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GO

American Tree Farm System

*Sustaining forests, watersheds and healthy habitats
through the power of private stewardship*

About Us

About Us

Our mission - *To promote the growing of renewable forest resources on private lands while protecting environmental benefits and increasing public understanding of all benefits of productive forestry.*

The American Tree Farm System® (ATFS), a program of the American Forest Foundation's Center for Family Forests, is committed to sustaining forests, watershed and healthy habitats through the power of private stewardship.

Since 1941, ATFS has educated and recognized the commitment of private family forest landowners in the United States. Currently, ATFS has certified 24 million acres of privately owned forestland and over 90,000 family forest owners who are committed to excellence in forest stewardship, in 46 states. Tree Farmers share a unique commitment to protect wildlife habitat and watersheds, to conserve soil and to provide recreation for their communities while producing wood for America. These individuals hold the key to the kinds of forests, forest activities and forest resources future generations of Americans will enjoy.

ATFS has established standards and guidelines for property owners to meet to become a Certified Tree Farm. Under these standards and guidelines, private forest owners must develop a management plan based on strict environmental standards and pass an inspection by an ATFS volunteer forester every five years.

Water. Wildlife. Recreation. Wood. The four sides of the Tree Farm sign tell the story of sustainable forestry ... a thriving forestland that has clean water, a healthy wildlife habitat and recreational opportunities. Our green and white diamond shaped Tree Farm signs are widely recognized across the country.



ATFS, dedicated to putting more good forestry on more acres.



The American Forest Foundation (AFF) is a nonprofit 501(C)(3) conservation and education organization that strives to ensure the sustainability of America's family forests for present and future generations. The organization's vision is to create a future where North American forests are sustained by the public which understands and values the social, economic, and environmental benefits they provide to our communities, our nation, and our world.

[History](#)

[Tree Farm Today](#)

[Tree Farm in the 21st Century](#)

American Tree Farm System

1111 19th St., N.W., Suite 780, Washington, D.C. 20036
P: 202.463.2462 - E-mail: info@treefarmssystem.org

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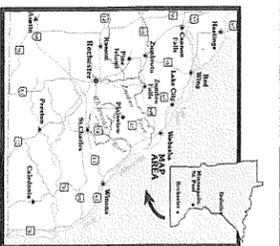
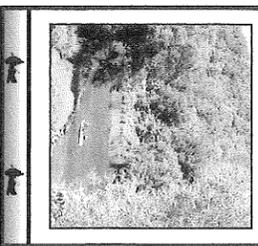
APPENDIX 6

APPENDIX 7



Red dot - Mulholland home
Red line - Burial Site

Zumbro River and Whietwater River A Water Trail Guide



DNR Parks and Trails Regional Unit
1234 Water Road
St. Paul, MN 55106
651-775-2900

Whietwater Wildlife Management Area Office
Route 2 Box 333
Albany, MN 55910
507-352-4133

DNR Information Center
The DNR Information Center is available to provide free publications and answer questions on Minnesota's natural resources.

The DNR Information Center
100 Lakeside Blvd. St. Paul, MN 55155-0444
651-224-2300 (Toll Free 1-800-552-3333)
100 Lakeside Blvd. St. Paul, MN 55155-0444
651-224-2300 (Toll Free 1-800-552-3333)

Other water trail information and maps can be found at:
www.dnr.state.mn.us/watertrail/

Water trails are different from other trails. They are designed to provide a safe and enjoyable experience for people of all ages and abilities. They are also a great way to enjoy the outdoors and learn about Minnesota's natural resources.

THE RIVER

LeCenter and Sandstone bridge, which were built over the Zumbro and Whietwater rivers. The river flows through a lush landscape of fields and forests, providing a scenic view for visitors. The river is a popular spot for fishing and boating, and it offers a peaceful escape from the busy world.

RIVER TOWNS

LeCenter: Home of the first sawmill in the region, LeCenter is a historic town with a rich heritage. It was founded in 1854 and has since become a popular destination for tourists. The town is known for its scenic views of the Zumbro River and its surrounding landscape.

Whietwater: A small town with a strong sense of community, Whietwater is known for its beautiful views of the river. The town has a long history and is a great place to visit for anyone looking for a peaceful retreat.

RIVER WILDLIFE

The Zumbro River is home to a diverse array of wildlife, including birds, fish, and mammals. The river's ecosystem is rich and varied, providing a habitat for many different species. Visitors can enjoy watching the wildlife in their natural environment, and it's a great way to learn about the local ecosystem.

ROUTE DESCRIPTION

NORTH FORK of the ZUMBRO RIVER
88.5 Highway 52 bridge
88.0 County Road 103 bridge
87.5 LeCenter bridge
87.0 LeCenter bridge
86.5 LeCenter bridge
86.0 LeCenter bridge
85.5 LeCenter bridge
85.0 LeCenter bridge
84.5 LeCenter bridge
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67.5 LeCenter bridge
67.0 LeCenter bridge
66.5 LeCenter bridge
66.0 LeCenter bridge

SOUTH FORK of the ZUMBRO RIVER

WHIETWATER RIVER
84.5 City of Elk
84.0 City of Elk
83.5 City of Elk
83.0 City of Elk
82.5 City of Elk
82.0 City of Elk
81.5 City of Elk
81.0 City of Elk
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66.0 City of Elk

LAW OF THE LAND

Southwestern Minnesota's landscape is a patchwork of fields and forests, a result of the region's history. The land has been shaped by centuries of human activity, and it continues to be a source of life and sustenance for the people who live there. The landscape is a beautiful blend of nature and human influence, and it's a testament to the resilience of the land.

WHIETWATER WMA

The Whietwater Wildlife Management Area (WMA) is a large tract of land in southeastern Minnesota. It is home to a diverse array of wildlife, including birds, fish, and mammals. The WMA is a great place to visit for anyone looking for a peaceful retreat and a chance to enjoy the outdoors. The WMA is a beautiful landscape of fields and forests, and it's a testament to the resilience of the land.

NATURAL COMMUNITIES

The Zumbro River is home to a diverse array of natural communities, including wetlands, forests, and fields. These communities are rich and varied, providing a habitat for many different species. The river's ecosystem is a beautiful blend of nature and human influence, and it's a testament to the resilience of the land.

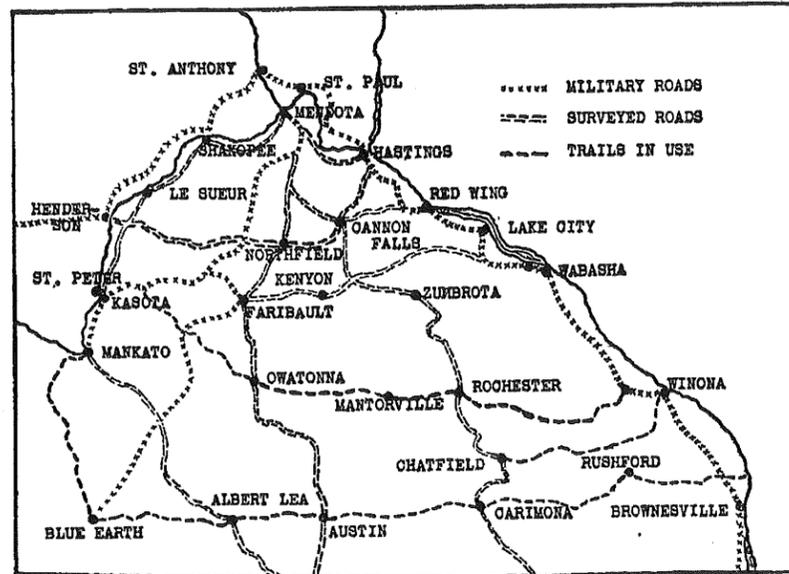
GLACIAL MEANDERS

The Zumbro River is a meandering river, and its course is a result of glacial activity. The river's meanders are a beautiful sight, and they provide a unique view of the river's history. The meanders are a testament to the power of the glaciers and the resilience of the land.

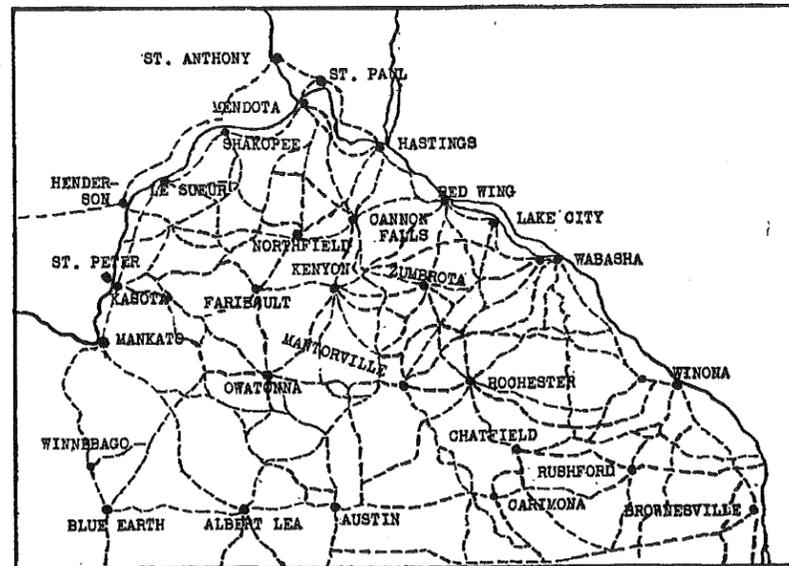
TRIP PLANNING & USE

When planning a trip to the Zumbro River, it's important to consider the river's history and the local community. The river is a beautiful landscape, and it's a great place to visit for anyone looking for a peaceful retreat. The river is a testament to the resilience of the land, and it's a beautiful blend of nature and human influence.

