



City of Pine Island

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

April 25, 2011

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

Re: 09-1448 CAPX2020 HV Lines Through Pine Island area.

Dear Mr. Langan:

Thank you for taking the time to present the results of the draft EIS for the above referenced project. In a letter dated May 19th 2010 accompanied by a Pine Island City Council resolution, I conveyed issues of concern to us during the EIS Scoping Process.

Following the release of the draft EIS documents during the April 13th open house in Pine Island, new issues emerged dealing primarily with potential land use conflict along the preferred 161 KV route running parallel to 210th Ave. and U.S. Highway 52 then veering south along Olmsted County 31. In this letter I will highlight the City's concerns in two main areas; the potential land use conflicts now and in the future, and the effective adverse impacts on Highway Commercial district full development potential.

We are concerned about the potential for existing and future land use conflicts along the 161 KV preferred route in our area. Such conflict must be mitigated in a satisfactory manner prior to the granting of the PUC permit.

If the existing setback from a City public road ROW is 30' and the effective minimum distance from the 161 KV power line is 40', then the real setback "requirement" within the Highway Commercial land uses along the preferred route is at minimum 40' from the center of the easement. Such setback requirement will increase by the minimum distance the base of the power poles must maintain from the planned service road right of way.

Based on discussion with Grant Stevenson the effective setback of the 161K line, if it was placed 5' from the future service road is going to be a 45' from the commercial property line. This setback constitutes a change in the minimum setback requirements within the highway

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commercial district in the city's zoning code. My understanding is that CapX2020 is acquiring the right to place the 161 KV line by easement.

Such setbacks will in our judgment create two different setbacks standards from the road right of way for the same Highway Commercial district. One at 30' in areas without the power lines and another with a minimum of 45' for areas with the power lines.

The "preferred route" of the North-Rochester Sub-Station to the City of Rochester of the CapX2020 project includes 70' – 105' tall 161 kV transmission lines going through the heart of the future urban growth area within Pine Island. It also goes through the proposed Pine Island Bio-Business Park and Healthy living Facility within Elk Run. The Healthy Living Campus and Bio-Business Park were planned as part of the City's official adoption of its Comprehensive Plan and the adoption of the Elk Run General Development Plan (GDP) in 2008.

11C

Furthermore, the perception of potential health risks of the 161 KV line going through a healthy living campus dubbed as the "Healthiest Place on Earth" will prevent such concept from realizing its full potential, and no amount of testimony or science will overcome such perception.

The preferred 161 KV route also adversely impacts other future land uses outlined in the adopted future land use map. See attached copy of the Elk Run GDP (Exhibit A), and of the City's adopted future land use/transportation maps (Exhibits B and C respectively).

We urge you to consider further combination of the 161 KV line going farther east from the substations with the 345 KV line. See attached Exhibit "D" showing the suggested 161 KV route in blue.

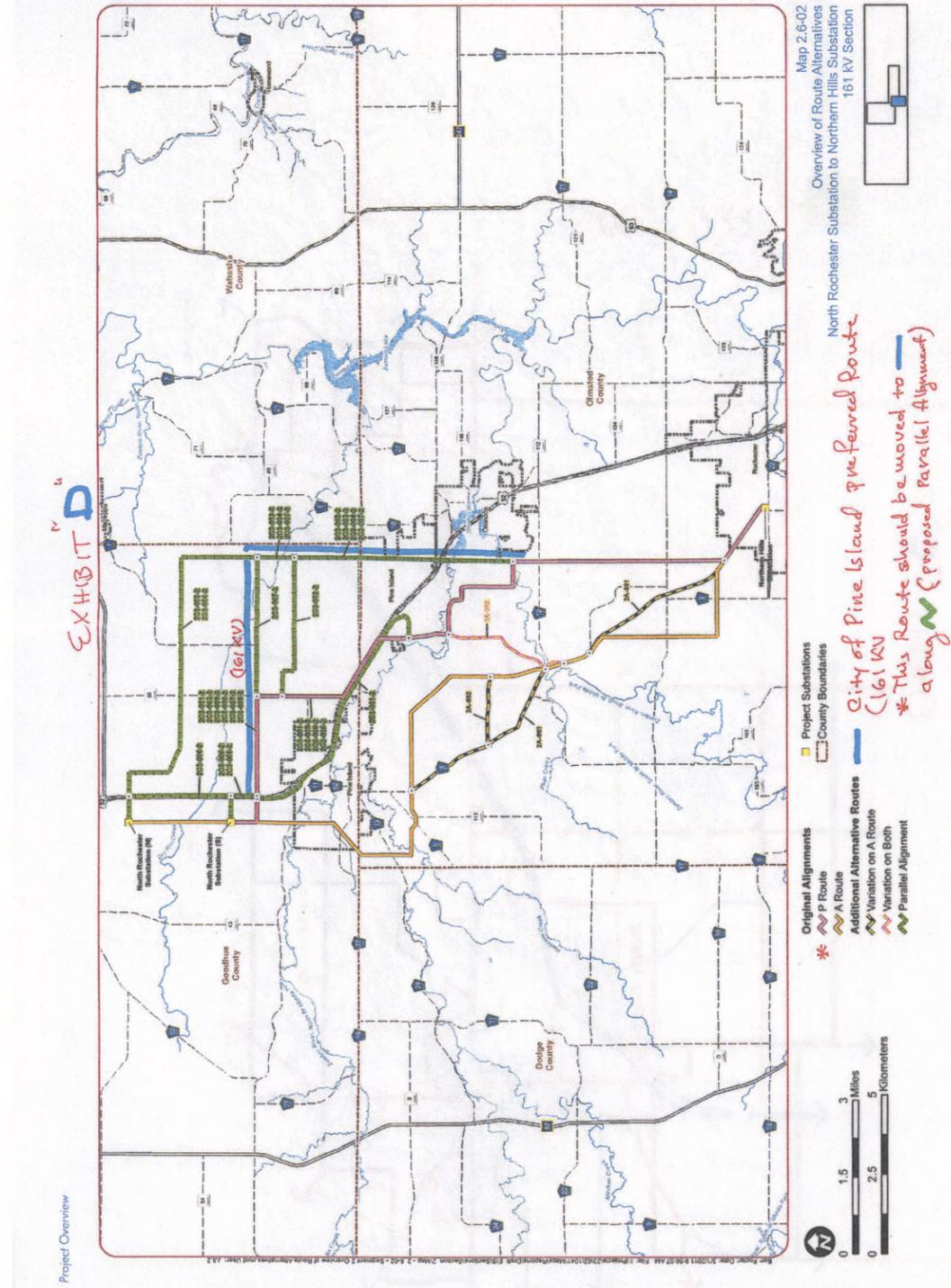
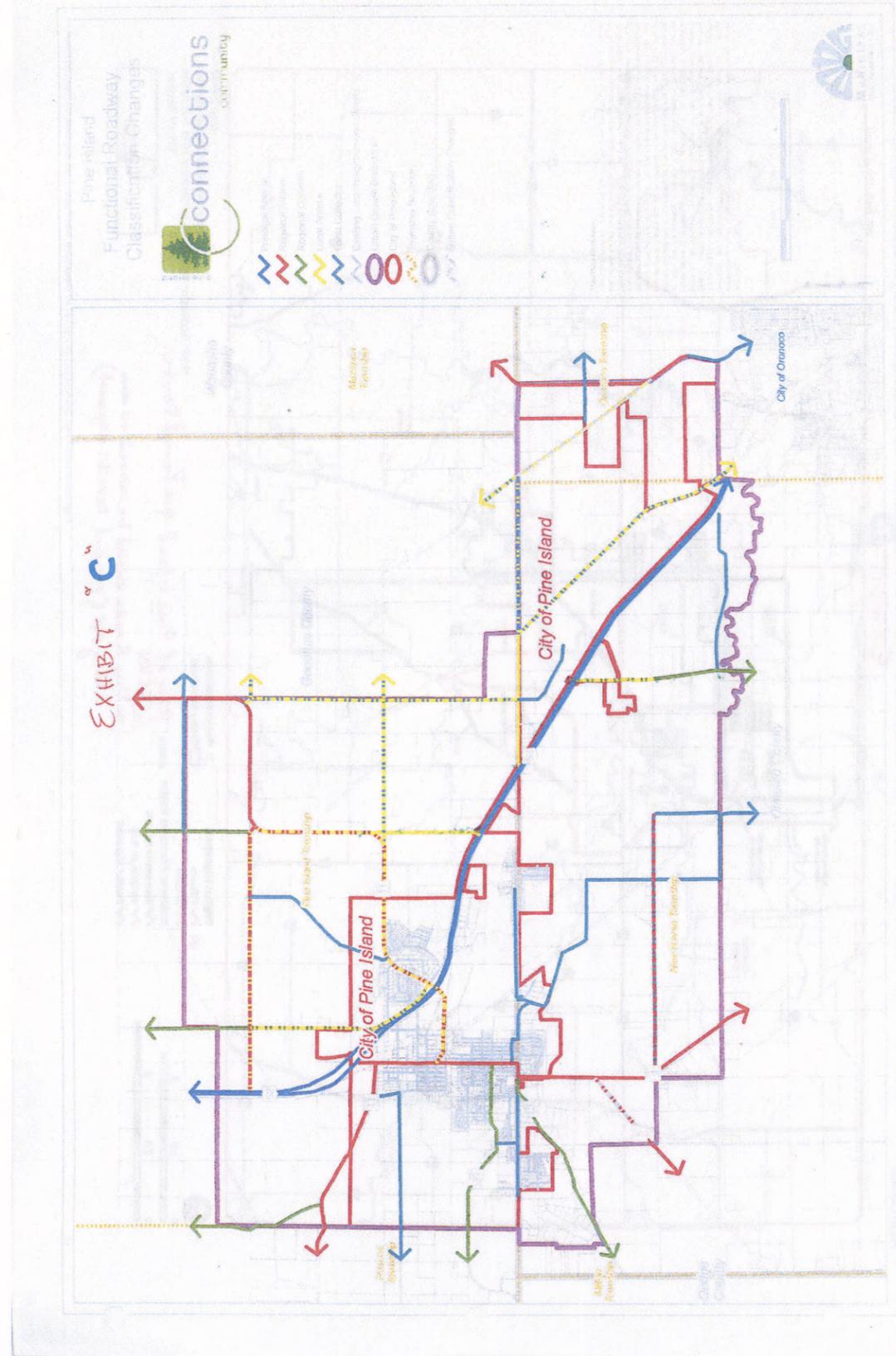
If you have any questions, or need more information, please let us know.

