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October 23, 2012

Bill Storm, State Permit Manager
Minnesota Department of Commerce
Energy Facility Permitting
85 7th Place East, Suite 500
St. Paul, MN 55101-2198

--Via Electronic Filing--

Re: Responses to EA Scoping Comments
Application for the Chaska Area Transmission Line Upgrade Project
PUC Docket Number: E002/TL-12-401

Dear Mr. Storm:

This letter responds to your request for additional information in response to comments received on the scope of the Environmental Assessment ("EA") for the Route Permit and Certificate of Need Applications submitted to the Minnesota Public Utilities Commission by Northern States Power Company (d/b/a Xcel Energy) and Great River Energy (collectively, "Applicants") for the Upgrade of the Southwest Twin Cities Chaska Area 69 kV Transmission Line to 115 kV Capacity ("Project"). Outlined below are Applicants' responses to the following comment letters received regarding the scope of the EA:

(1) Gene F. Ernst and Lorraine K. Ernst ("Ernst Associates"), dated October 8, 2012;
(2) Ms. Jamie Schrenzel, Minnesota Department of Natural Resources ("DNR"), dated October 11, 2012; and
(3) Ms. Stacy Kotch, Minnesota Department of Transportation ("MnDOT") dated October 12, 2012.

Applicants' Responses to Ernst Associates Comments:

In their comment letter, Ernst Associates proposed two different route alternatives and one design alternative intended to reduce impacts of the proposed Project on vegetation near the Andrew Riedele House ("Riedele House") located at 325 Chaska Boulevard in the City of Chaska ("Ernst Property"). The Riedele House has been listed in the Carver County Guide to Historic and Prehistoric Places since 1978 and now serves as office space for Ernst Associates. Ernst Associates is concerned that the proposed Project will result in loss or trimming of the four trees near the Ernst Property, which are located within 7 to 18.5 feet of the centerline of the existing 69 kV transmission line.

1) Ernst Alternative 1: The first route alternative proposed by Ernst Associates relates to Segment 5 of the Proposed Route and would place the new 115 kV line along the abandoned railroad right-of-way through the City of Chaska ("Ernst Alternative 1"). Ernst Alternative 1

follows Creek Road south and crosses 6th Street where it proceeds cross-country to the railroad right-of-way. Ernst Alternative 1 then follows the railroad right-of-way northeast to where it meets the Proposed Route near the Chaska Substation.

Applicants' Response Ernst Alternative 1: Applicants have conducted a preliminary analysis of Ernst Alternative 1 and have determined that while this alternative is technically feasible, it will likely result in greater overall impacts than the Proposed Route. Applicants' Proposed Route for Segment 5 follows an existing transmission line corridor whereas Ernst Alternative 1 would create a new transmission line corridor resulting in new impacts to landowners and environmental resources. Applicants also note that the existing transmission line along Chaska Boulevard has distribution underbuild used by the City of Chaska to serve properties along Chaska Boulevard, including the Ernst Property. Ernst Alternative 1 would require reconstructing or rerouting these distribution lines to serve these properties along Chaska Boulevard. Ernst Alternative 1 would also require acquisition of new easements, resulting in higher Project costs.

In addition, Applicants believe that there are less impactful ways to minimize vegetation clearing near the Ernst Property. For instance, Applicants could install a cantilever structure on the Ernst Property to maximize clearance and minimize necessary vegetation removal and tree trimming. A cantilever design would place all of the conductors and davit arms on one side of the structure, namely the road side, thus minimizing tree trimming and clearing on the Ernst Property side. Applicants will also work with the landowner in the placement of the new transmission structure on this property. As a result, Applicants do not believe that Ernst Alternative 1 is a reasonable and prudent alternative to the Proposed Route.

2) Ernst Alternative 2: The second route alternative proposed by Ernst Associates also relates to Segment 5 of the Proposed Route. This route alternative follows the existing route for the 69 kV transmission line but places the proposed alignment for the 115 kV line on the south side of Chaska Boulevard until after the route passes the Riedele House. This route alternative then returns to the north side of Chaska Boulevard and rejoins the alignment of the existing 69 kV line ("Ernst Alternative 2").