APPENDIX B



ROADS IN THE MINNESOTA TRIANGLE, 1854



ROADS IN THE MINNESOTA TRIANGLE, 1860

APPENDIX 9

ARTICLE 4 BLUFFLAND AREA PROTECTION

SECTION 1. INTENT AND PURPOSE

Wabasha County recognizes the historic, environmental and economic values of the bluffs that line the rivers, creeks, and valleys of the County. These standards set out to protect and preserve the sensitive physical features of the bluffland areas by regulating development, preventing erosion and maintaining vegetative cover on the slopes and tops of the bluffs.

SECTION 2. SCOPE

These standards shall regulate the setback of structures, sanitary waste treatment facilities and row crops from bluff impact zones to protect the existing and/or natural scenic values, significant historic sites, vegetation, soils, water and bedrock from disruption by man-made structures or facilities. These standards will also regulate alterations of the natural vegetation and topography.

SECTION 3. GENERAL REGULATIONS

- Subd. 1 New structures and accessory facilities (except stairways, lifts and landings) shall not be placed within bluff impact zones.
- Subd. 2 Notwithstanding subdivision one, a pre-existing structure located within a bluff impact zone may be reconstructed, if damaged by fire, weather or other force majeure or act of God, provided the damage is less than 50% of the fair market value of the damaged structure.
- Subd. 3 Setback from the top and toe of bluff to any structure in any district shall be no less than thirty (30) feet.
- Subd. 4 No person shall begin a new mining or quarrying activity within three hundred (300) feet of the toe or top of a bluff without a conditional use permit.
- Subd. 5 No towers, with the exception of emergency towers, shall be located within one-quarter (1/4) mile of the bluff impact zone.

- Subd. 6 Stairways and lifts may be allowed to achieve access up and down bluffs and steep slopes to shore areas or plains. All stairways and lifts on bluffs and in shoreland areas shall be visually inconspicuous, and meet the following design requirements:
- A. Stairways and lifts shall not exceed four (4) feet in width on residential lots. Wider stairways may be used for commercial properties, public open space recreational properties, and planned unit developments.
 - B. Landings for stairways and lifts on residential lots shall not exceed thirty-two (32) square feet in area. Landings larger than thirty-two (32) square feet may be used for commercial properties, public open space recreational properties, and planned unit developments.
 - C. Canopies or roofs are not allowed on stairways, lifts, or landings.
 - D. Stairways, lifts, and landings may be either constructed above the ground on posts or pilings, or placed into the ground, provided they are designed and built in a manner that ensures control of soil erosion.
 - E. Stairways, lifts, and landings shall be located in the most visually inconspicuous portions of lots, as viewed from the surface of the public water and lower areas assuming Summer, leaf-on conditions, whenever practical.
 - F. Facilities such as ramps, lifts, or mobility paths for physically handicapped persons are also allowed for achieving access to shore and lower areas, provided that the dimensional and performance standards of sub-items A-E are complied with in addition to the requirements of Minnesota Regulations, Chapter 1340.
- Subd. 7 No grading, excavating or filling within the bluff impact zones, except for approved erosion control measures. Erosion control projects within the bluff impact zone shall comply with A. and B. below:
- A. Altered areas shall be stabilized to acceptable erosion control standards consistent with the field office technical guides of

the Wabasha Soil and Water Conservation District and the USDA, Natural Resources Conservation Service.

- B. Plans to place fill or excavated materials in bluff impact zones shall be prepared by a qualified professional for continued slope stability, and approved by the Department of Environmental Services. All costs to be born by the applicant.
- Subd. 8 The top or toe of bluffs shall be certified by a registered land surveyor or Zoning Administrator.
- Subd. 9 Vegetation Alterations. Vegetation alterations shall be subject to the standards found in Article 13 of the Wabasha County Zoning Ordinance.

APPENDIX 10

June 2, 2010

Suzanne Rohlfing:

Pine Island Township recommends that Excel Energy use the preferred route for the Capx 2020 lines.


David A. Arndt, Clerk

APPENDIX 11

CITY OF MAZEPPA

P.O. Box 316, Mazeppa, MN 55956
Ph.#(507)843-3685, Fax#(507)843-3688

6/2/2010

Dear Mr. Langan,

I'm writing in regards to the CAPX2020 High Voltage Transmission Lines. I have not paid too much attention to this project because I was to believe that this line would not come close to our City.

I have found out that the 3rd alternate route has come into play which would affect the City of Mazeppa. Much of our City is in the valley, but we do have a new annexation to the City with a new development. Most of the City's future growth will be on our surrounding hill sides. With that in mind, the aesthetics of building here will be affected by this line running on the hills just south of our City.

Our housing starts are down, which is the norm anywhere, but with the new power line running within eyesight of our new development could really hinder the future growth and economics of our City. With that in mind, we wholeheartedly support the preferred route that has been proposed by the electric companies.

Thank you.

Sincerely,

Mazeppa City Council
Mayor Robert Beniak, Councilmembers Tom Marsh, Scott Parker, Brent Haines, & Derald Mitchell

FEIS ID #180

APPENDIX 12

Mazeppa Township Clerk
Sara Baumler
476532 240th Ave.
Mazeppa, MN 55956

We the Mazeppa Township Board, support the utilization of the CAPX2020 345kv Preferred Route. We support this route with consideration of the input of the applicant and the position of Wabasha County and its comprehensive plan.

Thank you for your consideration,

Chairman, Jay Sanborn
Supervisor, Dave Radtke
Supervisor, John Adams

Enclosure: Wabasha County letter dated June, 1, 2010

APPENDIX 13

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.

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

APPENDIX 14



David Johnson
Wabasha County Administrator
WABASHA COUNTY SERVICES BUILDING
625 JEFFERSON AVENUE
WABASHA, MN 55981-1529
PHONE (651) 565-3001
FAX (651) 565-4592
djohnson@co.wabasha.mn.us

Ms. Susan Rohlfing
Advisory Task Force Member

Dear Susan,

Today in open session, the Wabasha County Board of Commissioners unanimously consented to support the preferred southern route for the Hampton-Rochester-La Crosse 345 kV transmission line project, as the route most consistent with the Wabasha County's Comprehension Land Use Plan and having the least adverse impact on Wabasha County. This plan calls for the county "to maintain the historic agricultural and rural character of this area". Unlike Pine Island, Wabasha County is not seeking develop along this corridor, but rather seeks to retain undisturbed agricultural land.

The Wabasha County Board of Commissions is requesting that the "preferred southern route" be chosen for the Hampton-Rochester-La Crosse 345 kV transmission line project. Please bring this letter of support and request for action forward at your next task force meeting.

Sincerely,
David Johnson

David Johnson
County Administrator

FEIS ID #180

180A.

This information is not available in a compiled public database, however, where individual commenters have provided specific information regarding the location of tree farms and MN state Stewardship Programs this information has been added to the EIS. These locations are noted in Sections 8.1.4.5, 8.2.4.5, and 8.3.4.5.

180B.

Text discussing the Zumbro River and potential impacts associated with the crossing of the river has been added to the FEIS in Sections 6.3.1, 8.2.4.8, 8.3.4.7 and 8.3.4.8. In addition, existing text in Section 8.4 includes the Zumbro River in the discussion of the Mississippi River crossing.

180C.

The location of Native Indian burial sites in section 15 of T109 R14 is noted but was not confirmed in the review of the State Historic Preservation Office records. See Section 7.10.2 of the EIS for further discussion on additional review of cultural resources prior to construction.

180D.

The requested information is not in a public database. The information you provided regarding an old stagecoach trail is now part of the record and will be forwarded to the ALJ. In addition, as noted in Section 7.10.2 of the EIS, the applicant will work with SHPO, USACE and RUS to develop a detailed survey methodology to identify historic and other cultural resources once a route has been selected

180E.

The location of this landing strip is noted however is not listed in the 2011 Directory of Minnesota's public airports published by the Minnesota Department of Transportation, Office of Aeronautics. The airports considered in this EIS are those listed by the DOT as public airports and are discussed in Section 7.11 of the EIS. Additional airports/private airstrips within 500 feet of a route alternative were noted if observed during field review. The location mentioned by the commenter is over 1 mile from the nearest route alternative.

180F.

See updated text in Section 7.4, 8.1.4.4, 8.2.4.4, and 8.3.4.4 of the EIS.

180G.

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.

180H.

See Section 8.3.4.7 of the EIS.

180I.

House was added to the GIS shapefile and is shown in updated Appendix A maps and Table 8.3.4.3-1

180J.

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.

180K.

The house locations was updated in the GIS shapefile and is shown in updated Appendix A maps. The house location update does not change the numbers in Table 8.3.4.3-1 in the EIS.

180L.

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.

180M.

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.

180N.

Map 8.3-34 and Section 8.3.4.5 of the EIS have been updated to include this information.