Sincerely,

Abraham G. Algady, City Administrator

C: File

Encl.



COMMENT FORM

COMMENTS ON DEIS 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, Fargo-St. Cloud and this Hampton-Alma route dockets. We've been to MANY scoping meetings and have used the siting rules and criteria to offer these suggestions to help your comments count.

The Dept. of Commerce/MOES has requested comments regarding their Draft Environmental Impact Statement (DEIS) – and it's important to remember that as far as the Dept. of Commerce, sponsor of this meeting, is concerned, this comment opportunity is where we address what is or is not in their Draft 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:
matthew.langan@state.mn.us or mail: MOES, 85 7th Pl. E., Suite 500, St. Paul, MN, 55101.

To MOES: The following specific issues or facts that I've listed in the categories below are missing or should be more completely addressed in the Final EIS:

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

To minimize the impact on human settlement should and must be of highest priority – hence Routes 3-P Zumbro-S, 3P-005 and 3P-010 is totally unacceptable. The maps posted have even grossly underestimated the number of homes along these lines.

B. effects on public health and safety;

Obviously, staying as far away from settlements and recreation areas will minimize this concern. Again, 3P-Zumbro S, 3P-005 and 3P-010 are unacceptable routes.

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

Again, the closer to settlements and houses, the greater the negative impact. Although some impact on Agriculture is unavoidable, going through primarily cropland would be the least impact.

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;

Route 3P Zumbro S goes across an area of wetlands and will damage a current eagles nest where it crosses Lake Zumbro

Prepared and paid for by Carol A. Overland, Attorney at Law – www.nocapx2020.info

F. effects on rare and unique natural resources;

Route 3P Zumbro S crosses over a current active Eagles Nest

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

Shortest route – least impact
Routes MR 28-29 or 3P-009 seems shortest

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;

Cost of construction must have a lower priority relative to impact on people and wildlife

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

N. irreversible and irretrievable commitments of resources.

Prepared and paid for by Carol A. Overland, Attorney at Law – www.nocapx2020.info

FEIS ID #11

11A.

The potential for conflicts with existing land uses have been minimized to the extent practical through the use of route evaluation criteria such as collocation with existing utilities and transportation corridors. Potential conflicts, especially with future land uses, are impossible to avoid altogether. Possible mitigation measures are discussed in Section 7.4.3.

11B.

The presence of a transmission line easement would not actually change the city's zoning code; however, barring a modification to the city's zoning code by the city board, the effect of the transmission line easement when adjacent to the road ROW would be to increase the distance that new structures would be set back from the road ROW in the city's Highway Commercial district.

11C.

As has been discussed in various locations within the EIS, the effects of transmission lines on human health, property values, and urban growth are not large compared to other factors such as the general economy. A transmission line in this area does not appear to directly conflict with specific land use plans in this area more than it would in other agricultural or developing suburban area.

City of Wanamingo

401 Main Street • P.O. Box 224W • Wanamingo, MN 55983
 Phone: 507-824-2477 • Fax: 507-824-2061
 An Equal Opportunity Employer

DATE: April 28, 2011

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

Dear Matthew,

The City of Wanamingo would like to weigh in on the public comments on the accuracy of the maps. City officials from Wanamingo attended the Cap X 20/20 meeting on April 13, 2011. Mayor Ron Berg and Administrator Michael Boulton reviewed the physical maps at the Pine Island public meeting. There were no issues with the accuracy of the maps. However, upon reviewing the disk that was provided, concerns arose about how identical the maps actually were.

The City of Wanamingo reviewed the disk, specifically page 337 of the provided disk. The lines looked as if they were further to the South of the City Limits on the maps at the meeting than they were on page 337 of the disk. Specifically, the disk has the lines touching or going into City Limits, the physical maps at the public meeting did not. There are concerns because a new privately owned residential development on the South side of the community to the east of MN HWY 57 is located on the edge of the City Limits. This development was recently built and the owner fears and City concurs that many of the lots would become impossible to sell with transmission lines less than 500 from them. A portion of this land has a designed location within it for a future water tower. This is detailed within Wanamingo's Comprehensive plans. The City does not wish for a utility to infringe upon the growth and planning of the City. The City wishes to make sure that both of these maps show the line placement accurately. Also, the City of Wanamingo suggests that the maps be updated to reflect the residential development to be within the City Limits as it has been properly annexed and filed with state and local agencies.

Sincerely,

Michael Boulton
 City Administrator
 City of Wanamingo
 507-824-2477

12A.

The poster maps for the public meetings and the maps in the EIS use the same mapping data.

12B.

All potential residential land use plans or plats are not described in detail in the EIS in part because the information is not specific enough to quantify and impacts on development are uncertain. Therefore, the requested detailed review would not be essential to a reasoned decision on which route to select. However, the commenter's point regarding general land use trends in this area 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.

12A

12B

13B
(cont)

1 pen, drawing a line across a map and saying, right
 2 here. They don't even bother to go out and look.
 3 I've sat on several of these boards where I was
 4 the only guy that went out and looked at any of
 5 the decisions we were judging on. There was
 6 nobody else there going out to look at anything.

7 So I know how these things are done. It
 8 just seems like there's no common sense left in
 9 the world anymore, it seems like. Thank you.

10 MR. MATT LANGEN: Thank you.

11 Sir.

12 MR. JOSTOCK: Eddy Jostock,
 13 J-O-S-T-O-C-K. I'm on the alternative route, so
 14 to speak. I also have a dairy operation. I feel
 15 the same concerns. We pasture our cattle. And I
 16 know even a little windmill you can lose a cow
 17 from lightning striking the windmill and things
 18 like that.

19 But I guess my main -- They're both too
 20 close to me. And I don't know if we really,
 21 really have to have one. But if the case is, I'm
 22 in Zumbro Township and in that township a train
 23 that may be going across through my farm is very
 24 wilderness, pretty near 100 percent of Zumbro
 25 Township, and then I believe it's Oakwood Township

Shaddix & Associates (952)888-7687 (800)952-0163

13A.

While it is not possible to quantify how many additional homes may in fact be constructed near the routes in these areas in the future, the commenter's point regarding general land use trends in this area 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.

In general, however, 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. "

13B.

Please see Section 2.0 of the EIS. This Project is proposed by the applicant, Xcel Energy. Xcel Energy is not a government entity. The routes evaluated in the EIS were proposed by Xcel Energy and by members of the public.

