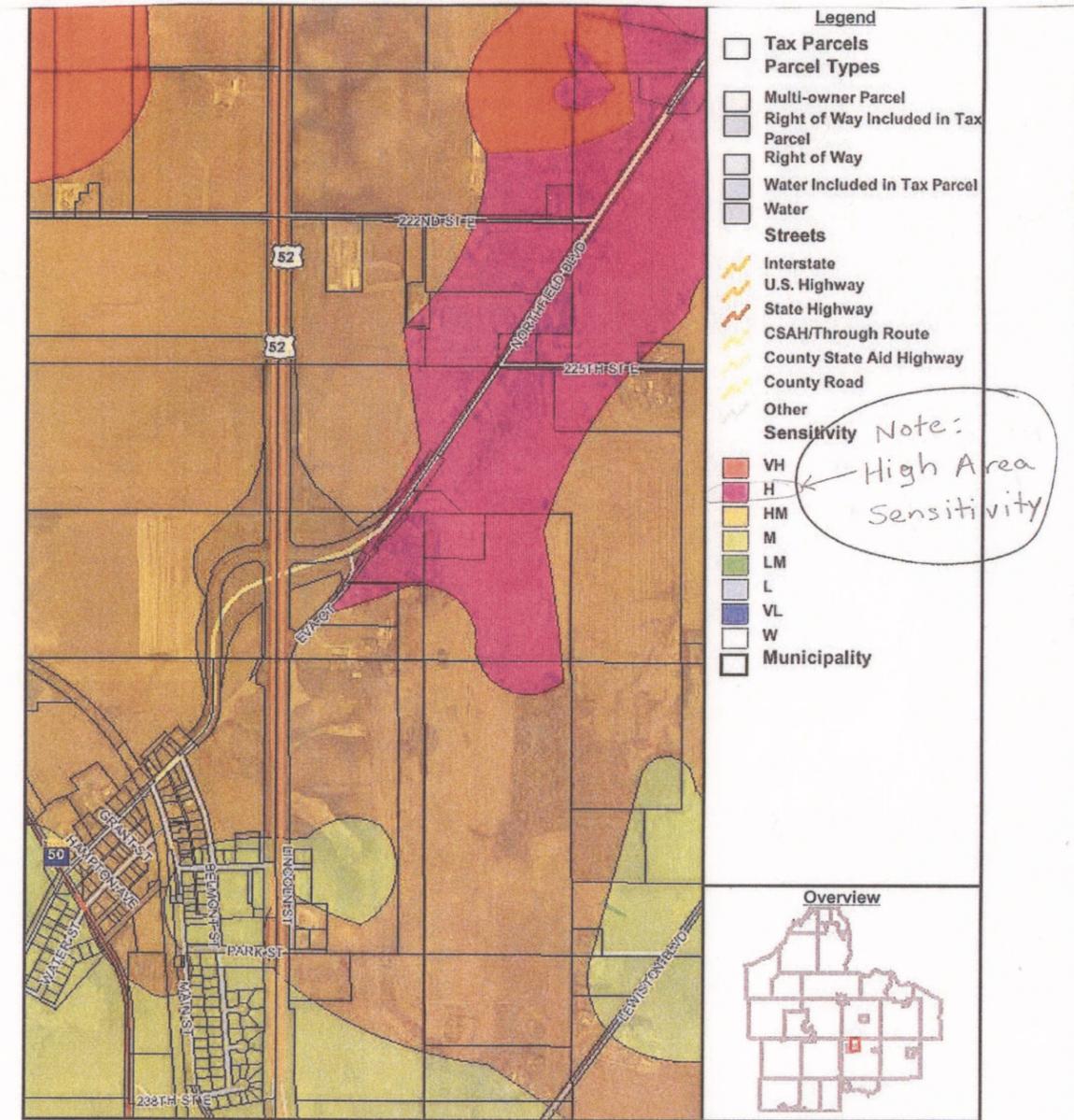
Address: _____

Phone: _____

Email: _____

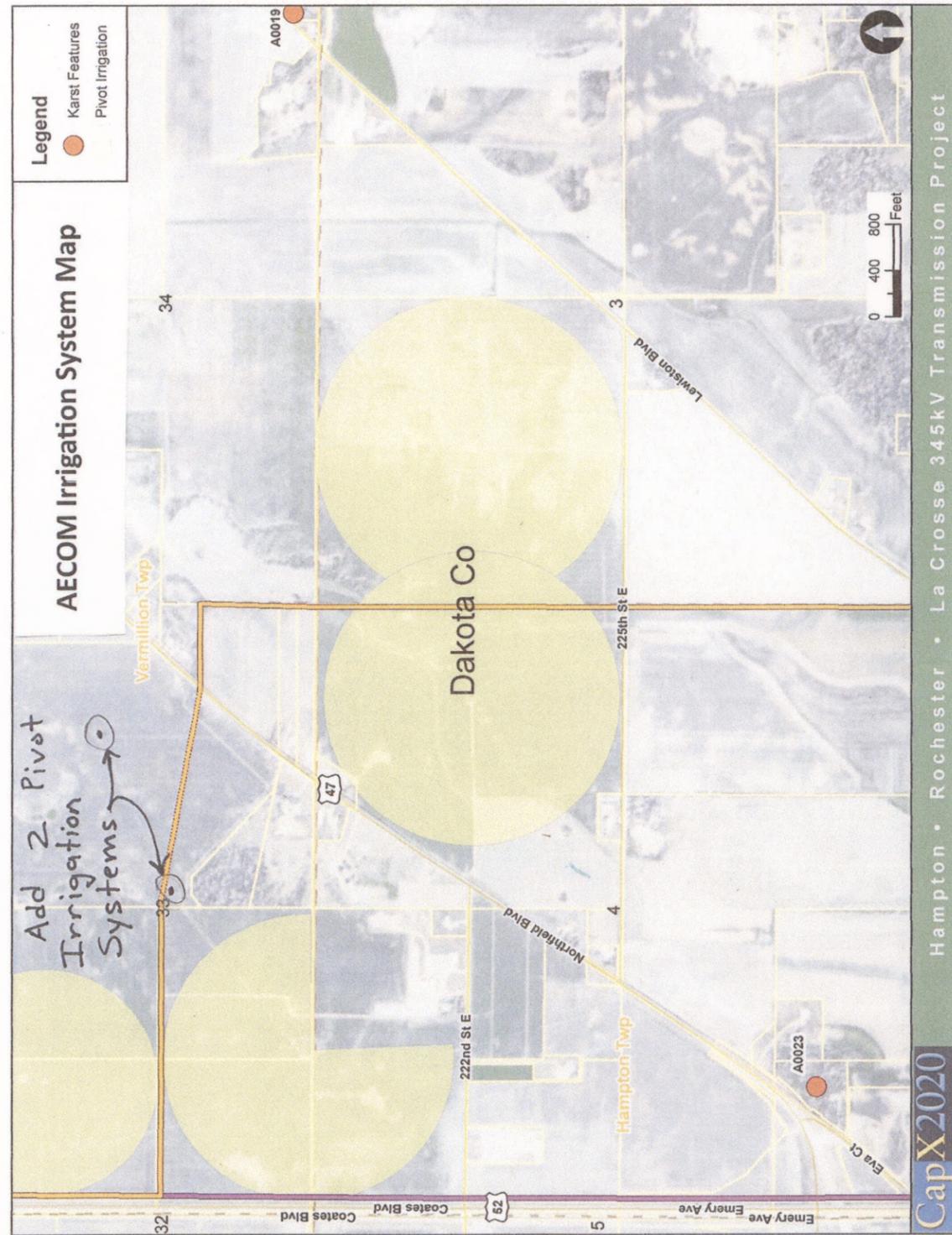


Dakota County GIS Environmental Geology and Soil Sensitivity map



Disclaimer: Map and parcel data are believed to be accurate, but accuracy is not guaranteed. This is not a legal document and should not be substituted for a title search, appraisal, survey, or for zoning verification.

Map Scale
 1 inch = 1233 feet



56A.

See Sections 7.4 and 7.6 of the EIS.

56B.

The karst feature identified by the commenter is identified in on Map 8.1-21 and in Appendix H of the EIS.

56C.

The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

56D.

See Section 7.8.6. Wetlands were identified using the USFWS National Wetlands Inventory and there are some inaccuracies with these data. During the permitting phase, the wetlands in the route will be delineated and avoided as possible.