1
PUC Docket No. TL-09-1448

April 18, 2011

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

Attention: **Matthew Langan**
Minnesota State Permit Manager

RE: **PUC Docket No. TL-09-1448**
12223 County Road 128 NE
Elgin, Minnesota 55932



Thoughts on Excel Energy:

- The farmland in this area is extremely valuable for crop production. It is some of the most productive soil in Minnesota. It's not right to take this acreage out of production. We would like Excel Energy to consider the alternate route.
- At the present time, this farm is rented acreage and it will make it more difficult to farm with Xcel Energy towers in place, if farmers will even be willing to rent.
- The power lines are going to make noise and there may be stray energy that affects animals (cows in Wisconsin case) and if it affects animals negatively it has to affect people adversely.
- Xcel Energy was given the right to pursue this project, as it was shown or determined as energy was needed, but is this true? Also where is it coming from and going to? No complete answer. This needs to be addressed again. Is the state of Minnesota going to benefit from this project? The economy is lackluster.
- Reimbursement is not going to be fair for anyone. Farmland and home owners payouts should last forever as farmland and home ownership will be affected forever.

181A

181B

181C

181D

181E

2
PUC Docket No. TL-09-1448

181F

181G

181H

181I

181J

- This will affect the value of property when you want to sell. Your property will decrease 8 – 10%, this was brought up in the meeting. If Excel Energy truly needs this line, they should be made to pay every year to the owner and succeeding owners making a fair deal with property owners. Payouts should not be based on a one time payout, as Excel Energy will be profiting forever and has the opportunity to add another line.
- The alternate route should be used as it is more in line with the North Rochester substation and the land is not as productive as the land in the projected route.
- It will affect wildlife habitat and some of the land on this farm is home to wildlife.
- There were approximately 100 people at this meeting in Plainview, and out of those people no one spoke in favor of these lines. This should make Excel Energy aware that no one wants the power line on their property.
- Some people have not even had a chance to voice their concerns. Will this small farming community benefit from this project?
- In the meetings I have attended, the lines are going in, it's just a matter of where.
- Maybe Excel Energy should take another look at what they are doing and where the least environmental impact would be or put the project on hold, until all aspects are honestly and earnestly considered as this will affect the quality of life for generations to come.

Respectfully,

Lisa J. Romball

181A.

See Section 7.5.1 of the EIS.

181B.

See Section 7.3.2 of the EIS.

181C.

See Section 7.1 of the EIS.

181D.

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.

181E.

The compensation issue, we understand, is important to many landowners. Though compensation is important to many landowners, it is outside the scope of the EIS. See the Scoping Decision Document, "Issues Outside the Scope of the EIS."

181F.

See Section 7.2 of the EIS.

181G.

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.

181H.

See Section 7.7 of the EIS.

181I.

EFP understands that few people want a transmission line on their property. 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.

181J.

The routing process determines where the best route for the lines is, not whether they should be built at all. The EIS and hearing process is designed to try to do what is suggested--to select the best route through a thorough review of all relevant factors.

Bob Rosenquist
42883 228th Avenue
Mazeppa, MN 55956

Dear Mr. Rosenquist:

Thanks for your letter concerning the Goodhue Wind project. This project and the stray voltage concerns you raised are the subject of a contested case hearing before an administrative law judge that was ordered by the Minnesota Public Utilities Commission last fall. The judge is currently evaluating all the evidence in that hearing record and is expected to issue a report with findings and recommendations in early May. Once the report is issued, the Commission will schedule a hearing to consider those findings and recommendations.

Minnesota Public Utilities Commission permits Large Wind Energy Conversion Systems (LWECS) that are 5 MW and above. Some counties have taken on authority to permit LWECS between 5 MW and 25 MW, pursuant to 216F.08. The general permits standards you mentioned were developed by the Commission for counties that have authority to permit LWECS under 25 MW. However, they were based on conditions historically required in permits issued by the Commission and provide a good starting point for siting requirements for larger projects as well.

182A

Permit conditions cover a wide range of issues including turbine placement, construction practices and post-construction monitoring. Key setbacks include: adequate distance from homes to insure compliance with the state's noise standard in MN Rules Ch. 7030 (the noise standard typically requires a 750 to 1500 foot setback from homes) and a wind access buffer setback from the property line of nonparticipating landowners (typically 900 to 1,500 feet).

My staff provides technical support to the Commission's efforts and routinely seeks out new data and information concerning relevant issues. For example, staff commissioned the Minnesota Department of Health's May 2009 *Public Health Impacts of Wind Turbines* report in response to questions and concerns regarding possible health effect of wind turbines.

Such efforts lead to changes in permit requirements. For example, applicants must now evaluate the cumulative noise impacts of multiple turbines at 40 and 50 dB (A) and document compliance with standards through modeling and post-construction monitoring. They also must evaluate shadow flicker impacts and document steps taken to minimize impacts.

I anticipate that standards will continue to evolve as more scientific information becomes available to the Commission and my staff. I will give the information you provided concerning stray voltage to my staff for review as we await the judge's report.

Sincerely,

Michael J. Rothman

FEIS ID #182

182A.

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.

April 21, 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 have read the Draft Environmental Impact Statement for the CapX2020 project. I am particularly concerned about the **3P route that crosses White Bridge Road**. There are two areas that I believe need additional discussion and analysis before any route recommendation can be made and before the Environmental Impact Statement can be finalized.

First, route comparisons need to examine not only current population and usage, but also the project's future impacts throughout the life of the transmission lines. Statistics used in the study compare route alternatives relative to property values and human settlements including items such as proximity to structures (see table 8.3.4.3-1, pg. 152), noise and displacement, visual and aesthetic impacts as the route environments exist today. This is an obvious and important comparison, but equally important are these same human and environmental impacts using projected growth and zoning for the proposed routes.

The area along the White Bridge Road / Lake Zumbro route is projected to grow in population as the northern most boundary of Rochester expands in this direction. Using predictive population growth and Olmsted County planning projections, the same routes should be compared over the life of the transmission lines to assess the future environmental impacts. Since the transmission lines will be around for a long time, the analysis needs to look at the long term impact to property values and human settlements given projected growth numbers for each area. I would like to see these tables added to the study and included in the final Environmental Impact Statement.

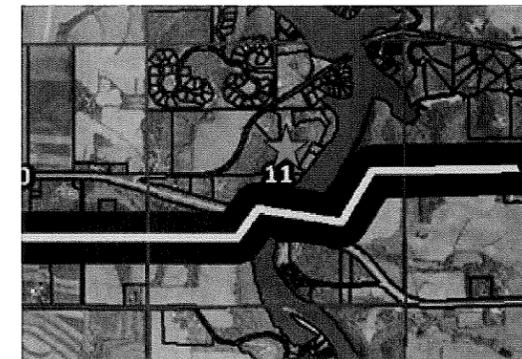
Secondly, section 8.3.4.4 on page 152 states that "Transmission towers and lines also change the visual quality of views within the agricultural landscape; however, due to the relatively low population densities and small numbers of travelers along most route alternatives, this impact does not affect many people." Clearly, the author of this report has not been on White Bridge Road in the mornings before work or on a Friday afternoon as boat trailers line the highway heading for the only recreational lake in Olmsted County. Traffic on the weekend in this area peaks to high levels as fishermen and boaters take the short drive to Lake Zumbro for an afternoon of boating. The MNDOT traffic volume data from 2006, states that the average annual daily traffic (AADT) count was 2000 vehicles that travel along County Road 12 between County Road 27 and Highway 63 (see <http://www.dot.state.mn.us/traffic/data/maps/trunkhighway/2006/counties/olmsted.pdf>). Clearly this is not a "low population density area" as the Draft Environmental Impact Statement reports.

The population density of this area peaks on the weekends and clearly all of these people would be impacted by the "visual quality" change. I would like some clarification to that comment along with route comparison tables comparing all alternative routes and the number of people affected by the "change in visual quality". For the White Bridge Road 3P route, this should include the estimated recreational population that uses Lake Zumbro each weekend since most boaters take

this route to the lake. Clearly this "transient / recreational" population needs to be factored into those that would be impacted by the visual change to the beautiful Lake Zumbro landscape.

In conclusion, although I certainly understand there are few people that want these transmission lines in their neighborhood, I think the Draft Environment Impact Statement, as written today, does a poor job at comparing the routes and all the possible alternatives. The Draft Environmental Impact Statement needs to project the impact into the future, considering the life of the transmission lines. The 3P route through White Bridge Road today may look like it has "low population density", but realistically in the future these transmission lines may well be going through a residential area, school yard and seen by thousands of boaters each weekend as they make the short drive to the only recreational lake in the area. I'd like to see the Draft Environmental Impact Statement amended to take future growth impacts into consideration as well as consider the "transient/recreational" population that is affected by the transmission lines through the White Bridge Road 3P route.

Sincerely,
 Carolyn V Roth
 332 Fisherman Dr NW
 Oronoco, MN 55960
 507 367-2866
cvroth@pitel.net



183A

183B

183A.

While it may be true that these areas will develop more rapidly than other areas in Olmstead or Wabasha counties, the applicable zoning ordinance does not appear to prohibit utility distribution or transmission lines in these areas. The impact on these potential growth areas will be taken into account by the OAH and the Commission during route recommendation and route decision.

183B.

While not an agricultural area, compared to urban character of the City of Rochester and the Twin Cities Metropolitan Area, the White Bridge Road area has a low population density.