Langan, Matthew (COMM)

From: TheinBomb@aol.com
Sent: Wednesday, April 20, 2011 9:44 AM
To: Langan, Matthew (COMM)
Subject: "PUC Docket No. E002/TL-09-1448" & "Capx Hampton-Rochester-La Crosse Project"

April 20, 2011

Matt Langan, State Permit Manager
 Office of Energy Security, MN Dept of Commerce
 85 7th Place East, Suite 500
 St. Paul MN 55101-2198
 Fax(651) 297-7891
 Email: matthew.langan@state.mn.us

RE: "Draft Environmental Impact Statement for Hampton-Rochester-La Crosse Project", "PUC Docket No. E002/TL-09-1448" and "Capx Hampton-Rochester-La Crosse 345kV & 161kV Transmission Line Project."

Dear Matt:

I write to you both as an Oronoco Township Supervisor and a concerned & affected citizen. I spoke of one of my concerns at the Pine Island afternoon public hearing but would like to go more in-depth with errors/concerns in the DEIS – especially as it concerns the “preferred” route of Segment 3 that extends from the North Rochester Sub-Station thru Oronoco Township on it’s way to the crossing at Kellogg, MN. You have signified this portion of the route at 3P-001 to 010.

My specific concerns about the potential “3P-001 to 010” routes and the information in the DEIS are:

8.3.2 of the DEIS – Environmental Setting - North River Substation to Mississippi River

“The communities located within Segment 3 include: Greenfield Township, Mazeppa Township, Pine Island Township, Watopa Township, and Zumbor Township. These communities are primarily small agricultural towns.” – According to the DEIS, Oronoco Township is NOT among the communities located within Segment 3 – I certainly hope this holds true. By the way, where is “Zumbor Township”?

14A
14B

8.3.4.2 of the DEIS – Property Values

- “A recent literature review of this topic found that the research to date has identified little or no effect on sales prices due to proximity to transmission lines” – A truly inquiring mind would want to know:
 - Who paid for the literature that was reviewed? Is it more likely that a power company or consortium of power companies would pay for a study than a homeowner or group of homeowners that recently had their property devalued due to the installation of massive powerlines? The answer to these questions are obvious –paid-for studies produce paid-for results.
 - What “sizes” of transmission lines were considered in this “study”? Is one to truly believe a study that apparently does not differentiate between a 25’ yard pole and a 170’ metal albatross?
- “In studies that identified a relationship between property values and proximity to transmission lines, the effect generally dissipated with time and distance.” – brings up the following questions:

14C
14D

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14H
14I
14J
14K
14L

- What percentage of the dissipation is due to distance as compared to time? If a line is 10 miles away, it seems obvious that it would take a very short time to recover from its installation. If it is 1,000’ from a property, the time to recover may be infinitesimal. It seems unlikely that the relationship is linear.
- Why does one study state “little or no effect” and the very next sentence attempts to minimize a separate study that does find a measurable decrease?

- The next sentence – “In some cases, particularly with development of vacant land, increases in property values were found” – assuming that this sentence refers to being near a transmission line and not a lake, golf course, scenic vista or prime hunting land (it does not state) – it may be the most ridiculous statement a person may read in years. A massive powerline that does not even supply the power to a particular power could not possibly increase the value of a property. It simply defies logic to make such an argument in an EIS.
- Lastly, to gloss over the fact that the FHA and HUD prohibit financing on properties that are located near transmission lines is disingenuous. In the latest report available, FHA insured over 37% of all mortgages. To basically eliminate 37% of financing options from potential borrowers – on top of already drastically depressing the sellers’ property values – and pretend that it is not a major concern just reinforces that this portion of the DEIS is more about cheerleading a project than about presenting facts.

As an Oronoco Township Supervisor, I am concerned that the drastic drop in current property values – and lost opportunities to improve property values in a suburban township – will cause irreparable harm to our township coffers due to decreased taxation revenues and this will result in decreased abilities to serve our 2,239 residents. I do not believe that the DEIS honestly and thoroughly analyzed the drastic effect that the transmission lines will have on the property values of any home or likely developable property within our township. The consequences of a large transmission line coming within 300’ of any such property deserves more than 3 paragraphs of fluff. Common sense would surely prove that when choosing between comparable properties that have or do-not-have a large transmission line within 300’ of the home (or within 300’ of a developable lot), the existence of such a transmission line will undoubtedly cause the buyer to choose the alternate that does not have such a line. To pretend otherwise is to be completely dishonest. This DEIS is not complete until a true study is done on the real hardships that such a transmission line will have on a suburban township.

8.3.4.3 of the DEIS – Human Settlement

It is my belief that the easement standard of 75’ to a home is a non-factor in determining harm to a home or likely developable lot near such a transmission line. I believe that, at minimum, the “shadow factor” should be applied – for a transmission line that is 150’ tall; a **300’** standard should be applied. If a powerline can place a shadow on your home or likely developable lot then, at a minimum, it should be considered to be in “proximity” of such a project.

8.3.4.4 – Land Use Compatibility

It is my belief that human settlement and likely human settlement are the least compatible land uses for such transmission lines. In recent years, properties that fall within 300’ of the various “3P” routes have sold at “development pricing”. Considering the suburban nature of Oronoco Township (3P-001 to 010) as compared to the “alternate” routes for this segment, Route 3P in its entirety is the least compatible to this project.

My Summary:

This DEIS is incomplete, inaccurate and cherry-picks information in an attempt to put a pretty face on an ugly portrait. Environmental Impact Statements are NOT designed to be campaign literature – presenting only what the applicant wants others to believe in order to gain their goal. They are designed to truly reflect the consequences of a decision. This DEIS does NOT rise above propaganda. It should be completely redone – with full-truths included this time. .

As I mentioned previously, I am a Supervisor with Oronoco Township in Olmsted County. Although I believe it is unfortunate that “politics” require that power be brought from one area of the country to bring it to those who cannot be “bothered” with suffering the costs of producing power - and detrimentally affect the lives of many thousands in-between, I understand that the issue before you is not whether this project should move forward but rather to determine who should shoulder most of the cost of this project (in terms of loss of quality of life). I believe that the ultimate deciding factor on where this behemoth will be placed should be how it affects “human activity”. Whichever route will affect the LEAST amount of PEOPLE – in terms of reasonable proximity to their home (certainly much more than 75’) and the do the LEAST amount of PROPERTY DAMAGE.

14m

I urge you to demand that a **truthful** EIS be performed and then use that data to approve the route that injures the least amount of humans, human activity and property value. Although I am writing this letter as a singular person, our township has committed our resources to assuring that due consideration is given to the hardships a route through our township would cause. Feel free to contact me with any questions. Thank you.

Sincerely,

Mark Thein

11032 Cedar Beach Dr. NW
Oronoco, MN 55960
TheinBomb@aol.com
507-696-7188 m
507-367-2289 h

14A.

Please see the revised text in Section 8.3.2 of the EIS.

14B.

Please see the revised text in Section 8.3.2 of the EIS.

14C.

Please see supplemental information in Section 7.2.2 of the EIS.

14D.

Please see supplemental information in Section 7.2.2 of the EIS.

14E.

We agree with the comment that there would be an interaction between distance and time on the line’s effect on property values. The specific methods used to evaluate the effect of these variables varies by study.

14F.

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.

14G.

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.

14H.

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.

14I.

While it does seem intuitive to most people that a large transmission line near a property would affect it’s short and long term value, the empirical studies to date (summarized in the EIS) do not show a strong relationship. There are a number of possibilities for this, although the exact reasons are difficult to quantify or prove, as discussed in the studies cited.

14J.

The EIS does contain “house counts” of the number of residences with different incremental distances within 500 feet of all routes. Avoiding residences in this area is one of several criteria the Commission will use to select the final route. The Applicant’s will not allow structures within the 150-foot (for 345-kV

FEIS ID #14

line) ROW. However, as the comment indicates, there is currently no specific state standard prohibiting a transmission line within 300 feet of a residence.

14K.

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.

14L.

Your comment is noted and will be forwarded to the administrative law judge, however, the comment is indefinite and does not provide tangible feedback that can be interpreted and translated into an explicit revision, update, or correction to the EIS.

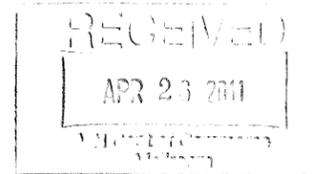
14M.

The EIS does contain “house counts” of the number of residences with different incremental distances within 500 feet of all routes. Avoiding residences in this area is one criteria the Commission will use to select the final route. However, as the comment indicates, there is currently no specific state standard prohibiting a transmission line within 300 feet of a residence.

