



**Potato Lake Advisory Task Force
Second Meeting – May 18, 2010**

Meeting Notes

Welcome and Agenda Review

The facilitator for the task force, Charlie Petersen, State of Minnesota, Management Analysis & Development, welcomed task force members and all present. Task force members were asked to introduce themselves and share their designation (representing a particular constituency or serving as an individual citizen member of the advisory task force).

Charlie reviewed the task force charge and emphasized that the work of this day, the second meeting, was to discuss in greater detail: (1) the applicant's proposed substation locations and routes, (2) the alternative substation locations and routes proposed by the task force at its first meeting, and (3) any additional routes or route segments, and discuss the process for developing the report of the task force. Questions by task force members were discussed and addressed.

Review and Approval of Meeting Notes

Task force members were asked to review the meeting notes from the May 4, 2010 meeting and respond with any questions edits changes, etc. One task force member noted several typos in the notes. Charlie responded that he would review the notes for typos. One task force member asked about the expectation of moving the route off of Highway 18, and also whether the task force would be discussing a Highway 40 alternative. Charlie asked that the task force save these questions until item #4 of the agenda, the review of the alternatives.

Review of Impacts and Issues

Task force members reviewed the impacts and issues table produced at the first meeting. A task force member suggested that a proposed bike route along Highway 71 should be added as a potential impact. The task force agreed to add the bike route under the category of "future land use."

Review of Substation Locations, Routes, and Route Segments

Advisory Task Force members were provided with maps of the alternative substation locations and routes identified at the first meeting and a table providing comparisons of the routes. The

members reviewed each alternative and identified pros and cons for each. Maps for the routes and substations discussed are attached along with a table showing data for the routes (in PDF format).

Prior to reviewing the route alternatives, task force members discussed and addressed several topics, including:

- Whether the right-of-way for the route could be less than 100 ft.,
- How Great River Energy produced the “gold” (or ‘brown’) route along Highway 71 south of the task force’s proposed substations,
- The difference between transmission and distribution
- Building the proposed electrical connections in multiple steps
- The investment by Itasca-Mantrap to clear and grade the potential Potato Lake substation site

Applicant preferred route

Pros

- Most cost effective route
- Shortest route
- Route is under 10 miles so permit (certificate of need) is not needed
- Route follows existing roadway corridors
- Is laid out in fairly straight lines
- The line will have post construction access

Cons

- Ugly – aesthetics, the route, lines are not pleasing to look at
- Detrimental impacts on environment and wildlife
- Route is too close to major rivers and lakes
- Detrimental impacts on water quality in the area
- Detrimental impacts on threatened species: bald eagle, swans, Blanding’s turtles, muscles
- Negative impact on private property values
- Impact on resorts and restaurants along route; takes out entrance for one
- Negative visual impact of line and poles will impact tourism in area
- Human impact: electro-magnetic fields, chemicals from treated poles and keeping down plant growth in undercut areas
- Close proximity to private dwellings
- Planned housing development in the area
- Needing to zigzag the line in the route to avoid each home and business
- Detrimental impact on private wells from chemicals
- Route will turn lakeshore property into non-conforming lots because of setback provisions
- Route crosses Potato River, aerial crossing
- Curves at corners of route will take more land

Applicant alternative route

Pros

- Missed some residences along 141 Avenue that preferred route impacts

Cons

- More right-of-way preparation involved than preferred route
- More wetlands crosses than preferred route
- Negative impact on private property owners
- Detrimental impact on entrance to large resort
- Disproportionally impacts fewer property owners but in a bigger way
- Detrimental impact on wildlife
- Increases project cost by about \$40,000
- Negative on water wells in the area
- Close to Potato Lake