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 www.commerce.state.mn.us

PUBLIC COMMENT SHEET

CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

Name: SHANE & LISA ROVANG Representing: 65th ST NW, Rock

Address: 4455 GENEVIEVE PL NW Email: SROVANG2010@gmail.com
 ROCHESTER, MN 55901

Comments:

RUNNING THE LINE ALONG 65th ST NW ROCHESTER MAKES ZERO SENSE. IT WILL BE ACROSS THE STREET FROM 3 ROCHESTER NEIGHBORHOODS & MORE IN THE FUTURE. IN THE NEAR FUTURE THE NORTH SIDE OF 65th ST WILL BE ZONED RESIDENTIAL. SOMEDAY THE TRANSMISSION LINE WILL HAVE NEIGHBORHOODS ON BOTH SIDES.
 RUNNING ALONG 65th SHOULDNT EVEN BE AN OPTION!!

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

184A.

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.

184B.

While these areas may develop more rapidly than other areas in Olmstead or Wabasha counties, there is no generally acceptable way to quantify or predict how many residences may be constructed near a particular route. As noted elsewhere, the property value impacts of the proposed transmission line appear to be minor compared to other factors affecting property values, and the applicable zoning ordinance does not prohibit utility distribution or transmission lines in these areas. However, the general zoning information is part of the record for this decision, and the impact on these potential growth areas will be taken into account by the OAH and the Commission during route recommendation and route decision.

184A

184B

FEIS ID #185

Our concerns as a landowner in the path of the CapX2020 route in Oronoco township include:

- Being the **largest feedlot** operating in Oronoco Township, static electricity will endanger our livestock and our operation from maintaining a healthy herd and jeopardizing reproduction knowing that static electricity has been known to cause miscarriages.
- If you build on this route, the high voltage power line will be within **500 feet** of one of our hog barns.
- Within the proposed route, there are two dairy operations in addition to our farm that will be affected in their milk production and reproduction of animals. This is milk that YOUR family will be drinking.
- In planning the CapX2020 route, they take into account densely populated areas, but seem to have no qualms about routing through feedlots and through areas with many livestock which is the source of food for the population and the operator's income.
- The static electricity may build up in our livestock's water sources and give them shocks which will prevent them from adequate watering.
- Static electricity has been known to disrupt GPS signals that are used in modern farm technologies such as our tractors, planters, and sprayers used for accurate applications which leads to less pollution from over-applying spray.
- Static electricity has also been known to cause childhood leukemia and also endanger the health of workers that spend a lot of time outdoors, such as farmers.
- Static electricity also interferes with the bioelectrical life process causing illnesses such as certain cancers and premature aging, headaches, dizziness, Alzheimer's disease, depression, insomnia, or other nervous oddities.
 - According to eHow "a study carried out by the Swedish government on 500,000 people over 25 years found that children living near high voltage power lines had four times the risk of getting cancer than in normal circumstances, whilst adults were three times more likely. The Swedish government now rates electromagnetic fields along with tobacco as a class 2 carcinogen."
- The Mayo One helicopter frequently flies low over our property on the way to accidents. Having the power lines located here would endanger the helicopter and slow response time, therefore endangering other lives.

185A

185B

185C

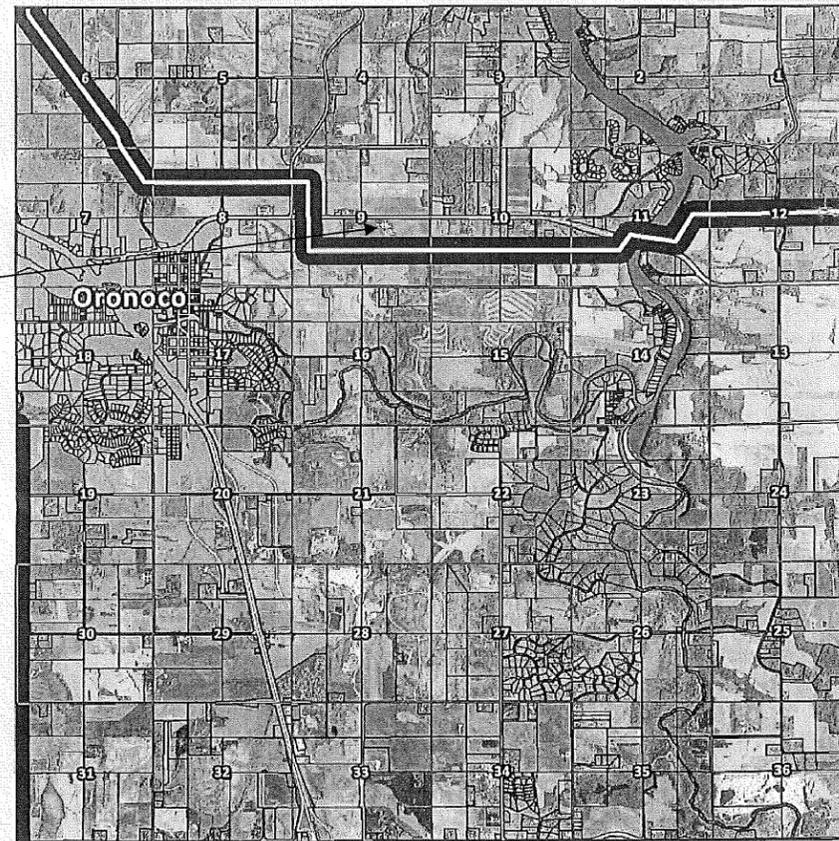
185D

- Having a high voltage line on our property would mean our son, who is farming the land, would not qualify for an FHA loan. Young farmers have a hard enough time making it in the business. With so few young farmers and young people wanting to BE farmers, this would be a detriment.

Jim and Jeanie Rucker
 2765 115th St NW
 Oronoco MN 55960
 Section 9 Oronoco Township
mootel@pitel.net
 507-208-6397

ORONOCO TOWNSHIP

2910 White Bridge Road—
Oronoco
Township's
largest feedlot



Date: 4/12/2011

0 4,000 8,000
Feet

Preferred Route

185A.

See Section 7.1 of the EIS.

185B.

See Section 7.1 of the EIS.

185C.

See Section 7.11 of the EIS.

185D.

See Section 7.2 of the EIS.

4/29/2011

Comments against the current proposed routing for the Hampton-Rochester-La Crosse 345 kV and 161kV Transmission Line Project through Oronoco Township near Rochester MN.

PUC Dockets Number: E002/TL-09-1448

186A

I am opposed to the routing of the high power lines through Oronoco Township. I have several objections to the routing through Oronoco Township in Olmsted County north of Rochester MN.

The current preferred route goes through my father-in-law and mother-in-laws land and within visual site of my home where I live with my husband and my two small children, ages 1 and 8. In fact, there is another possible route that could go dangerously close to both of our homes located directly on Olmsted County Highway 12. My elderly in-laws, aged 89 and 93, also reside next door directly on the current proposed route. The power line will directly impact our family. Both of our homes are on the map as households identified near the centerline of OES scoping routes.

186B

The Rucker family has lived here for more than 100 years. Several world wars and even the Great Depression were not able to do what these high power lines have the ability to do, decimate the value of our property and crush any future potential available for us or our children. Even the recent economic devaluation of property values has not had much impact on Oronoco Township.

My father-in-law was born in Oronoco Township and still lives in the historic Sears home his parents build when he was 3 years old. The home is now 90 years old and he is 93. When he got married he brought his bride to that home to stay and they have been there ever since.

186C

This township and the land adjoining our township are one of the bright development spots within the state of Minnesota. Our township has not had what usually plagues rural townships. We have actually experienced development and growth for the last number of years in great numbers that required us to actually take control of zoning to the point where we have a rural subdivision section of our local zoning ordinance in addition to our land use plan. We have a large population for a township. I don't think that our local land uses and future land uses have been looked at well. I do not see where they have even been considered.

186D

This route, if sited through Oronoco Township, has the ability to impact a large number of residences and an even larger number of people. This township has a dense population where compared to many other townships.

We have been able to provide the same wonderful childhood for our children that my husband's family has had for generations. We have been able to take walks along the fencelines and watch the growth of raspberries changing from young shoots in the spring to full grown berries later in the season. Now

186E

some of those same boundaries are threatened. The walks and other activities we enjoy are threatened. This also will impact the one recreational lake we have in this area, Lake Zumbro.

186F

I also fear the placing of these high power lines has the ability to impact the views and aesthetic value of the area. Views that have been in the Rucker family for multiple generations may be ruined. Since before cars came driving down County Road 12 in Olmsted County, my husband's family the Ruckers have been living and working here. This has the ability to threaten our land, our future and even our health.

186G

I have two young children and I worry about the short and long term impact of living in close proximity to the high power lines. I have had a difficult time trying to determine what is a safe distance from high power lines. The information and references are not consistent or clear as if trying to cause confusion. Not only so I want to know clearly defined what the harm is, I also want to know what their proposed solutions are. Their resolutions to the potential harms are not clear.

186H

The timeframes involved are not conducive to a realistic review of the information by individuals without a battery of lawyers and specialists. The timeframes are also extremely condensed from the draft EIS to the final route site selection making it difficult to even review the reams of materials being presented.

186I

The current preferred route through Oronoco township may directly impact not only my home but also my in-laws original Sears catalog home. It was built 90 years ago when my father-in-law was 3 years old. He was born in Oronoco Township and has lived in that home since the day it was built.

186J

The ability of these high power lines to interfere with our cell phones and TV transmissions is also of concern. We built in recent years a tower so we would be able to receive local TV broadcasts. There is a large possibility this will be impacted and the entire tower system we installed made worthless. The channels we receive are not all available via satellite and we do not have cable tv service. This is our lifeline to many different local stations including times when we have severe weather and watching local stations is necessary for our safety. My next door in-laws also have a similar tower installed.