April 15, 2011

Zumbro Township Clerk
59106 403 Ave.
Zumbro Falls, MN 55991

Matthew Langan, Project Manager
MN Office of Energy Security
85 7th Pl. E., Suite 500,
St. Paul, MN 55101
Matthew.langan@state.mn.us



RE: Docket # TL-09-1448

Dear Mr. Lagan,

We, the Zumbro Township Board of Wabasha County, MN, submit the following considerations for the CAPX2020 DEIS with regard to route alternative 3A and our township.

"Much of the land in Zumbro Township is cultivated agricultural land. Much of the land which is not currently cultivated is heavily wooded" as noted in the Zumbro Township Comprehensive Plan. This plan serves "to provide substantial protection for agricultural uses and the agricultural economy, and ... would also serve to protect and preserve the environment". The township also has a residential district. In addition, Zumbro Township has vast bluff land and has the karst geology of southeast Minnesota.

In lieu of the above, we ask consideration and study of the following impacts:

- 1) Proximity to homes, dwellings and work areas, and associated health risks
- 2) Loss of productivity and revenue on agricultural tracts and sustainable forest activity, and decreased property value.
- 3) Irreversible damage to farmed land, livestock, wooded and bluff land, river and trout streams, and water quality associated with project construction and maintenance, and permanent & temporary right-of-ways
- 4) Increased cost of project maintenance through the heavily wooded and bluff land
- 5) Non-existent crossing/infrastructure at the Zumbro River.
- 6) Deforestation and habitat fragmentation through the entire township and RJ Dorer Memorial Hardwood State Forest
- 7) Devastation to the aesthetics of the township and its residents, as well as impact to the recreational enjoyment and revenue reliant upon our natural environment: aesthetics, land, water and native species.
- 8) Contradiction to the MN Non-Proliferation Policy, as almost the entire 3A route alternative through Zumbro Township has no existing corridor.

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As per Minnesota statute, law, rule and policy, and in conjunction with acknowledgement of the Wabasha County Comprehensive Plan, we strongly suggest that Alternate Route 3A through Zumbro Township is not a viable route option. We ask that the Minnesota Office of Energy Security, and the Public Utilities Commission, consider the utilization of a route option that aligns with existing corridors and right-of-ways.

The people of Zumbro Township live and work in and near the fields, forests and waters. We ask that this culture, history, and our way of life be considered and conserved.

With respectful submission,

Zumbro Township Board

Edwin Jostock Supervisor Zumbro Township.
Steve Davala Supervisor Zumbro Township.
Kevin L. Kautz " " "
Shirley Anderson, Treasurer
Dori Klein, Clerk

FEIS ID #15

15A.

See Section 7.1 and 7.3 of the EIS.

15B.

See Section 7.5 of the EIS.

15C.

See Section 5.3 of the EIS.

15D.

Land cover and terrain were taken into account in the preparation of cost estimates. Land cover and terrain are one of many factors considered in assessing the cost and feasibility of a route. These factors alone do not veto a given route option.

15E.

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.

15F.

See Section 7.7 of the EIS.

15G.

See Section 7.3.1 of the EIS.

15H.

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.

15I.

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.

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Langan, Matthew (COMM)

From: Warren and Nancy Acker [wnsjmacker@pitel.net]
Sent: Wednesday, April 13, 2011 8:58 PM
To: Langan, Matthew (COMM)
Subject: PUC Docket No. TL-09-1448

Dear Mr. Matthew Langan,

This email is in regards to PUC Docket No. TL-09-1448, and my cases against the route labeled segment 2 of 2C3-002, 2C3-003, 2C3-004, and 2C3-007. This segment includes property within the western city limits of Oronoco.

My cases against this proposed route include:

- | | |
|-----|---|
| 16A | 1. Segment 2 of these routes does not follow an existing corridor (including existing power lines and roadways). Since the route does not follow an existing corridor, I see no reason to have it located within 500 feet of many existing homes on the western edge of the city of Oronoco. The proposed route comes very close to several homes with small children. Since studies on the health affects of overhead transmission lines are not conclusive, I see no reason to choose this randomly suggested route since it can potentially endanger the health of many families. |
| 16B | |
| 16C | 2. The route makes two river crossings, one crossing over an extended area where the river channel flows north to south. Crossing at these locations will have a significant impact on wetlands, and will cause additional soil erosion in an already fragile watershed. |
| 16D | 3. Since the proposed route makes two river crossings near Shady Lake, the migratory waterfowl population will also be adversely affected. The daily flight path of many Canadian geese and other waterfowl follows the river channels west from Shady Lake. The Oronoco area is a temporary resting home for thousands of migratory waterfowl. |
| 16E | 4. The homes and street layout of this affected area of Oronoco were designed for low traffic, low noise, large lots for privacy, and the wooded and rolling hills aesthetics of the area. Most homes are well above the average value of the area, and almost all are located on cul-de-sacs. Not only will a power line affect the aesthetics for the current residents, but locating a power line in a development of this type will have a larger percentage negative financial affect on the property values of the homes. |
| 16F | |
| 16G | 5. Locating the power lines on the western side of these homes may also affect the safety of the residents. The area is well-known for its wind, and prevailing west and northwest winter winds may blow dangerous ice buildup off of these lines onto the structures and recreational play areas of the residents. Locating the lines immediately on the west side of these homes will significantly affect the wind noise from the lines and poles, and removal of any trees along our properties' western wind breaks increases wind noise and the chance for property damage from strong winds. |

In closing, of course no one wants a power line near their home. I realize this was a citizen proposed route, and was not in the proposed or alternative plan, but locating a line on this proposed route makes little sense to me. I believe a power line of this magnitude should either follow an existing major corridor, or should be located in a more rural route.

Thanks for your attention to this matter.

Warren and Nancy Acker
 200 13th Lane SW
 Oronoco, MN

16A.

See Section 8.2.4.11 of the EIS.

16B.

See Section 7.1 and 7.3 of the EIS.

16C.

See Section 7.8 of the EIS.

16D.

See Section 7.7 of the EIS.

16E.

See Section 7.3.1 of the EIS.

16F.

See Section 7.2 of the EIS.

16G.

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.



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PUBLIC COMMENT SHEET

CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

Name: Ross + Patrice Aleff Representing: _____
 Address: 11551 Co Rd 3 NW Email: aleff.ross@mayo.edu
Pine Island MN

Comments: Seems to me the best and most
efficient route is down Hwy 52.
Least environmental impact on all involved.

If Rochester needs so much electricity
why not double the size of their
power plant. Why impact several counties
for the good of one.
Maybe expand coal plant??
Put a nuclear power plant in Rochester
and the city can grow as big as
you want it to.

Why not run straight through farmland away from homes.

Please submit comments by **4:30pm, April 29, 2011** to: No stray voltage problems,
 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

Our house is within 500 ft
of the route. Actually within 150ft
of line.

COMMENTS ON THE DEIS ARE DUE APRIL 29, 2011

The Comments that are due at the end of the month are specifically about the DEIS, what's missing, what isn't taken into account, a very narrow range, so make sure you're on point! For example, NoCapX 2020 and U-CAN think the Office of Energy Security (MOES) must:

Point out homes that are not shown on the maps.

Disclose the full range of potential magnetic fields in all the configurations proposed for this project. See the back of this page.

Address impact of the width of the Right of Way (see DEIS Table 8.4.1-1):

- RoW must be wide enough assure magnetic fields are below 2mG at the RoW edge to protect the health and safety of the public;
- Disclose chart showing width of RoW necessary to assure mG level at 2mG or lower;
- Identify basis for RoW width.

Comply with the Minnesota Environmental Policy Act:

- Must have more than one completely separate route; and
- Must have more than one river crossing location a Alma (as is being done in the UDEA's Rural Utility Service EIS that is in the works).

Incorporate the Rural Utility Service EIS into the MOES EIS.

Minnesota policy of non-proliferation means that transmission must use shared railroad and highway rights of way. Minn. Stat. §216E.03, Subd. 7(b)(8); (e). MOES conflates Minn. Stat. §216E.03, Subd. 7(b)(8) and 7(b)(9).

- DEIS must identify shared railroad and highway rights of way and tally independently
- DEIS must identify separately from parcel and field boundaries.
- Include maps showing only shared railroad and highway rights of way.
- DEIS must not include or characterize ag land survey lines or other natural division lines as "shared corridor."

Minnesota policy supporting agriculture requires that transmission corridors, if sited on ag land, utilize survey lines or other natural division.

- DEIS must identify separately survey lines or other natural division lines utilized to avoid disruption of agricultural operations.
- DEIS must identify and set out survey lines or other natural division lines separately from railroad and highway rights of way.
- DEIS must not include or characterize ag land survey lines or other natural division lines as "shared corridor."

Send comments by April 29, 2011.