ATF alternative route

Pros

- Avoid proximity to major lakes
- Impacts less agricultural land
- Less environmental impact than applicant routes; not polluting major lakes and large number of water wells
- Mitigates impact on threatened species; large birds
- Fewer property owners impacted than applicant routes
- Mainly (60%) county and state land impacted
- Provides for a fire break in area
- Route goes through undeveloped property
- Major of forest clearing on portion of route (along County Highway 4) is already completed
- Best substation location off of Highway U.S. 71 (marked as substation #3 on map) [Other substations identified for this route are on Highway U.S. 71 - #1 and #2 on map]
- Less businesses impacted than applicant routes
- The route has no transmission lines on Highway U.S. 71
- Avoids screwing up gateway to Itasca Park – Highway U.S. 71
- Transmission line route is off high traffic tourist path
- Avoids private airport at Island Lake
- Would not impact proposed bike trail
- Less impact on high value, lakeshore land

Cons

- Higher cost, more expensive to build than applicant routes
- Longer route than applicant routes
- Line is over 10 miles long so requires a certificate of need
- Opens up virgin lands, does not use existing corridors
- Ugly – aesthetics, the route, lines are not pleasing to look at
- Detrimental impacts on environment and wildlife
- Route is too close to major rivers and lakes
- Detrimental impacts on water quality in the area
- Detrimental impacts on threatened species: bald eagle, swans, Blanding's turtles, muscles
- Negative impact on private property values
- Impact on resorts and restaurants along route; takes out entrance for one

- Negative visual impact of line and poles will impact tourism in area
- Human impact: electro-magnetic fields, chemicals from treated poles and keeping down plant growth in undercut areas
- Close proximity to private dwellings
- Detrimental impact on private wells from chemicals

During the discussion, an ATF member mentioned an alternative route that would coincide with the ATF alternative route. The route noted would be from Highway U.S. 71 and follow the ATF alternative route along township boundaries east to 280th Street. This route would end where County Road 4 intersects 280th Street. The ATF members briefly discussed pros and cons of this option.

Pros

- If route ends at intersection of 280th Street and County Highway 4, it would not be over 10 miles long and would not need a certificate of need
- Route does not go over existing homes
- Route impacts only smaller lakes

Cons

- Opens up virgin lands
- Does not connect to transmission line or substation at County Highway 4.

Additionally, during the discussion, a question was asked as to the location of the route along the township boundaries. The ATF discussed the route straddling the boundary or going north or south of the boundary. The ATF members determined that the route should go where there is the least impact on private land ownership.

Potato Lake substation site

Pros

- Infrastructure is already started
- Closest to Applicant Preferred Route (blue line) if that route is selected
- Intersects with distribution lines

Cons

- Places transmission lines on Highway U.S. 71
- Structure is already started, loss of investment for Mantrap
- Power line into substation impacts threatened species; eagle, swans, etc.
- Near (1/4 mile) major recreational lake
- High traffic tourism area

If the ATF alternative route is selected and the Potato Lake substation is also selected, a transmission line will have to be routed from the west end-point of the ATF alternative route around Highway U.S. 71 down to the Potato Lake substation. ATF members discussed the cons of the new connecting route.

Cons

- More property owners will be impacted
- Route will impact stretch on Highway U.S. 71 to Inlet Road; not the right location to go to Pine Point
- Impacts a golf course
- Impacts private airport
- Impacts businesses
- Impacts 2 major lakes
- Impacts a ski resort
- Impact a bike trail
- Impacts Mississippi Headwater tourism and recreation area
- Impacts river crossing
- Highway U.S. 71 goes in multiple directions in this area and line will have to zigzag to follow or will have multiple crossings

Michelle Lommel, Great River Energy (GRE), noted that GRE would introduce the “gold” route (route down Highway 71 to the Potato Lake substation) into the record as a possible route alternative. ATF members noted that they did not support the “gold” route; it is not an ATF-suggested alternative. If the ATF alternative route is chosen, the ATF wants the substation moved to an alternative location.

ATF alternative substation location(s)

The ATF identified three substation locations in close proximity to each other where the west end of their route crosses Highway U.S. 71. Because of the close proximity to each other, the ATF reviewed the locations collectively singling out pros and cons that were specific to each location.