186K

I am concerned about the impact to medical devices as well. Although I do not currently have a pace maker or other similar device, I could potential need this in future years and do not want its effectiveness negated due to the proximity of high power lines. One of the Oronoco Township routes sited goes directly past my home and there is no way for me to avoid transiting under the lines multiple times per day. In order to get to a grocery store, the post office or my work I would need under and potentially next to the power lines.

If I ever have a future need for acute medical care I would like to have the option for home health care and whatever potential devices would be available. I am concerned that the medical devices which could save my life and prevent necessary nursing home admissions would not work. This could include heart monitoring and other potential medical devices. Even today, there are times where a correct

medical diagnosis may involve wearing a home monitoring device that I am concerned could have its effectiveness neutered.

Again, it is extremely difficult to get a clear picture from the information provided what the short and long term health impacts of voltage could be on my family. The information provided in tables is not consistently listed and unclear as if to obfuscate this and other health issues.

186L

My oldest child is getting to the age where she can be in 4-H and could care for animals. I want to make sure it continues to be safe for her and her animals. With our home identified with a dot on the maps I am no longer sure that will continue to be true.

186M

Ultimately, these high power lines would be the tallest structures in our township and visible from many locations impacting even those landholders values who do not have a tower directly placed on them.

186N

I'm also concerned that this will lower the values of our township overall which could impact the amount they collect for property taxes impacting their ability to provide services and maintain our existing infrastructure. I don't want our paved roads to crumble and never be repaved and revert back to gravel when the time comes for repaving. That power line equipment will be heavy and prematurely age our roads.

My name is Kathy Rucker and I live at 3079 White Bridge Road NW, Oronoco MN 55960. That location is in Oronoco Township.

Again, I am against the proposed southern routing through the Oronoco Township area.

Thank you.

186A.

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.

186B.

See Section 7.2 of the EIS.

186C.

There are routes in Oronoco township and elsewhere in Olmstead County that cross through areas that are zoned suburban or other residential and could see residential development in the future. However, the applicable zoning ordinance does not appear to prohibit utility distribution or transmission lines in these areas. The information in the comment is included in the OAH record for the Project to be weighed along with other factors affecting the Commissions final route decision.

186D.

See Section 7.3.3 of the EIS.

186E.

See Section 7.12 of the EIS.

186F.

See Section 7.3.1 of the EIS.

186G.

See Section 7.1 of the EIS.

186H.

The EIS review time is set by MN rule.

186I.

See Section 7.3.3 of the EIS.

186J.

See Section 7.9 of the EIS.

186K.

See Section 7.1 of the EIS.

186L.

See Section 7.1 of the EIS.

FEIS ID #186

186M.

See Section 7.3.1 of the EIS.

186N.

See Section 7.2 of the EIS.

Adam Rucker
2910 White Bridge RD NW
Oronoco MN 55960

Oronoco township, Section 9, Range-14-W

As one of the largest livestock producers of beef and hogs in Oronoco township, I am concerned for the safety of our livestock and the livestock of the neighboring farms. As a young farmer just getting established in the farming business, I am concerned the CAP X 2020 project will negatively effect our livestock and our business. There are few young farmers that are willing to or have the opportunity to take on the role of operating a family farm. With the proposed route I am concerned for the livelihood of our family farm. There are fewer farmers in the country and we need to be protected so we can continue to produce safe and quality food for the population.

Here are some of our concerns:

- Static electricity can build up in cattle and hogs water resulting in a shock to the animal when they drink. When this occurs, the animals will not receive enough water and will become dehydrated.
- With the advances in agriculture and GPS, high voltage lines can interrupt the signal used for planting, spraying, and product application. When this occurs, products can be over applied and cause potential runoff and pollution concerns.
- As a father with young children living very close to the proposed route, static electricity has been known to cause childhood leukemia and other health problems with prolonged exposure.
- Static electricity can also cause certain cancers, premature aging, headaches, dizziness, Alzheimer's disease, depression, insomnia, and other nervous oddities.

Please contact Adam Rucker
E-mail Ajruckerfarms@yahoo.com

187A

187B

187C

ORONOCO TOWNSHIP



FEIS ID #187

187A.

See Section 7.1 of the EIS.

187B.

See Section 7.5.1 of the EIS.

187C.

See Section 7.1 of the EIS.

To whom it may concern:

PUC Dockets Number: E002/TL-09-1448

Comments against the current proposed routing for the Hampton-Rochester-La Crosse 345 kV and 161kV Transmission Line Project through Oronoco Township.

I am 93 years old and was born in and have lived in Oronoco Township my entire life. Over 90 years ago, my father built the home I live in when I was 3 years old by ordering it out of a Sears catalog. It is an original historic Sears home and has never been out of my possession. I can still remember when it arrived in pieces and my folks were ready to start building it. When I got married, my new wife Marie joined me here. I have lived in the home since the day it was built and have never moved. Now it is threatened.

188A

The southern route has the potential to impact my historic home as well as the home where my son's young family live. We are both in the potential corridor with our homes sited on County Highway 12. The powerline route through Oronoco Township is currently routing directly through my land.

188B

I don't feel that information has been provided to me and my wife Marie. We don't have internet access at our home and the only copy of the plan available is not available to us locally. What meetings we have been able to even find out about we are unable to attend due to the location and timing of them.

188C

No meetings have been in Oronoco. No information has been available in Oronoco or even in the library bookmobile that goes to Oronoco. We have great difficulty getting to other locations and the information is not easily available.

Over the 93 years I have lived here, my entire life, I and many of my neighbors have been farmers. We don't get retirement plans from jobs. Many of us look to our land as our long term nest egg. Over the years I have been approached multiple times by developers interested in Oronoco Township. The powerlines are going right through my land and this will immediately impact its value and any value that could be had from developing my land. No developer will want to site a development next to high power lines or even within view of high power lines.

188D

I have not been able to get a clear answer on what the health impacts are for the high power lines either. What little information I have been able to get does not seem clear. My 1 and 8 year old grandkids live next door to me, also on the route. I worry about the health impact this could have on them and their long lives.

I am 93 and my wife is 89. We have concerns on what the health effects are. I also have friends and family who visit. What impacts will high power lines have

188E

on pace makers and other medical devices should I have friends visit with them or if I or my wife ever need them?

188F

In order to receive local tv signals we have had to install a tower next to our house where we could mount an antenna. I feel that this will be impacted and we will no longer be able to get the current tv reception that we have.

I am also concerned about the timeframe in which the decision is being made. I do not know how through a job can be done researching all of the concerns we have with a route decision being made so soon after.

I don't feel that many of these concerns have been addressed well.

Thank you,
Vernon Rucker and Marie Rucker

188A.

See Section 7.10 of the EIS.

188B.

Hard copies of the draft EIS were placed in ten local libraries. Additionally, public meetings and times were chosen to make these meetings accessible. Your comment on the accessibility of information is now part of the record and will be forwarded to the ALJ.

188C.

See Section 7.2 of the EIS.

188D.

See Section 7.1 of the EIS.

188E.

See Section 7.9 of the EIS.

188F.

The EIS review time is set by MN rule.

PUC Dockets Number: E002/TL-09-1448**Comments against the current proposed routing for the Hampton-Rochester-La Crosse 345 kV and 161kV Transmission Line Project through Oronoco Township.**

My name is Kraig Rucker and I live at 3079 White Bridge Rd Nw Oronoco MN (Oronoco Township). I am opposed to the routing of the Hampton-Rochester-La Crosse 345 kV and 161kV Transmission Line Project through Oronoco Township. This is the route marked on many maps as route as a preferred route that goes through northern Olmsted County in Minnesota.

I was born in and have lived in this community all of my life. My father is 93 years old and has lived his entire lifetime here as well. His father before him settled in Oronoco Township. My family has been involved in agriculture for generations and it has been a source of income and a pleasant place to live for all this time. The vistas that I grew up with and my grandfather knew have the potential to be destroyed. We have lived on this land since the 1800s and now the routing of the powerline can potentially permanently change that for my family forever.

With the proposed routing of this power line through Oronoco Township, and portions of my family's land, our family's income and quality of life will be severely impacted. Farm land that has been one continuous farmed parcel, would be dissected and forced to be farmed around. Every acre of land is valuable, and contributes to the bottom line income of a farm. Any of the land that is no longer farmable, directly impacts a farms income potential.

The quality of life in our community will be greatly reduced as well. There are studies that correlate poor health with living in close proximity to these types of mammoth power lines. I have a wife and two young children that have a home established in Oronoco Township, and I have serous concerns for their health and welfare, should these power lines be routed in proximity to our home. I wish my children to have an opportunity to grow up in a safe healthy atmosphere, that I enjoyed once myself. My parents live next door and are elderly. They don't wish the remaining years of their lives and their health jeopardized for an increase in power distribution, that they would not even take benefit from.

Lastly the property values of the agricultural land, in addition to any land that could be developed for residential purposes would be severely impacted by this project. Older members of our community have counted on their land value as a security, or future pension. This project would now put this financial security in doubt. A number of residents in our community have similar land holdings and would be affected as well.

I respectfully ask you to consider routing these power lines outside of Oronoco Township for the reasons I have outlined above.

189A

189B

189C

189D

189A.

See Section 7.3.1 of the EIS.

189B.

See Section 7.5.1 of the EIS.