Identify as "DEIS Comments, Docket 09-1448" and send to:
 Matthew Langan email by 4:30 p.m. to **matthew.langan@state.mn.us**
 MOES Project Manager
 85 - 7th Place East
 St. Paul, MN 55101

17A

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MAGNETIC FIELDS ARE MUCH HIGHER THAN CAPX UTILITIES ADMIT

This chart is from the CapX Hampton-LaCrosse application, Chapter 3, Table 3.6-2:

Table 3.6-2:
Calculated Magnetic Fields (mG) for Proposed 345 kV Transmission Line Designs (3.28 Feet Aboveground)

Structure Type	Geographical Segment	System Condition	Current (amps)	Distance to Proposed Centerline											
				-300'	-200'	-100'	-75'	-50'	0'	50'	75'	100'	200'	300'	
Single-Pole Davit Arm 345/345 kV Double-Circuit with one Circuit in Service	Preferred Route: Hampton to Cannon Falls; Non-US-52 segments Zumbrota area to North Rochester	2015 Peak	140 A	0.38	0.79	2.35	3.41	5.24	13.58	9.64	5.88	3.77	1.04	0.46	
		2015 Average	112 A	0.30	0.63	1.88	2.73	4.19	10.87	7.71	4.71	3.01	0.83	0.37	
	Alternate Route: Hampton to North Rochester	2025 Peak	132 A	0.36	0.74	2.22	3.22	4.94	12.81	9.09	5.55	3.55	0.98	0.43	
		2025 Average	106 A	0.29	0.60	1.78	2.58	3.97	10.29	7.30	4.45	2.85	0.79	0.35	
Single-Pole Davit Arm 345/345 kV with 69 kV Underbuild with 1 Active 345 kV Circuit	Preferred Route: US-52 segments Cannon Falls to Zumbrota area	2015 Peak	140/325	0.74	1.65	6.20	10.42	20.73	70.89	8.50	3.77	2.51	1.01	0.52	
		2015 Average	112/260	0.59	1.32	4.96	8.33	16.58	56.71	6.80	3.02	2.01	0.81	0.41	
	N. Rochester to Alma	2025 Peak	132/328	0.73	1.62	6.14	10.36	20.71	71.85	8.89	3.92	2.54	0.99	0.50	
		2025 Average	106/262	0.58	1.30	4.91	8.28	16.55	57.37	7.09	3.12	2.03	0.79	0.40	
Single-Pole Davit Arm 345/345 kV Double-Circuit with one Circuit in Service	N. Rochester to Alma	2015 Peak	403 A	1.12	2.33	6.97	10.11	15.54	40.27	28.58	17.44	11.17	3.09	1.35	
		2015 Average	322 A	0.87	1.81	5.41	7.85	12.06	31.24	22.17	13.53	8.67	2.40	1.05	
	N. Rochester to Alma	2025 Peak	415 A	1.12	2.33	6.97	10.11	15.54	40.27	28.58	17.44	11.17	3.09	1.35	
		2025 Average	332 A	0.90	1.87	5.57	8.09	12.43	32.21	22.86	13.95	8.94	2.47	1.08	

For the CapX Fargo line, with the same configurations, look at the levels:

CALCULATED MAGNETIC FLUX DENSITY (MILLIGAUSS) FOR PROPOSED 345 kV TRANSMISSION LINE DESIGNS (3.28 FEET ABOVE GROUND) (ASSUMED 600 & 1,000 MVA LOADING)

Structure Type	System Condition	Current (Amps)	Distance to Proposed Centerline												
			-300'	-200'	-100'	-75'	-50'	-25'	0'	25'	50'	75'	100'	200'	300'
Single Pole Davit Arm 345kV Single Circuit Delta Config	System Max	1000	2.98	6.33	21.28	32.97	54.40	88.83	120.79	112.71	67.90	38.59	23.71	6.27	2.73
	With Added Generation	2500	7.44	15.84	53.20	82.42	136.01	222.07	301.96	281.77	169.74	96.49	59.28	15.67	6.83
Single Pole Davit Arm 345kV Single Circuit Vertical Config	System Max	1000	3.26	7.46	26.96	42.06	68.82	103.97	96.76	60.77	37.34	24.29	16.73	5.60	2.67
	With Added Generation	2500	8.15	18.65	67.39	105.14	172.05	259.93	241.91	151.92	93.34	60.72	41.82	13.99	6.68
Single Pole Davit Arm 345kV/345kV Double Circuit with One Circuit in Service	System Max	1000	2.70	5.62	16.79	24.37	37.45	60.95	97.03	104.17	68.86	42.03	26.92	7.45	3.26
	With Added Generation	2500	6.74	14.06	41.96	60.92	93.64	152.38	242.57	260.42	172.14	105.07	67.29	18.62	8.15
Single Pole Davit Arm 345kV/345kV Double Circuit with Both Circuits in Service	System Max	1000	.73	2.19	12.58	23.01	45.30	86.76	113.75	87.37	45.85	23.39	12.8	2.25	.74
	With Added Generation	2500	1.81	5.47	31.44	57.53	113.26	216.89	284.37	218.42	114.62	58.47	32.08	5.61	1.84

17A.

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.

17B.

The need for this transmission line has been previously determined by the Minnesota Public Utilities Commission (Docket No. CN-06-1115). Questions of need for this project cannot be addressed in this document, Minn. Stat. 216E.02, Subp. 2.

17C.

See Section 7.1 of the EIS.

17D.

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: Lauren Allen [jlacm1@gmail.com]
Sent: Sunday, April 17, 2011 4:07 PM
To: Langan, Matthew (COMM)
Subject: CapX 2020

Dear Mr. Langan,

My name is Lauren Allen, and I live one mile south of Hammond, MN. I am writing about the proposed routes for the Hampton-Rochester-La Crosse project . At the moment the preferred route is south of our house about 6000 feet along HWY 247 (HRL_sheet_28). However, I see that an alternate route (HRL_sheet_27) is only 2000 feet north of our house. I am writing to voice my opinion that the **preferred route is the best**. The alternate route would:

- 18A
- 18B 1) cut through the Richard J. Dorer Memorial Hardwood State Forest cutting down many trees unnecessarily,
- 18C 2) endanger bald eagles (we see them in this area all the time because the Zumbro River is so close),
- 18D 3) cross over a designated trout stream, Hammond Creek, and
- 18E 4) affect more homes than the preferred route (10 very near our house and Hammond on the other side of the route).

Thank you for your careful consideration,

Lauren Allen
 35037 568th St
 Rochester, MN 55906
 507-753-3034

18A.

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.

18B.

See Section 7.12 of the EIS.

18C.

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. See Section 7.6 of the EIS.

18D.

See Section 7.8 of the EIS.

18E.

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: Johnny Allen [johnnallen@gmail.com]
Sent: Saturday, April 16, 2011 1:16 PM
To: Langan, Matthew (COMM)
Subject: CapX2020

Mr. Langan,

My name is Johnny Allen and I live a 35037 568th Street, which is 1 mile South of Hammond, MN., and is very near the alternate route for the proposed 345 KV power lines. I strongly prefer that the power lines be installed at the preferred route to the South. The alternate route would disturb part of The Richard J. Dorer Memorial Hardwood Forest, which has "Bald Eagles" around the area near the Zumbro River, and the Hammond Creek Trout Stream is in that alternate route area also. There would be many trees destroyed by the clear cutting that would have to be done and the preferred route would be far less trees destroyed. Thank you considering these concerns.

19A

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DO YOU OR ANYONE YOU KNOW SUFFER FROM DIGESTIVE PROBLEMS; GAS, BLOATING, ACID REFLUX, DIVERTICULITIS, IRRITABLE BOWEL SYNDROME? Go to this website and get help in as little as 1day, without MEDICATION!!:

PS: MOST PEOPLE LOSE A FEW POUNDS TOO!!

<http://www.greastastenopain.com/cmdt.asp?id=1150818>

This LIFE is Short. The next one is MUCH LONGER. Which One are YOU prepared for?

Johnny L. Allen
 35037 568th St
 Rochester, MN 55906
 507-753-3034

19A.

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.

19B.

See Section 7.12 of the EIS.

19C.

See Section 7.6 of the EIS.

19D.

See Section 7.8 of the EIS.

19E.

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 7.3.5 of the EIS for information on tree clearing.