Pros (for all three)

- Shortest distance from ATF alternative route (as opposed to Potato Lake substation)
- Least impact on Highway U. S. 71
- More visually discrete
- Good location for future transmission lines to west
- Impact off of major lake chain
- Mitigates impact to threatened species
- Locations not in a wetland area

Pros (for specific sites)

Site #2

- On County Road 41 – site of old abandoned gas station
- Clean up site
- Available land near road

Site #3

- Location is away from Highway U.S. 71
- Near intersection of existing pipeline, potential use of existing right-of-way
- Safety – from terrorist attacks

Cons (by site)

Site #1

- On Highway U.S. 71
- Land needs to be acquired

Site #2

- On Highway U.S. 71
- Land needs to be acquired

Site #3

- Water and wetlands close to site
- Land needs to be acquired

Discussion of alternatives

The task force noted that the ATF route and substation locations identified above should be carried forward together, i.e., as a package deal. If the ATF alternative route is selected, an alternative substation location must be selected as well. If the ATF alternative route is selected along with the Potato Lake substation location, the ATF would remove support for their alternative route.

The ATF also noted they did not support burying the transmission line under the Potato River. Further, the ATF did not support earlier proposed routes along County Highway 40 and following a drainage ditch from the intersection of Highway U.S. 71 and 220th Street to County Highway 18 to the east.

Report Process

Charlie will draft a report based on the two meetings of the task force, outlining the process and the action of the task force. The report will be e-mailed to task force members for review and comment. The comments will be reviewed and incorporated into the report as appropriate. If the comments are extensive or differ substantially from meeting notes, then a request may be made to have these comments submitted and referenced electronically.

Notes from the second meeting will be sent to task force members for review and comment prior to development of the final report.

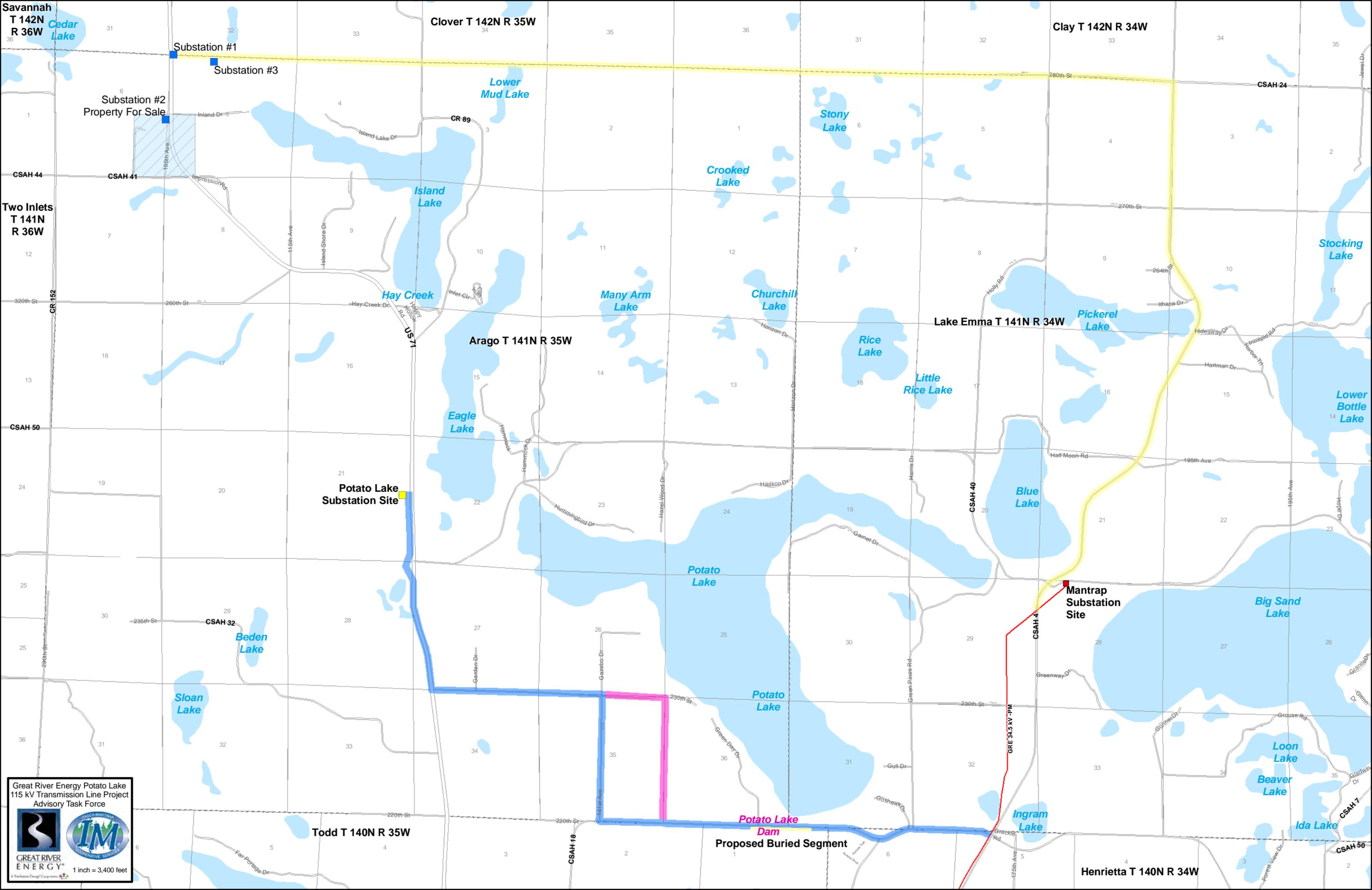
The task force was thanked for its good work, understanding this was a difficult issue to undertake.