56E.

The location identified in this comment is noted and is available to the applicant as part of the record. All available data was reviewed and this location could not be verified. Additional survey/planning will be performed before construction.

56F.

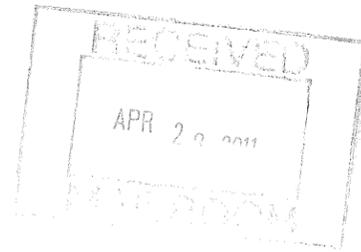
Two houses were removed from the GIS shapefile and are reflected in updated Appendix A maps. The four houses that the commenter suggests are missing are in the GIS file but not shown on Appendix A maps because they are greater than 500 feet from the proposed line.

56G.

See updated text/maps in Section 8.1.4.5 and in Appendix A maps.

4/23/11

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



Dear Mr. Langan,

We recently met as a neighborhood community to review the EIS for the Capx Hampton-Rochester-LaCrosse 345 kV Transmission Line. A year ago, we were not a considered route, however, recently we've learned that the line will land in my front yard. This route would displace more home owners than any other route so we are puzzled as to the economic sense of it even being considered. There are so many routes that we are having a hard time following what is being looked at. It's just too confusing. With that we'd like to point out several omissions from the study.

The 3P-009 route fails to mention that the line would cross Lake Zumbro and wetlands from our property to David Midthun's property. This has been a migratory route for as long as we've lived here (25 yrs) and even more so since the Hwy. 52 expansion project and Lake Shady's demise. So many varying kinds of waterfowl land in our bay and either stay to live in the adjacent wetlands or move along to northern lakes. Please add the Lake Zumbro and wetland crossing to the map along with information on how the power line will affect the lake. Additionally more is needed on the affects to migratory birds, ducks and other animals in our woodlands. Also, what about the fish, etc.?

We see very little mentioned about the health affects these large transmission lines have on people. We are very concerned since our family has had some recent health issues. We just don't see enough included in the study. What about the air pollution?

How much will our power bill go up after this is in place? Will we see skyrocketing increases in order to pay for this? Why is the state not standing for the people as it seems as though this study supports big power.

We didn't see that the EIS went into a great deal of detail on any one issue. We believe that it needs a much more work.

Thank You.

Dale and Sherrie Ferber

PUC Docket No. TL-09-1448

57A

57B

57C

57D

57E

57F

57G

57A.

Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

57B.

See revised text in Section 8.3.4.8 of the EIS.

57C.

See Section 7.7 of the EIS.

57D.

Your comment is noted and will be forwarded to the administrative law judge.

57E.

Your comment is noted and will be forwarded to the administrative law judge. Please note that the purpose of the EIS is to assess the human and environmental impacts of the alternative routes identified. Not only are air quality impacts associated with the Project expected to be immeasurably small at a regional level, air quality impacts are not expected to vary notably from one route to the next, and therefore, do not provide a useful metric in weighing the viability of one route versus another.

57E.

The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

57G.

The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.



85 7th Place East, Suite 500, St. Paul, MN 55101-2198
main: 651.296.4026 ny: 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: Dale & Sherrie Ferber Representing: 3P-009

Address: 56188-413rd Ave Email: Ferbs367@hotmail.com
Mageppa, MN 55956

Comments:
We have lived on this land for 19 years
we already have the city of Rochester power lines
going through our front yard. We are asking
that you do not put these lines through our
property. We had many ducks and geese
that stay on our bay. We also have many
deer. We feel that Hwy 52 would be the
best route.
Thank you
Sherrie & Dale Ferber

58A

58B

58A.
See Section 7.7 of the EIS.

58B.
Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

Please submit comments by 4:30pm, April 29, 2011 to:

Matthew Langan Email: matthew.langan@state.mn.us
Minnesota Dept. of Commerce Phone: 651-296-2096
85 7th Place East Fax: 651-297-7891
Suite 500
St. Paul, MN 55101-2198

Langan, Matthew (COMM)

From: Bonnie Flitsch [bflitsch@pitel.net]
Sent: Thursday, April 28, 2011 11:01 AM
To: Langan, Matthew (COMM)
Subject: FW: COMMENTS CapX - PUC Docket # E002/TL-09-1448 (Hampton to Rochester to La Crosse 345kV and 161kV Transmission Line)