Langan, Matthew (COMM)

From: Jeff Anderson [JAnderson@ibew110.org]
Sent: Thursday, April 21, 2011 3:31 PM
To: Langan, Matthew (COMM)
Cc: Janis & Jeff Anderson
Subject: Cap X 09-1448

Matthew Langan
 State Permit Manager
 Minnesota Office of Energy Security-
 Energy Facility Permitting

Dear Mr. Langan,

- 20A We write this letter in opposition to the alternate route 1P-009, adjacent to Goodhue County Road 9 in Warsaw Township, Minnesota that is being considered for the Hampton-Rochester-La Crosse Cap X2020 345 kV transmission line. A 345 kV transmission line along this route would:
- 20B
- 20C
- 20D
- 20E
- 20F
- 20G
- Destroy the natural scenic beauty of this historic area which includes the Sogn and Nansen Valleys.
 - Negatively impact Bald Eagles, Turkeys, White Tail Deer and many more species that depend on the habitat of Sogn Valley and the Little Cannon River.
 - Interfere with recreational activities that would include The Sogn Valley Bike Race (<http://gopherwheelmen.org/gw/>), snowmobiling, and ultra light airplanes that fly through the Little Cannon River valleys.
 - Encroach upon Urand Lutheran Church, a 130 year old congregation.
 - Impact more families and houses that are not shown on the map, but will be with-in 500 feet of the power lines.
 - Would severely lower the value of our home and the quality of our lives.

Thank you for your consideration,

1

Jeff and Janis Anderson
 37518 Co 14 Blvd
 Dennison MN 55018

2

20A.

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.

20B.

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 7.3.1 of the EIS.

20C.

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 8.1.4.7 of the EIS.

20D.

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 7.12 of the EIS for information on impacts to recreation.

20E.

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.

20F.

Your comment is noted and will be forwarded to the administrative law judge, however, the comment is indefinite and does not provide tangible feedback that can be interpreted and translated into an explicit revision, update, or correction to the EIS.

20G.

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.



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: _____ Representing: _____

Address: _____ Email: _____

Comments: *Please strongly consider placement of the transmission line along the existing Highway 52 right-of-way in Cannon Falls. Following the major transportation route allows for measured, sequential development around the perimeter of town. If the transmission line is allowed to bypass town, future development and economic growth on the west side of Cannon Falls will be compromised. Thank you for your consideration in this matter.*

21A

21B

21C

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

21A.

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.

21B.

See Section 7.11 of the EIS.

21C.

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. Please also see Section 7.4.1 of the EIS.

April 25, 2011

22A

We oppose the CapX2020 345kV Transmission Line Project that is currently projected to go through Oronoco Township. Our home is situated on proposed route 3P-006 but we would also be within line of site of 3P-011. We hold the strong opinion that these alternate routes (along with the others that are proposed to run through Oronoco Township – 3P line) would be a fiscally irresponsible and our preference would be for the more northern route (3A line) in Wabasha County where fewer families/homesteads would be directly affected for the following reasons:

PUBLIC HEALTH AND SAFETY

We are concerned about the impact of potential stray voltage and/or electric and magnetic fields on our family, especially our three young girls. (We are not the only family on this proposed route that has young children. There are several.) There have been studies regarding the relation of cancer and leukemia related to EMF, and since this is relatively new technology, those who say there is “no conclusive evidence” are essentially saying that the evidence by no means refutes the possibility. Those results are inconclusive. This 345kV line will undoubtedly eventually be joined by a second line running on those same poles which further contributes to the risk.

22B

We also spend a great deal of time in our yard entertaining and working and have long-term plans to put a sand volleyball court and pavilion in close proximity of the right of way. Our peak usage time of our yard is coincidentally during the peak usage for electricity – during the summer months. (FROM PAGE 30 OF THE DEIS: “...the highest flow that could occur on the facilities would be on the North Rochester Substation to Mississippi River Segment. This portion of the project could potentially experience flow of approximately 600megavolt-amperes (MVA) for short periods of time.”)

On page 29 of the DEIS, the chart that compares the exposure from household appliances to the 345kV line is technically correct; however, what is failed to be pointed out in the chart is that using appliances is a **personal choice** and the frequency of use is not the same for every person in society. (For example – our children do not use the stovetop or the vacuum, but they will undoubtedly have no choice in their exposure from the transmission line.)

22C

We are also worried about the effects that severe weather will have on the poles and lines.

PROPERTY VALUES/HUMAN SETTLEMENT

22D

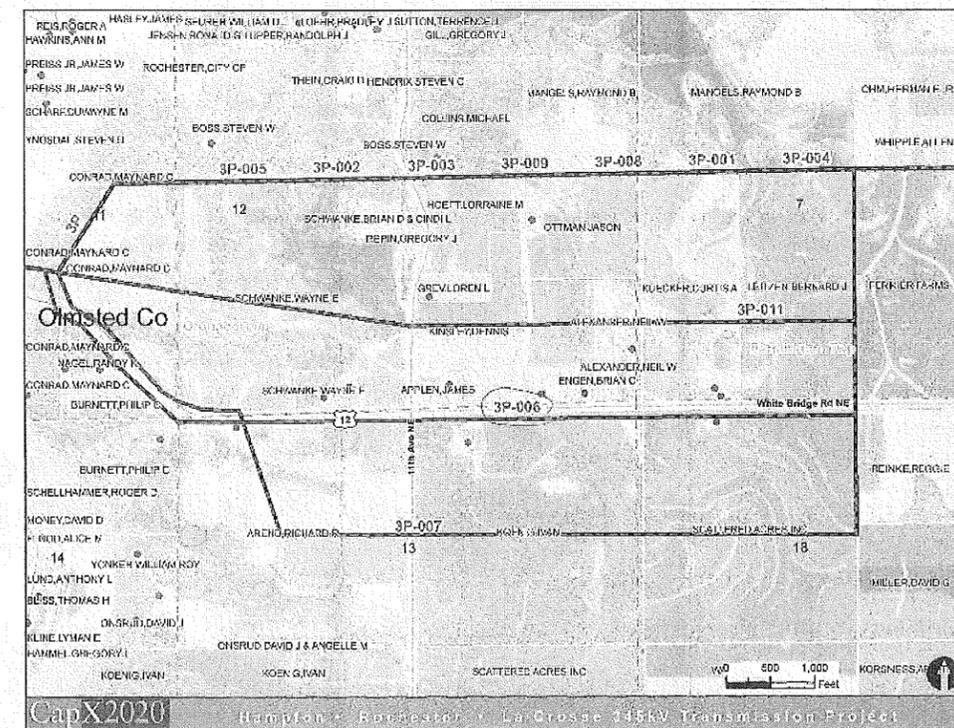
Our property has great visibility from the roadway, and we know that the value of it would be significantly reduced by the presence of, and/or proximity to, an overhead transmission line. There is great magnitude of impact due to the height of the poles and the design of our landscape. There is no screen from the line of sight of the proposed right of way...even on the roadway from up to a mile away...and that will not diminish with time.

22E

We have lived here for over a decade, and as it is for most people, our major long-term goal of living here is the potential resale value. Our property has great aesthetic appeal in its current state. There has been much personalization done to our home and landscape that would not be recuperated through a sale...especially in a down market. Encumbrance, proximity, and visibility of the lines are more pronounced during years of failing market values, and higher-value properties become more vulnerable than lower-value properties.

22F

In the following study by Cynthia Kroll in 1978, <http://staff.haas.berkeley.edu/kroll/pubs/tranline.pdf> it was found that far fewer sales occurred among properties in 500kV areas (**the CapX2020 line through Oronoco Township is currently proposed to be a 345kV line but we are certain will eventually be twice that much**) than among other areas. “For both 500kV and 230 kV lines, property values were significantly lower in the transmission line zone, with an estimated effect of 16% to 29% of value, depending on the size category of the property with properties under 10 acres experiencing almost twice the percentage loss in value of properties over 50 acres in size.”



In our proximity - of the four paths (3P) to choose for this transmission line, the route going past our property (3P-006) is the second longest line and would directly affect the highest number of homesteads

22G

(13 homes just in that stretch). Of course, we oppose the line running through Oronoco Township altogether (we would prefer it to run through Wabasha County due to lower land values and lower population), but looking at it mathematically and financially, it makes the least amount of sense to choose this route (3P-006) due to increased implementation cost and impact to so many homes along the route. No one wants a transmission line to go through their property, but to pick a more highly populated route makes little sense. Our opinion is that CapX2020 should opt for a route that disrupts the fewest number of homes. In the end, this impacts human settlement, and the least appealing option would be to displace or devalue homes.

22H

The buzzing/whistling noise that is heard from transmission lines (we have personal experience with this since the Arrowhead-Weston transmission line was recently built running through the 180+ acre farm Kea grew up on in northern Wisconsin) is an unfortunate reality and has no appeal. Kea's 77-year-old mother, who has lived on that farm for 50 years and has heart issues, maintains that she has needed to wear shoes in her home ever since the line was put in because there is more static electricity than she can tolerate if she walks in her stocking feet.