189C.

See Section 7.1 of the EIS.

189D.

See Section 7.2 of the EIS.



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www.commerce.state.mn.us

PUBLIC COMMENT SHEET

CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

Name:

Jeff Sampson

Representing:

65th St. Route - Rochester

Address:

4383 Genevieve Place NW
Rochester, MN 55901

Email:

kanesampson1@yahoo.com

Comments:

I would like to voice my opposition to the proposed 65th St. Route for high voltage lines. This project will significantly devalue my property and others along this route. This devaluation along with the recent economic downturn would be very significant.

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

190A.

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.

190B.

See Section 7.2 of the EIS.

190A

190B

Langan, Matthew (COMM)

From: Karen Sandberg [ironpoint@pitel.net]
Sent: Thursday, April 21, 2011 12:28 PM
To: Langan, Matthew (COMM)
Subject: CAPX Hampton-Rochester-LaCrosse 345KV & 161KV Transmission Line Project

Mr. Langan:

I oppose the findings of the DEIS report regarding the 3P-010 to 3P-010 routes for 3 reasons.

191A 1) The DEIS does not fit the land-use plan of the local government agencies; I live in Olmsted township which has an ongoing development plan involving a new county road with subsequent new housing areas. The DEIS would immensely impact in a negative way the availability of FHA financing of home sales.

191B

191C When I read the study, I found it difficult to believe that home values and the ability to sell one's home would not be affected by the proximity to huge 180 ft. pylons marching past. Barely a negative study could be found in the report, although I read it twice. In fact, the cheerful, upbeat, almost all positive character of this report made me feel that it was written carefully so that the power companies would look good.

191D 2) Another reason I oppose the study is because it basically states that hardly any harm will come to any large or small birds and wild life in the area. I think that you do not know the extent of what lives here. I have seen huge flocks of pelicans (early this month), whistling swans stop by, bald eagles regularly fly in pairs along the river to fish, my neighbor saw golden eagles this spring, there are several species of owl, and also hawks. Every spring and fall, the migrating warblers and songbirds come through. All of these go along the Mississippi, but they come here, too.

191E 3) The last reason I oppose the study is because it reads like a spin or an ad for the power companies. You all will tell us what is good for us, since it was decided years ago by you what you wanted to do. This study helps your profit margin.

Karen Sandberg
 11128 Cedar Beach Dr. NW
 Oronoco, Mn 55960

191A.

See Section 7.4.1 of the EIS.

191B.

See Section 7.2 of the EIS.

191C.

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.

191D.

See Section 7.7 of the EIS.

191E.

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. Mr. Langan is an employee of the State of Minnesota's Office of Energy Security and does not work for the applicant.

CapX Hampton-Rochester-LaCrosse 345kV & 161kV Transmission Line Project

I have two points to make about the CapX plan that puts the line along the County 12 hiway in Oronoco Township.

192A

1) I am an avid reader of the Post Bulletin and don't remember any information about where the lines could be placed. When I looked this up on-line, I found this article published on April 22, 2009. I printed it out and you can read it. You will notice that there are no maps, no reference to where any of these huge power lines would go except vague references to Mid-West, Minnesota, Hampton to Rochester to La Crosse. In fact, there are very few facts in the article. CapX and the accompanying Green Power Express are long on flowery words and short on details.

2) On April 10, this past Sunday, I glanced out on the river. It was early evening and a high wind had been blowing all day. I was amazed at what I saw. There were hundreds of Great White Pelicans floating down the river with hundreds more coming in to land. I have some photographs here that my neighbor took.

This happened for two reasons: many birds, large and small, use the Zumbro River and Lake Zumbro as a resting area on their way north to nest. I've lived on the river for 20 years and have seen the large variety of swans, ducks, warblers, hawks, eagles, and herons that visit twice a year or live in the area.

The other reason the pelicans appeared this year is that Lake Shady does not exist anymore. It was also a way-station for migrating birds.

So, what happens to these birds when they fly too close to these 345 kilovolts? Anyone here like fried pelican?

Other folks will speak about the effect of stray voltage and magnetic fields on humans. If it's not good for wildlife and animals, it's not good for humans.

*Karen Sandberg
11128 Cedar Beach Dr NW
Oronoco Mn*

192B

Post-Bulletin

Solving the transmission problem

Wed, Apr 22, 2009 PB Online

By Sarah Doty

Post-Bulletin, Rochester MN

Producing electricity is relatively easy once wind turbines are assembled, but moving that energy from the wind farm to the consumer is considerably more difficult.

First, the windiest locations, such as Buffalo Ridge, Minn., and the Dakotas, are hundreds of miles from large population centers. Transmission lines are needed to solve that problem, but underdeveloped transmission in rural areas complicates the effort.

"Fortunately and unfortunately, a lot of that wind development is being proposed in rural areas," said Tim Carlsgaard, communications director for the Transmission Capacity Expansion Initiative by the year 2020 (CapX2020) project. "(The transmission in those areas) was designed to meet local, rural needs, not to meet the needs of these huge wind farms."

The issue of "maxed out" power lines in certain areas also adds another obstacle to the transmission puzzle.

That is where CapX2020 and Green Power Express have come on the scene recently.

Both are high-voltage transmission lines proposed to alleviate the current problems, and to address the "lack of electric transmission infrastructure needed to integrate wind energy," according to Independent Transmission Company Midwest, which developed the Green Power Express.

Seven-state project

The Green Power Express is a 765-kilovolt project that was proposed in February that will traverse seven states, including Minnesota, "to efficiently move up to 12,000 megawatts of renewable energy in wind-rich areas to major Midwest load centers," according to the company. The estimated cost for the 3,000-mile transmission line is approximately \$10 billion to \$12 billion.

Currently, the Green Power Express is in the earliest stages of discussion for the project. No route studies or a siting processes have been conducted.

"What we did is, we made the public announcement and we made the federal filing, but this is a process of conversations with so many stakeholders who have an interest in seeing wind development," said Tom Petersen, communications director at ITC Midwest.

http://ww2.postbulletin.com/newsmanager/templates/print_story.asp?a=395549

Interesting facts

How using wind prevents other resources from being depleted.

To generate the same amount of electricity as today's U.S. wind turbine fleet (16,818 MW), 23 million tons of coal (a line of 10-ton trucks over 9,000 miles long) or 75 million barrels of oil would need to be burned each year. - American Wind Energy Association

U.S. winds could generate more electricity in 15 years than all of Saudi Arabia's oil. -- AWEA

Generating 100 kWh of wind power each month for one year has the same environmental impact as planting a half-acre of trees or not

2/15/2011

CapX2020 is a joint initiative of 11 utilities in Minnesota and the surrounding region to install four separate transmission lines across the state and region. The lines will run from Bemidji, Minn., to Grand Rapids, Minn.; from Fargo, N.D., through St. Cloud to Monticello, Minn.; from Hampton, Minn., through Rochester to La Crosse, Wis., and from Brookings County, S.D., to Hampton. The lines will carry 345 kilovolts, with the exception of the Bemidji-to-Grand Rapids line, which will carry 230 kilovolts. The cost for the lines will be between \$1.4 billion and \$1.7 billion.

"What we can say for sure is, that (CapX2020) is an investment that is needed for reliability, and to meet customer growth and to meet the renewable energy standard in Minnesota," said Laura McCarten, co-executive director of the CapX2020 Initiative.

The project recently received a large vote of confidence by Minnesota administrative law judge Beverly J. Heydinger after she recommended the project for approval by the Minnesota Public Utilities Commission.

Voices in debate

However, there are others who believe the high-voltage lines aren't the answer.

"I am sympathetic with everyone that wants transmission for wind. I do too, but we know, from studies that aren't very old that Congress asked for, that running great big lines from great big wind farms with great big loads isn't the way to reduce congestion," said Kristen Eide-Tollefson, a citizen energy advocate from Frontenac. "The best way (to reduce congestion) is to have a variety of (line) sizes and projects, and site those across different wind areas."

Eide-Tollefson is also concerned with other aspects she doesn't feel were addressed in the CapX2020 Certificate of Need hearing that took place earlier this year.

"They are not committing any of the lines," she said. "They are justifying them as wind, but they will not commit any capacity to ensuring that it will be wind."

According to Petersen, Eide-Tollefson's request just isn't possible.

"We don't own generation; we don't own any wind farms; we are purely just the transmission lines, which is why we have a nondiscriminatory approach about generators," he said.

"We can't discriminate who has access to our system because we are an independent transmission company."

But the "Green Power Express," name and advertisement by both ITC Midwest and CapX2020 about transporting wind is what is making Eide-Tollefson so frustrated.

"There is a lot of green washing going on generally," she said. Allowing people to build infrastructure only half used by wind, to compete for markets that haven't been established yet, is a problem, she said.

Sigurd Anderson, who is very active in Southeastern Minnesota Clean Energy Resource Teams (CERTS) and the Minnesota Project, also has concerns about who is going to pay for these lines and who is going to benefit from the money they generate.

Garwin McNeilus, who put up the first wind turbines in southeastern Minnesota, doesn't buy that argument.

"I don't buy into that at all," he said. "It benefits Minnesota if we tie our turbines into it. Why wouldn't it? I am not tracking with them. We are one country."

Dan Hayes of Southern Minnesota Municipal Power Agency, a member of CapX2020, says that transmission is needed badly.