To: matthew.langan@state.mn.us
Subject: COMMENTS CapX - PUC Docket # E002/TL-09-1448 (Hampton to Rochester to La Crosse 345kV and 161kV Transmission Line)

I am in agreement with the following information and statements Daniel Hiebert has gathered and reiterated from your studies and Draft Environmental Impact Statement information.
 Bonnie Flitsch

Based on the routing information and content in the section 8.2:

<http://energyfacilities.puc.state.mn.us/documents/25731/E%20-%20CapX%20Hampton-Rochester-La%20Crosse%20DEIS%20Sec8.2.pdf>

and

http://energyfacilities.puc.state.mn.us/documents/25731/Segment2_MapBook_North_Rochester_to_Northern_Hills.pdf

59A

2P and 2P-001 **should not be** considered as the route for the 161 kV line for the following environmental reasons, along or near County Road 31 NW, near Pine Island MN:

59B

1. 2P and 2P-001 cross large sections of Wetlands, public waterways and rivers/streams

2. 2P and 2P-001 are near Zoological area, of MN DNR Natural Heritage.

59C

3. 2P and 2P-001 have "State threated species of Tuberous Indian-plantain, Elktoe and Wood turtle with the ROW.

59B

4. 2P and 2P-001 have the following species within 1 mile. Glade mallow, Ellipse, Blanding's turtle and Timber rattlesnake

59D

5. 2P and 2P-001 have 17 and 10 watercourse crossings respectively.

6. 2P and 2P-001 have the largest # of archaeological sites of 6 and 14 within 1/2 mile. 2p and 2p-001 are the only routes flagged with the most extensive archaeological sites with 1/2 mile and are inclusive to the beautiful environment around 2P and 2P-001 routes.

59E

7. 2P and 2P-001 have 108 and 100, respectively homes with-in 500'. This

59F

dramatically diminishes the aesthetic value for rural, dramatically effecting the property values for rural homes.

59A

Based on all the above reasons, I believe the 2P and 2P-001 route should not be selected. Additionally, any other variant such as 2B-001, 2C3-001-2 that includes the County 31 corridor, should not be selected as the route for the 161 kV, because all the above reasons still apply.

After careful evaluation of the EIS study the following routes make the most sense for 161kV.

59A
(cont)

- 2P-002 makes most sense for 161 kV, follows a route that already has highway 52 established corridor, and least impacts to animal, plants, property values, etc. 2P-002 may impact the most home, because it glances across Oronoco, but given it is on the highway 52 corridor, the property values are already adjusted to accommodate the noise and visual blemish of a highway.
- 2A - seems to have little impact on peoples homesteads.
- 2C3-002-2
- 2C3-003-2
- 2C3-004-2

--

Thank you,

Bonnie Flitsch
 12156 County Road 31 NW
 Pine Island, MN 55963

59A.

Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

59B.

See Section 7.8 of the EIS.

59C.

Your objection/preference of the specified route is noted. Your comment is now part of the record in this matter by its inclusion in this EIS, and will be submitted to the Office of Administrative Hearings (OAH) and Commission for consideration. See Section 7.6 of the EIS.

59D.

Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

59E.

Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

59F.

Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

Langan, Matthew (COMM)

From: apache@web.lmic.state.mn.us
Sent: Saturday, April 16, 2011 1:17 PM
To: Langan, Matthew (COMM)
Subject: Flitsch Sat Apr 16 13:16:44 2011 E002/TL-09-1448

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

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

Project Name: Hampton to Rochester to La Crosse 345kV and 161kV Transmission Line

Docket number: E002/TL-09-1448

User Name: Bonnie Flitsch

County: Olmsted County

City: Pine Island

Email: bflitsch@pitel.net

Phone:

Impact: I am writing to express my disapproval of running the transmission line down county road 31 to Oronoco. There are many residences along this road that have cattle and horses. I have read about many problems with energy lines and deaths of livestock from them. As a livestock owner, I do not wish the transmission lines any where near my property. I would think that running the lines along Hwy 52 would be a better route as there are less homes and no one between county road 31, Pine Island and Oronoco has any livestock or horses to contend with. I value the beauty of the area we live in, the beautiful trees, watching the bald eagles, wild turkeys, and deer, and do not want to look at high lines and towering poles in my front yard. I do not want my property value to decrease because of having these transmission lines running across my front yard either. Thank you.