22I

22J

ELECTRONIC DEVICE INTERFERENCE

22K

Kea works every workday from her home office and depends greatly on our line-of-site internet (ClearWave by Verizon/Midwest Wireless). DSL or landline internet is not available to us at this time. James also regularly works from his home office. We no longer have landline phones, and consequently, we solely use our cell phones. We are worried about possible disruption of our electronic communications or interference with reception since any issues would impact our livelihood and potentially hamper any emergency/fire response if necessary on our property.

James & Kea Applen

11530 11th Ave NE

Rochester, MN 55906

22A.

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.

22B.

See Section 7.1 of the EIS.

22C.

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.

22D.

See Section 7.2 of the EIS.

22E.

See Section 7.3.1 of the EIS.

22F.

The statistics cited are from a late 1970's study that the paper's author (Kroll) determined were of limited value due to experimental design problems. This paper also concludes that the study results on property value issue are largely inconclusive. Moreover, the evaluation provided in the EIS regarding the impact of HVTLS on property values is based on many studies, conducted over decades and in varying locations with similar attributes. The conclusions discussed in the EIS are based on the consensus opinion of multiple peer-reviewed studies.

22G.

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.

22H.

See Section 7.3.3 of the EIS

22I.

See Section 7.3.2 of the EIS.

22J.

See Section 7.1 of the EIS.

22K.

See Section 7.9 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.

23A
23B 23C

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

I have small children who must wait for the school bus at the end of our driveway, the power line will go directly over where the children must wait. (3P-009 route).

We have a family owned pumpkin patch and sell the pumpkins each year; the power line will go directly over our driveway on Wabasha Cty Road 21 (3P-009 route).

Our environment and land value will definitely be effected as our home and deck look directly out to the power line on route 3P-009. There are more than 38 homes on this route which will be directly effected.

B. effects on public health and safety;

My father has a pacemaker and I am concerned about his visits to our home as he must pass directly under the power line to access our driveway on route 3P-009. I also feel my children our exposed to stray voltage as they must wait for the bus every day at the end of our driveway and the power line is directly overhead on route 3P-009 on Wabasha County Road 21.

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

I feel my pumpkin business will have to be ended since the 3P-009 passes directly over our pumpkin patch and my husband and myself do not wish to spend may hours working directly under the power line on Wabasha County Road 21 (3P-009).

23E

D. effects on archaeological and historical resources;

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

23F

23G

There are dwarf trout lillies in the area which are on the endangered list. This route (3P-009) is also a migratory route for geese, ducks, pelicans, and swans, even more so since Lake Shady dried up with removal

23H

of the dam in Oronoco. This route, 3P-009 directly passes over a bay on Lake Zumbro directly in the path of the bird flights.

E. effects on rare and unique resources;

Lake Zumbro is a recreational lake (the only one in SE MN) and the line passes directly over a large bay on Lake Zumbro (this is not shown on the map for route 3P-009).

23I

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

23J

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

23K

Route 3P-009 passes across more than 38 homes....ridiculous!!!

23L

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

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

23M

K. electrical system reliability;

23N

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

Route 3P-009 passes through many coulees and wooded land and valleys where the terrain is very hilly. This land is also used largely for hunting and fishing.

23O

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

irreversible and irretrievable commitments

Route 3P-009 will force many families to move or relocated their productive gardens. This route will also disrupt the migratory patterns of birds including swans, pelicans, geese, and ducks. Too many families are effected by this route. The families are also young families with many children which may effect their health in their growing up years.

23P

Respectfully submitted,

Signed ___Cheryl & Scot Baertlein Date_ April 26, 2011_____

Printed _56901 County Road 21, Mazeppa, MN 55956

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

23A.

There are large section of the EIS covering these topics. Your comment is noted and will be forwarded to the administrative law judge, however, the comment is indefinite and does not provide tangible feedback that can be interpreted and translated into an explicit revision, update, or correction to the EIS.

23B.

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.

23C.

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.

23D.

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.

23E.

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. Potential impacts to agriculture are discussed in Section 7.5.1 of the EIS.

23F.

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.

23G.

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.

23H.

The crossing of Lake Zumbro bay is identified in the EIS as a crossing of Lake Zumbro.

23I.

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

23J.

See Section 7.11 of the EIS.

23K.

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.

23L.

This comment is not applicable to a transmission line.

23M.

This issue is addressed in relation to double-circuiting and other configuration options discussed in the EIS.

23N.

Land cover and terrain were taken into account in the preparation of cost estimates. Land cover and terrain are one of many factors considered in assessing the cost and feasibility of a route. These factors alone do not veto a given route option. The exact additional costs required for this route segment are not available without completing at least preliminary design and cost estimates, and so are not included in the EIS.

23O.

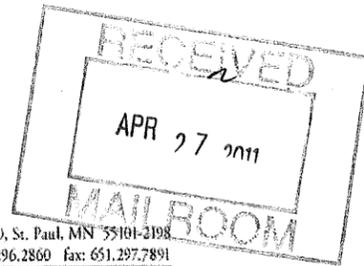
Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

23P.

As the comment points out, although RIM land is privately owned, the conservation easement agreement covering the property often prohibits the installation of new structures. If this route were selected and a structure had to be placed within the RIM property the Applicants would be required to negotiate an agreement on a site by site basis with the land owner and the local or state government entity holding the easement. See EIS Section 9.4



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PUBLIC COMMENT SHEET

CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

Name: Michael Barck Representing: self

Address: 42593 Hwy 52 Blvd Zumbrota, MN 55992 Email: mbarck52@gmail.com

Comments: There is a proposed alternate route known as IP-004 that is, in my opinion, an extremely poor selection as a route for the CapX 2020. IP-004, IP-005 SHEET NR 17

* Reason 1: the route would require a large extent of woodland / habitat removal whereas the primary preferred route takes it further south on 52 along an existing easement that is already in use as a transmission route.

* Reason 2: At the point where this proposed route turns to the east (after heading south from Hwy 52) it would be located in the foot print ~~area~~ area of the Zumbro River North Fork, greatly and adversely affecting the scenic and natural waterway. Please consider the added costs of alternate route IP-004 both ~~economically~~ and environmentally.

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

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

Thank You,
Michael Barck

24A

24B

24C

24D

24E

24A.

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.

24B.

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.

24C.

See Section 7.11 of the EIS.

24D.

See Section 7.8 of the EIS.

24E.

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.



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PUBLIC COMMENT SHEET

CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

Name: Todd & Beatrice Baron Representing: _____

Address: 1519 Center Street West Email: bumble_beab15@yahoo.com
Oronoco, MN 55960