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driving a car 2,400 miles. Generating 600 kWh of wind power each month for one year is similar to removing one car from the road for that year. -- SMPPA

A 100 MW wind farm will, over the course of 20 years, displace the need for nearly 1 million tons of coal, or nearly 600 billion cubic meters of natural gas. -- GE

"The transmission system in this country is pretty fragile," Hayes said. "It's pretty much like the highway system was before the Interstate highway system, which was a series of country roads. What it did for the economy and the country was phenomenal. What a good electricity highway system in this country could do for this economy could be equally phenomenal."

McNeilus agrees: "It is so needed it's pathetic. This is crazy -- with the technology we have today, it shouldn't be like entering a new country. We would do so much to lower our cost by upgrading that grid."

Eide-Tollefson agrees, but said the proposed CapX2020 project failed to implement the "Smart Grid" technology that is needed for such upgrades.

"We only get to rebuild our system every 30-50 years, and those are enormous investments," she said.

"The way that they have done it in the past is they overbuild and wait to catch up. But if they overbuild (this time) we won't have the money to invest to make our system more smart.

"We are over-investing in a strategy, that I don't think is a good strategy for the 21st century"

Jeremy Chipps, a La Crescent resident and member of the Citizens Energy Task Force, agrees.

"We want the clean, green energy future that President Obama has been proposing, not the large polluting power systems of the past," Chipps said.

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2/15/2011

FEIS ID #192

192A.

Please contact OES staff to obtain the information you need. We have attempted to make the EIS document as easily available as possible.

192B.

See Section 8.3.4.7 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.omb.elec.state.mn.us



PUBLIC COMMENT SHEET

CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

Name: MATTHEW SAPOLA Representing: _____

Address: 4473 GENEVIEVE PL NW, ROCHESTER, MN 55901 Email: MATTHEW.SAPOLA@YAHOO.COM

Comments: MY CONCERNS ARE WITH THE POSSIBLE ROUTING OF THE TRANSMISSION LINE ALONG 65TH STREET IN NORTHWEST ROCHESTER. I LIVE IN SUMMIT POINTE SUBDIVISION AND BACK 65TH ST. CURRENTLY, THERE ARE 32 HOMES IN 3 DIFFERENT SUBDIVISIONS THAT BACK THIS ROAD AND MANY MORE WITHIN 300 FEET OF THE ROAD. WITH THE CONSTRUCTION OF THE 65TH STREET INTERCHANGE AND ROCHESTER'S RAPID GROWTH, THE TRANSMISSION LINES WILL SOON BE RUNNING RIGHT THROUGH THE MIDDLE OF A RESIDENTIAL NEIGHBORHOOD, AFFECTING HUNDREDS, IF NOT THOUSANDS OF HOMES.

ADDITIONAL, THIS ROUTE WILL TRAVEL A LONGER DISTANCE AND NOT ONLY AFFECT MORE HOMES, BUT COST MORE MONEY

SEE BACK →

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

193B (cont)

193C

TO CONSTRUCT AND MAINTAIN, ROUTING THE TRANSMISSION LINE IN A STRAIGHTER, MORE DIRECT PATH THROUGH A LESS POPULATED FARMLAND NOT ONLY MAKES SENSE ECONOMICALLY, BUT FOR THE FUTURE OF NORTHWEST ROCHESTER, AS WELL.

193A

193B

Postage Required

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

193A.

See Section 7.3.3 of the EIS.

193B.

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.

193C.

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: JAMES / JEANNIE SCHREADER Representing: JJLK@SLEEPY EYE TEL.NET
Address: 48325 240th AVE MAZEPPA MN 55956 Email: JJLK@SLEEPY EYE TEL.NET

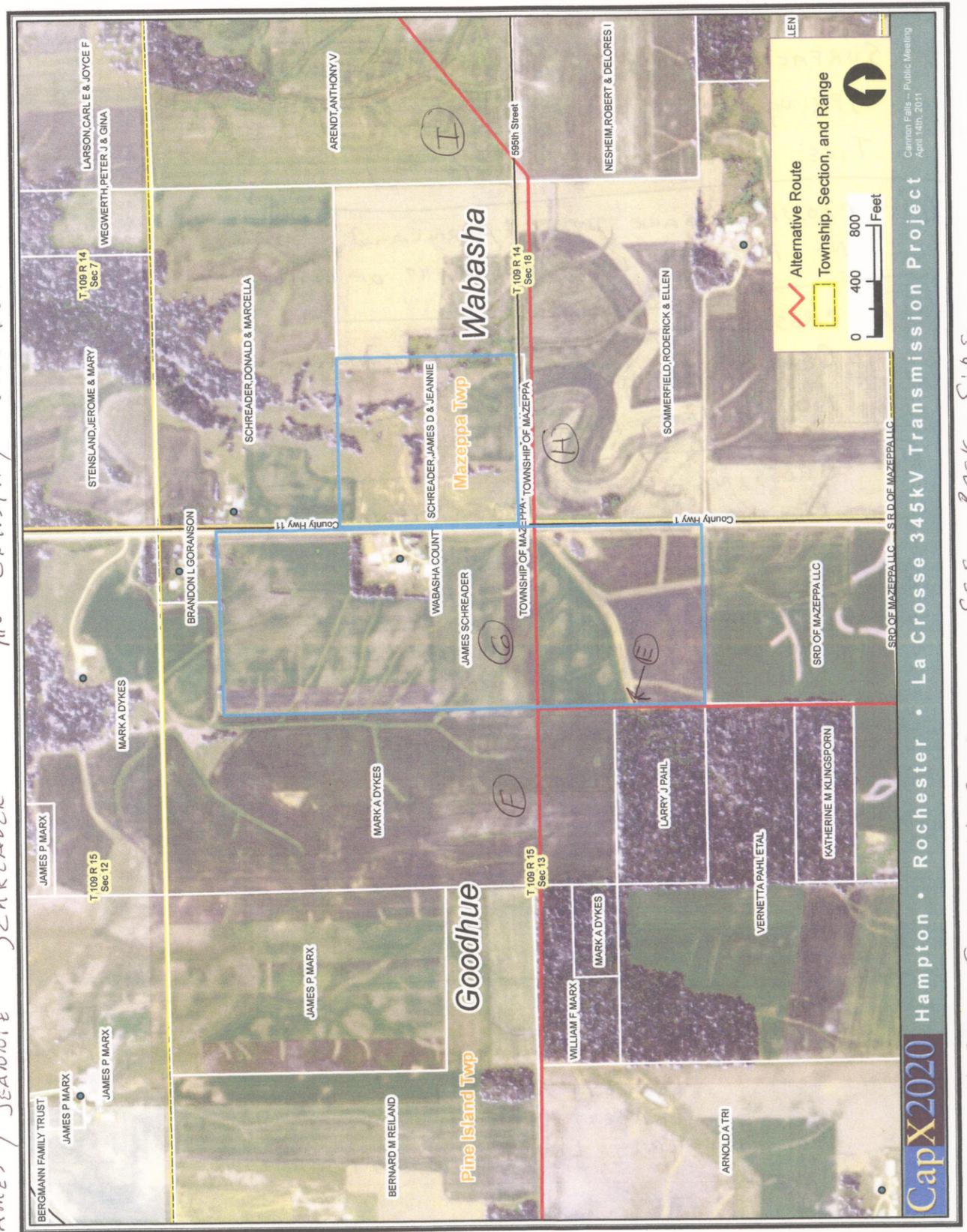
Comments: PICTURES AND PAPER INFORMATION FOR OUR FARMLAND AND AREA NOT ALL ADDRESSED ON THE DEIS