Mitigation:

Submission date: Sat Apr 16 13:16:44 2011

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

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

Andrew Koebrick
andrew.koebrick@state.mn.us

60A.

See Section 7.5.1.1 of the EIS.

60B.

Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

60C.

See Section 7.3.1 of the EIS.

60D.

See Section 7.2 of the EIS.



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: Eric + Melanie Flom **Representing:** _____

Address: 5185 Co. 9 Blvd. Dennison, MN 55018 **Email:** _____

Comments: We oppose the CapX 2020 alternate route 1P-009 for these reasons:

- 61A
- 61B
- 61C
- 61D
- 61E

1) There are 43 homes on Goodhue County Road 9 between MN state highway 56 + US highway 52, thirty being less than 200 feet from the road.

2) Urland Church, a congregation of over 200 has set along County 9 for 138 years.

3) A dairy farm + several livestock operations are along County Road 9.

4) Logn + Nansen, established in 1892 are historical sites. Nansen which has 4,000 thousand acres is registered under MN + the national historical societies.

5) Logn Valley is home to wildlife, like whitetail deer + bald eagles.

Please submit comments by 4:30pm, April 29, 2011 to: It would greatly devalue our properties + our way of life.

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

61A.
 Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

61B.
 Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

61C.
 Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

61D.
 See Section 7.7 of the EIS.

61E.
 See Section 7.2 of the EIS.

DAN & ANNETTE FRITZ
922 7 AVENUE
WANAMINGO, MN 55983
507-273-6169

April 26, 2011

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

RE: CapX Hampton-Rochester-La Crosse Transmission Line
 PUC Docket Number: E002/TL-09-1448
 Draft Environmental Impact Statement

Dear Mr. Langan,

We have reviewed a copy of the map included on a DVD received at the public meeting April 13, 2011 in Pine Island, MN. The DVD is labeled Draft Environmental Impact Statement, Office of Energy Security, March 2011. The map does not include a representation of our home on property that is included in the proposed route (alternate route). See page 337 of 352 of the DVD showing Wanamingo MN and Highway 56 and Highway 60. Our address is 922 7 Avenue, Wanamingo, MN which is south of Highway 60. The proposed alternative route CapX transmission line is demonstrated to be placed nearly on top of our home.

Please update the information to represent the fact that our home (and other homes in the neighborhood) exist.

We previously, May 16, 2010, submitted a letter suggesting an alternative to the alternative route to move the line away from the neighborhood. We continue to recommend that the alternate route should be modified to move the route to an existing public roadway.

Sincerely,

Dan & Annette Fritz

62A.

The house the commenter suggests is missing is in the GIS file but not shown on Appendix A maps because it is greater than 500 feet from the proposed line.

62B.

Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

62A

62B

Langan, Matthew (COMM)

From: Joe & Khiengchai Fulton [jkfulton@pitel.net]
Sent: Thursday, April 28, 2011 9:15 PM
To: Langan, Matthew (COMM)
Subject: PUC Docket No. TL-09-1448

Dear Mr. Langan,

63A I would like to offer a few comments related to PUC Docket No. TL-09-1448 and to express concerns regarding the route labeled segment 2 of 2C#-002, 2C3-004 and 2C3-007 including property within the western city limits of Oronoco. We believe that this line should not be located so close to the existing homes along the western edge of the City of Oronoco. We believe that a power line of this magnitude should either follow an existing major corridor or be located in a more rural area. Some specific concerns are outlined below.

- 63B
- Segment 2 of these routes does not follow an existing corridor including existing power lines and roadways. There is no reason to approve a randomly selected route located close to private homes in this area. The lines would put our families at much risk for no identifiable purpose. While research on the negative effects of living near major power lines may be inconclusive several studies have highlighted the correlation between living close by power lines and a number of potential serious health risks such as Childhood Leukemia, Cancer, Sleeping Disorders, Anxiety, depression, Alzheimer's disease and Senile Dementia. There seems to be no logical reason or significant need to arbitrarily put our children and grandchildren and other residents at risk by locating these lines in our residential community. Why should these lines be forced on our local community if there is any potential risk at all.
 - 63C • The homes in our residential area were designed for low traffic and low noise. The area includes large lots and rolling hills and wooded areas. We believe that the power lines would have a significant impact on the aesthetics and quality of life in the community. The lines would also have a significant impact on property values which have already taken deep cuts due the poor economy.
 - 63D • Locating the power lines in this location could also create safety issues for residents. The area is well know for prevailing west and northwest wind and related wind damage to trees and property. The winds could blow ice build up affecting homes and activities of residents. The lines and poles would create additional wind noise and the removal of any trees along the western property range would even further increase noise and increase the chances for property damage from stronger winds.
 - 63E • The migration and activities of waterfowl could also be affected as Shady Lake and the Oronoco area is a resting place and home for many migrating geese and other water fowl.
 - 63F
 - 63G