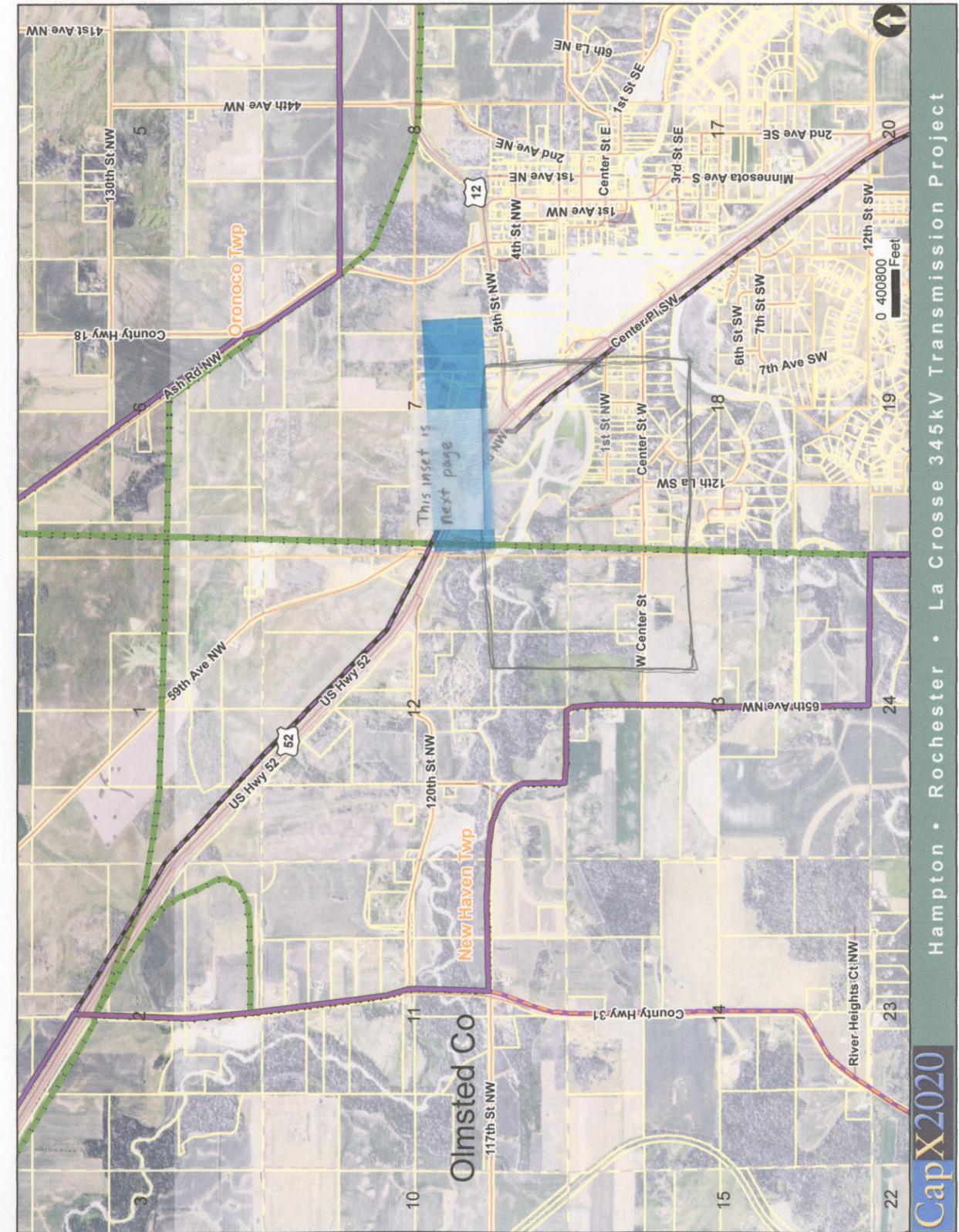
Comments: We are enclosing 2 printouts concerning the
alternative route
2C3-002-2
Segment 2
We believe a blue dot indicating a home on the
route map is missing.

Thank you

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

25A

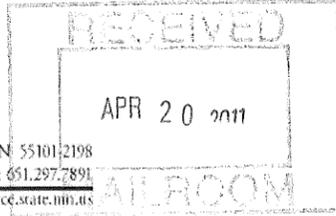


Hampton • Rochester • La Crosse 345kV Transmission Project

CapX2020



85 7th Place East, Suite 500, St. Paul, MN 55101-2198
main: 651.296.4026 tty: 651.296.2860 fax: 651.297.7891
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PUBLIC COMMENT SHEET

CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

4-19-11

Name: Ruvica & Henry BAUER Representing: Highway 56
Address: 42599 Hwy 56 Blvd. Verstrand, MN 55053
Email: hbaud.ab@frontier.net

Comments:

Page 32 - Public Health & Safety.

"Dr. David Carpenter has indicated concern about magnetic field not only childhood leukemia, but also other medical conditions" In the DEIS the Barr engineer staff stated "In our opinion this finding is insufficient to warrant aggressive regulatory concern" Do any of the Barr engineers have a medical background? In our neighborhood, we have many young children that live in homes close to Highway 56. This is a real concern, as we do not know what effects this may have on children being exposed to magnetic fields for many years.

(2nd page)

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

26A

26B

26C

26D

I disagree with DEIS "that transmission lines enhance opportunity for development of residential, commercial or industrial development". Not on Highway 56 we want to continue having it as a rural agricultural area & not new development. It is a beautiful scenic area with rare natural resources that were not noted in the DEIS like the Wangs fossil site & also Nansen Historical District.
I do agree with Barr engineers that transmission lines enhance opportunities if the lines are on Highway 52, as there is already industrial growth, wide road right-of-way & would be cost effective.

26A.

The cited text is from a 1999 National Institute of Environmental Health Sciences report, which found “weak scientific evidence” that ELF-EMF exposure may pose a leukemia hazard. The NIEHS reached the conclusion that the evidence did not warrant aggressive regulatory concern. The cited text is the opinion of the NIEHS; the citation can be found in Section 10.

26B.

In general, transmission lines provide electrical power which enables residential, commercial, and industrial development. That is, such development would likely not occur without the ready availability of electrical power. There may be exceptions to this general observation, e.g., industries that use very little electrical power or generate their own power for use. As the commenter notes, providing electrical power such that development can occur may not be a goal shared by all members of a community.

26C.

Please see updated text in Section 7.10 and 8.1.4.10.

26D.

The Nansen Agricultural and Historic District is made up of 94 buildings and 43 structures within a 46,8434 acre area in Goodhue County in the vicinity of MN 56 and County Highways 14 and 49 in Holden Township. All historic buildings and structures within one half mile of the proposed routes, including buildings and structures that are part of the Nansen Agricultural and Historic District, have been identified in Sections 8.1.4.10, 8.2.4.10, and 8.3.4.10 of the EIS, and in Appendix G of the EIS. Please also see the updated text in Section 8.1.4.10 that has been revised to include a discussion of the Nansen Agricultural and Historic District

Langan, Matthew (COMM)

From: Javon Bea [jbea98@aol.com]
Sent: Friday, April 29, 2011 11:13 PM
To: Langan, Matthew (COMM)
Subject: Corrected letter Oronoco Segment 3

April 29, 2011

CORRECTED LETTER

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-LaCrosse 345kV Transmission Line Project PUC
 Docket # E002/TL-09-1448
 Draft Environmental Impact Statement Comments **Regarding Segment 3**

Dear Mr. Langan,

*The purpose of this letter is to help you understand the location and impact on my property which I sent to you in a **previous email letter dated April 12, 2011**. I would have sent this clarification letter earlier but I have had trouble with my internet service.*

My name is Javon Bea and I am President/CEO of a \$1.2 Billion Health System. I have lived in Oronoco Township since 1980, over 30 years. I own 8 separate farm homesteads for development for a total of 292 acres. All of these acres are a combination of rolling hills, woods, and tillable land with beautiful vista views of the Oronoco river valley and which would be **negatively impacted** if the 345kV power poles run along 3P "preferred route". The negative impact on my property according to an appraiser, Tim Figge, who has worked on public utility condemnations would be a **financial loss in value of my property of \$4,820,333**. The total value of my property is \$7,230,500. From all my acreage the 345 KV power poles will destroy the country views. The land is valued at approximately \$10,000/ac for a total of \$2,920,000. There are improvements on the properties including a 10,500 sq. ft. residence, a 4,000 sq. ft. residence, and a 2,000 sq. ft. residence along with several barns. The improvements are valued at \$4,310,500. The value of the land and improvements is \$7,230,500. As I mentioned earlier I met with an appraiser, Tim Figge of RVA Residential valuation and administration,

1

Hastings, Minnesota, who has worked on public utility condemnations and he has informed me that I can expect a drop in value of 2/3 of my total value which is \$4,820,333. **This drop in value does not include the loss of business income of one of my completely restored, century old country barns. It is rented for wedding receptions, family reunions, etc. and the loss of repetitive annual income would be between \$67,000 and \$80,000. The power lines will be running within a few hundred feet of this particular barn located at 1197 – 115th St. NW, Oronoco, Minnesota.** I am faxing a map to go with this letter so you can see the exact location of my property and that the power lines will be running next to this completely restored century old barn that generates significant business income and this revenue stream would be lost with the power poles. No one will want a wedding reception or party below high voltage power lines throwing off stray voltage.

27C

CapX power line should not run along White Bridge route 3P "preferred route" because this route is plotted by Rochester as future residential development property and is already in the Rochester School District. Already the land is selling for over \$10,000/ac to developers. Over 100 acres on the North side of the intersection of 14th Ave. NW and County Rd. 12, a stone throw from White Bridge sold to a developer for \$10,000/ac. (Also marked on the map)

27D

My land in the same vicinity will significantly drop in value as the power poles will destroy the vista views from my home and land. In addition there is a family of bald eagles that live in the woods that would be destroyed near the century old red barn. Theses eagles fly in the river valley where the power poles will be crossing. There are large cliffs that would start severe erosion problems going down to the Oronoco river valley which my property borders on.

27E

27F

27G

Please provide me your plan to reimburse me for the following:

- 1. A loss of repetitive annual revenue of \$80,000 generated from renting out the fully restored century old barn.**
- 2. Loss of over \$4.8 million of land value and improvements on my 8 farms.**
- 3. Cost to restore a wood lot of mature oak, pine, and walnut trees that would be destroyed.**
- 4. Cost to build retaining walls to prevent my land from eroding down the steep cliffs of the Oronoco river valley.**

2