Route	Total Project Costs	Number of Houses within 100 Feet from Road Centerline	Number of Houses within 300 Feet from Road Centerline	Number of Houses within 500 Feet from Road Centerline	Hay, Pasture, Grassland Percentage	Cultivated Percentage	Number of Water Crossings	Total Forested Acres	Total Wetland Acres	Total Riparian Acres	Closest Mileage to a Lake	Miles of Existing ROW (Road ROW, Existing Distribution Lines, etc.)
Proposed Route												
(7.25 miles)	\$4,421,492	2	29	51	35.18%	1.11%	2	21 - 25	23.15	0.38	0.16	7.25
Alternate Route												
(7.25 miles)	\$4,461,492	2	20	39	27.58%	0.04%	2	30 - 34	24.93	0.38	0.16	6.25

Please note:

- Some house counts were incorrect in the Route Permit Application (RPA) :
 - 500 feet - 50 instead of 51 for proposed route
 - 300 feet – 21 instead of 20 for alternate route
- For both routes, the closest distance to the lake (Potato) was re-calculated and it is actually .08 miles.
- Rare features were not added to the table because both routes have the same features.
- The total cleared right of way acreage was not mentioned in the RPA – the acreages are 48.23 for proposed and 54.45 for the alternate (this does not include the road surfaces).

Route	Total Project Costs	Number of Houses within 100 Feet from Centerline	Number of Houses within 300 Feet from Centerline	Number of Houses within 500 Feet from Centerline	Hay, Pasture, Grassland Percentage	Cultivated Percentage	Number of Water Crossings	Total Forested Acres	Total Wetland Acres	Total Riparian Acres	Closest Mileage to a Lake	Miles of Existing ROW (Road ROW, Existing Distribution Lines, etc.)
ATF Route												
(13.2 miles)	\$10,703,890	3	31	42	16.98%	6.32%	3	90.57	18.19	11.99	0	7.23
ATF Route												
(17.3 miles)	\$13,772,748	3	57	104	18.22%	9.40%	5	103.62	20.24	13.53	0	11.37



Great River Energy Potato Lake
115 kV Transmission Line Project
Advisory Task Force




GREAT RIVER ENERGY
1 inch = 3,400 feet