We are requesting that the plans of locating these power lines in our neighborhood be re-evaluated in light of the many significant negative impacts on our community. We believe that a power line of this magnitude should either follow an existing corridor or should be located in a more rural route. Thank you for your consideration of this request. Please feel free to contact me at 507-367-4656. Your help in this matter is greatly appreciated.

joe and Khiengchai Fulton
 303 13th Lane SW
 Oronoco, Mn 55960

63A.

Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

63B.

See Section 7.1 of the EIS.

63C.

See Section 7.3.1 of the EIS.

63D.

See Section 7.2 of the EIS.

63E.

Powerline towers, particularly the custom engineered monopole structures proposed to be used on this Project, are designed to withstand extreme wind and weather conditions and to meet or exceed the requirements of the NESC. In the past five years, no steel poles have failed in Minnesota due to tornados or other weather conditions. Two of the Applicant's 10,350 structures failed during a tornado in Colorado. In Minnesota, an F3 tornado with wind speeds of up to 150-200 miles per hour passed through the Hugo, Minnesota area, but the wood pole structures and conductors did not fail. See ALJ finding for the route Permit for the Hiawatha Transmission Line Project (OAH Docket No. 15-2500-20599-2, PCU No ET2/TL-09-38) for additional information.

63F.

See Section 7.3.2 of the EIS.

63G.

Your objection/preference of the specified route is noted. Your comment is now part of the record in this matter by its inclusion in this EIS, and will be submitted to the Office of Administrative Hearings (OAH) and Commission for consideration. See Section 7.7 of the EIS.

COMMENT FORM

RE: DEIS for Docket # TL-09-1448

CAPX2020 Hampton-Alma Route



Dear Mr. Langan,

I ask that the MN Office of Energy Security review the specific issues or facts listed below for the Final EIS. They are either missing, or should be more completely addressed.

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

64A The 3a route crosses one home farm 1320 ft through the middle of a field. The route 2C3 will follow 6600 ft along the west side of our property. It is one and one half mile of 345 161 electrical line. I am a farmer. The farm is my business & livelihood. I have no interest in selling. What are my rights.

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

64B Because of weather problems, economic issues and world population increases of 70 million people per year agricultural commodities are changing from surplus to shortages. Good productive ag land is precious and to be treasured for its economic activity produced yearly. Why take a path through ag land when there is a corridor along Hwy 52 and I 90? The destruction and demolition of our ag land is a problem that needs to be addressed.

D. effects on archaeological and historical resources;

64C 2C3 proposed route old stagecoach trail along Hardline Wabasha County line sections 25 and 36 Pine Island TWP Will contact historical society for additional information.

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

64D 2C3 Section 25 Pine Island TWP will have to cross Pine Island creek and deforest 2640 ft of Oak and Pine trees. Area full of buckthorn that will quickly fill in open areas.

F. effects on rare and unique resources;

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

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

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

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

K. electrical system reliability;

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

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

N. irreversible and irretrievable commitments

Respectfully submitted,

Signed Ed Gadiant

Date 27 April 2011

Printed Ed GADIANT

Address 48741, 230th ave Pine Island, MN 55963

MAIL TO: MOES, Attn: Matthew Langan, 85 7th Pl. E., Suite 500, St. Paul, MN. 55101

EMAIL: matthew.langan@state.mn.us

FAX: 651-297-7891

FEIS ID #64

64A.

See Section 5.2 of the EIS.

64B.

See Section 7.5.1 of the EIS.

64C.

Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

64D.

See Section 7.8 of the EIS.

64E.

See Section 7.7 of the EIS.