194A

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

JAMES / JEANNIE SCHREADER NO EXISTING CORRIDORS



CapX2020

Hampton • Rochester • La Crosse 345kV Transmission Project

Camden Falls - Public Meeting
April 14th, 2011

see back side

- (E) SURFACE WATER RUNNING OUT OF Woods SPRING
TILE LINE CARRIES IT TO #1

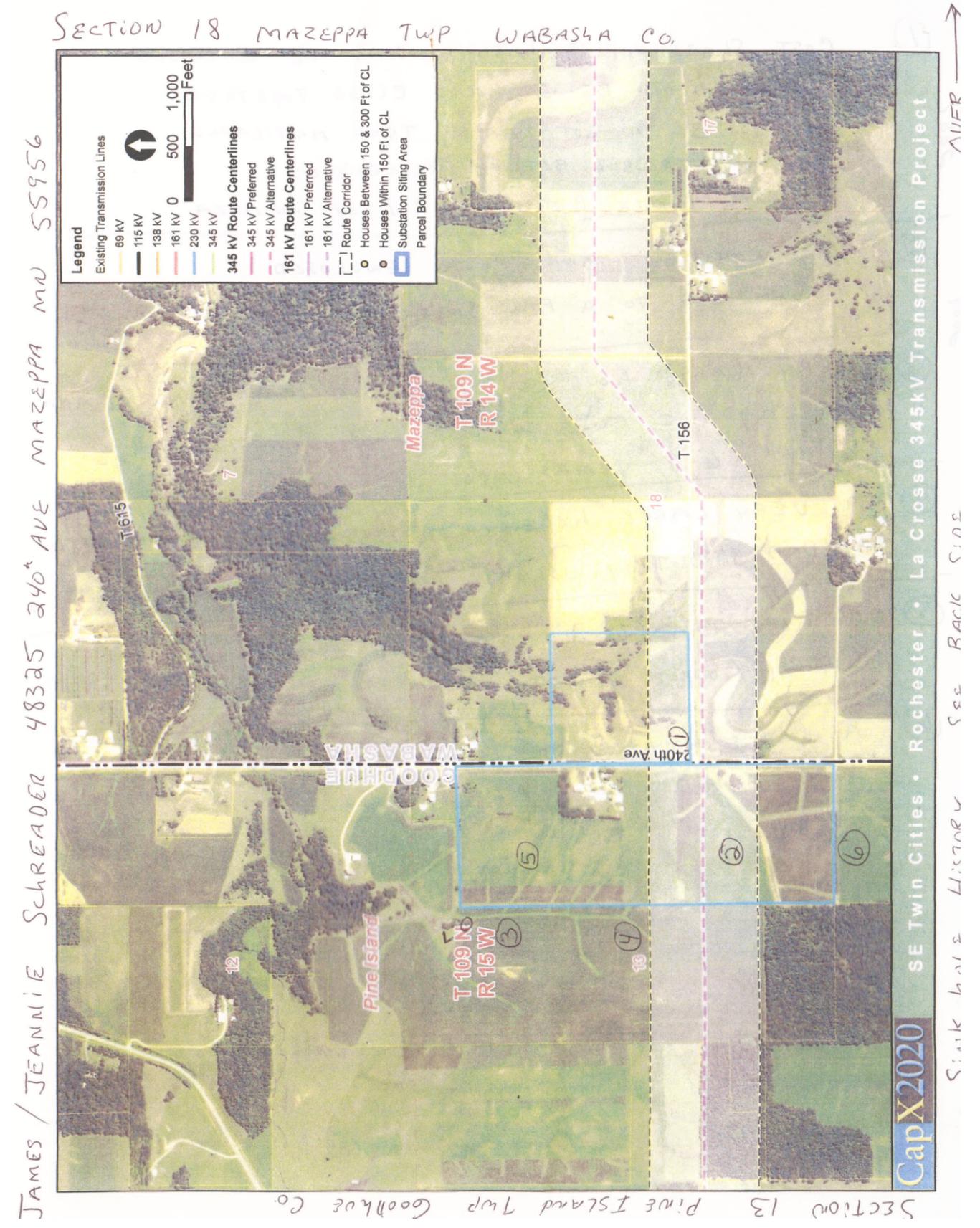
- (F) CROSSING MARK DYKES FARMLAND
NO PROPERTY LINE OR RIGHT OF WAY

- (G) CROSSING JAMES / JEANNIE FARMLAND CENTURY FARM
NO PROPERTY LINE OR RIGHT OF WAY

- (H) CROSSING ROD SOMMER FELD FARMLAND CENTURY FARM
NO PROPERTY LINE OR RIGHT OF WAY

- (I) CROSSING TONY ARENDT FARMLAND
NO PROPERTY LINE OR RIGHT OF WAY
CONTINUING EAST
CROSSING ROBERT NEISHEIM
TOM GROSSBACH - CENTURY FARM
SKI RESORT
MANY MORE LANDOWNERS
NO PROPERTY LINE OR RIGHT-OF-WAY

- LINE GOING SOUTH
CROSSING SRD (STAUBS) FARMLAND - CENTURY FARM
LOWELL SCHEFFLER - CENTURY FARM
ROBERT NEISHEIM
NO PROPERTY LINE OR RIGHT OF WAY



2007

① COST SHARE PAPERS WITH WABASHA CO. ENCLOSED ESTIMATED TO BE 2 HOLES CLOSE TOGETHER GOT TO BE A LOT LARGER THAN ANTICIPATED WE HAD TROUBLE GETTING REIMBURSED PLASTIC LINER BURIED 30" DEEP IN AREA

2004

② INFORMATION AND PHOTO ENCLOSED COMPARISON TO A FULL SIZE CHEVY PICKUP

③ VERY LARGE HOLE ON NEIGHBOR MARK DYKES FARM HE HAD IT CLEANED OUT AND SEALED ABOUT 6-8 YEARS AGO

④ A VERY LARGE HOLE ON NEIGHBOR FARM YEARS AGO MY DAD SAID THEY USED TO THROW DEAD HORSES IN IT

⑤ A HOLE THAT WOULD SETTLE A LITTLE BIT EVERY COUPLE YEARS

⑥ A LARGE HOLE ON NEIGHBOR FARM WHEN I WAS A KID

1-5-08

Sink hole # 1

James Schreader
Wabasha Soil & Water Conservation District

U.S. DEPARTMENT OF AGRICULTURE
NATURAL RESOURCES CONSERVATION SERVICE

Preliminary Cost Estimate

By Don Sylvester

Checked By _____ Date _____

Sinkhole Seals 2				
Item	Quantity	Unit	Unit Cost	Total Cost
Main Outlet 50+00 to PIL 42+50	0	LN.FT.	\$ -	\$ -
Main PIL 42+50 to End 35+00	0	LN.FT.	\$ -	\$ -
1 Main Jct. RDS to End	0	LN.FT.	\$ -	\$ -
1A Branch Jct.RDS Main to End	0	LN.FT.	\$ -	\$ -
1B Branch Jct LDS Main to End	0	LN.FT.	\$ -	\$ -
1C Branch Jct. LDS Main to End	0	LN.FT.	\$ -	\$ -
1A-1 Branch Jct. RDS 1A (Div. Chan.)	0	LN.FT.	\$ -	\$ -
	0	LN.FT.	\$ -	\$ -
2 Main Outlet to End	0	LN.FT.	\$ -	\$ -
2 Branch. RDS Jct.to End CCRP	0	LN.FT.	\$ -	\$ -
2 Main PIR to End	0	LN.FT.	\$ -	\$ -
3 Main Outlet to End Part CCRP	0	LN.FT.	\$ -	\$ -
3 Branch Jct LDS to End	0	LN.FT.	\$ -	\$ -
Excavation	1000	C.Y.	\$ 0.75	\$ 750.00
Backfill	1000	LN.FT.	\$ 0.75	\$ 750.00
Plastic Liner (10 mil) 20' X 100'	3	Ea.	\$ 200.00	\$ 600.00
Placing Liner- includes removing stones	4800	S.F.	\$ 0.10	\$ 480.00
Breaker Rock for Crossing (Inplace)	0	C.Y.	\$ -	\$ -
Site Prep.	0	Sum Job	\$ -	\$ -
Total Cost Estimate for Sinkhole Seal				\$ 2,580.00
Remove 6" Tile & Install LDS of Sink hole	200	L.F.	\$ 2.00	\$ 400.00
CMP Riser Inlet for Tile Water	0	L.F.	\$ -	\$ -
Plastic Liner (10 mil) 20' X100"	0	Ea.	\$ -	\$ -
20 L.F. 6" Dia. PVC w/guard (Installed)	0	S.F.	\$ -	\$ -
Total Cost Estimate for Tile				\$ 400.00
Total				\$ 2,980.00

FEIS ID #194

+WABASHA SOIL AND WATER CONSERVATION

611 BROADWAY WABASHA 55981

PH. (651) 565 4673

To: Jim Schreader

Date, 5 - 1 - 07

From: Jim Straskowski SWCD

Re: Sink hole seal cost share agreement & amendment status / requests for required approvals

Plases be informed that your request for \$2,150 has been considered.

Options were discussed and your concerns were understood

The Bill and pay request has not been presented for payment and will not be submitted for payment processing until certified

As stated on your cost share agreement & discussed prior to the start of work, cost share limit is \$1000 per certified sinkhole seal. Only \$2,000 has been set aside for your project based on the SWCD cost share policy.

Since the sinkhole sealing projects were initially anticipated to have been done this past winter and Technical approval and Board approval is needed for payment, you will have the 2007 Growing season to get the appropriate approvals needed.

If you do not received authorization by the SWCD Board the project Grant funds will be cancel.

Don Sylvester and I would meet with you and your contractor if you chose.

Sincerely

Cc: Don Sylvester

With this memo I am requesting Don Sylvester to provide in writing.

what is required for certification of the sinkhole sealing.



*RECEIVED
MAY 15*

Sink hole #2

To: CapX2020 Hampton-Rochester-La Crosse 345-kV Project

From: James Schreader, Jeannie Schreader

Date: 4/15/2009

Re: Route Information

Dear Project Team:

It has recently come to my attention that a proposed 345 kV power transmission line route would pass through the vicinity south of the city of Mazeppa. The available information indicates one potential route would cross 240th Avenue near 595th Street passing from Wabasha County into Goodhue County.

I feel it is important to inform you of geologic activity in this area that could pose a concern for the safety of persons in this locality and the integrity of the power transmission system. Over a time period of several decades multiple sinkholes have been identified in the terrain surrounding this proposed route. Some of these were filled and have remained stable enough to show little evidence of their previous locations. However, there have been instances in recent years of new sinkholes spontaneously forming near the proposed route.

The attached images were taken in a field during June of 2004. One proposed route for a 345 kV transmission line passes within 50 yards of this particular location. The sinkhole shown was in a field that had not previously shown signs of activity, but appeared suddenly after the surface soil layers collapsed into a chasm that had formed beneath. There is no tiling or other subsurface structure alterations that would have promoted this incident and it is consistent with descriptions of previous events by persons in this area.

The abrupt nature of this geologic activity and the proximity to the proposed power transmission route raise serious concerns about safety and system integrity that need to be considered and addressed during the progression of the CapX 2020 project.

Sincerely,

James Schreader
Jeannie Schreader

Enclosures: Digital Images 2x