Applicants' Response to Ernst Alternative 2: Applicants have conducted a preliminary analysis of Ernst Alternative 2 and have determined that while this alternative is technically feasible, it will likely result in greater overall impacts than the Proposed Route. Ernst Alternative 2, which involves routing the proposed transmission line on the south side of Chaska Boulevard, would introduce new impacts to property owners by siting a line in an area where none currently exists. As noted above, the existing transmission line along Chaska Boulevard has distribution underbuild used by the City of Chaska to serve properties along Chaska Boulevard. Ernst Alternative 2 would require reconstructing or rerouting these distribution lines to serve properties along Chaska Boulevard. Ernst Alternative 2 would also require the acquisition of new easements, resulting in higher Project costs.

As outlined above, there are other ways to minimize vegetation clearing on the Ernst Property. As a result, Applicants do not believe that Ernst Alternative 2 is a reasonable and prudent alternative to the Proposed Route.

3) Ernst Alternative 3: This final alternative proposed by Ernst Associates is a design alternative which places the proposed 115 kV line along the existing alignment of the 69 kV

line on Chaska Boulevard. This design alternative includes removing the existing wood pole in front of the Riedele House and placing the new steel structure 75-80 feet to the west of the existing wood pole structure ("Ernst Alternative 3").

Applicants' Response to Ernst Alternative 3: Applicants have done a preliminary analysis of Ernst Alternative 3 and have concluded that this design alternative could result in more tree clearing and trimming than the proposed design. Locating the poles as proposed by Ernst Alternative 3 (*i.e.*, moving the pole from the Ernst Property further west to create a longer span) would result in increased conductor sag (*i.e.*, conductor hanging closer to the ground than more poles with a shorter span length), which may actually increase the amount of vegetation clearing and tree trimming required to provide necessary clearance.

Applicants can design the Project to minimize impacts to the trees to the extent feasible by, for example, installing a cantilever structure on the Ernst Property to maximize clearance and minimize necessary vegetation removal and tree trimming as much as possible. Applicants will continue to work with the landowner to identify a more preferable location for the transmission structure on this property. Additionally, Applicants will work with the landowner to identify tree species that are more compatible with the transmission line clearance requirements.

Applicants' Responses to DNR Comments:

1) Swan Flight Diverters: The DNR requests that Applicants provide Geographic Information System ("GIS") shapefiles of the Proposed Route with a layer included for swan flight diverters.

Applicants' Response DNR-1: Applicants emailed the requested shapefiles of the Proposed Route and swan flight diverters to Ms. Jamie Schrenzel with a copy to Mr. Bill Storm on October 16, 2012. Applicants appreciate any input DNR might provide on resource issues and permitting needs along the Proposed Route. It should be noted that Project design is at a very early stage, and the proposed centerline is preliminary and subject to change. Applicants will maintain ongoing coordination with the DNR regarding future changes that may occur during the Route Permit Application review and approval process.

2) Public Land and Water Crossings: The DNR requests that Applicants identify the distance of vegetative buffers from the water's edge.

Applicants' Response DNR-2: For segments of the Project that involve public water crossings, Applicants propose to maintain existing vegetation buffers along the shoreline to the maximum extent feasible by: (1) avoiding use of herbicides in wetland areas and water crossings, (2) installing construction matting along the shoreline at water crossings to avoid impacts to wetland-associated vegetation, and (3) allowing compatible vegetation to grow under the transmission line at water crossings (*i.e.*, grasses and forbes) consistent with landowner requirements and Xcel Energy's typical vegetation management standards (see Appendix H of the Route Permit Application).

3) Public Land and Water Crossings: The DNR requests that Applicants provide copies of existing easements for the crossing of the Minnesota Valley State Recreational Area ("MVSRA").

Applicants' Response DNR-3: Applicants provided copies of existing easements and permits for the MVSRA crossing to Ms. Maryanna Harstad with the DNR Division of Lands and Minerals via email on October 19, 2012 (with a copy to Mr. Bill Storm) for review as requested.

4) Wildlife Habitat: The DNR requests that Applicants utilize wildlife friendly erosion control mesh particularly in areas used by amphibians and other wildlife such as wetlands and near water crossings.

Applicants' Response DNR-4: Applicants will utilize wildlife friendly erosion control mesh, as recommended by the DNR, in Project areas near wetlands and water crossings and in upland habitat where feasible. Applicants will also provide the DNR Wildlife Friendly Erosion Control information sheet to construction personnel at the preconstruction meeting.

5) Wildlife Habitat: The DNR notes that a Central Region Regionally Significant Ecological Area ("RSEA") was identified within the Proposed Route. The DNR requests that the EA include a discussion of the potential impacts to and possible mitigation of the impacts to the RSEA.

Applicants' Response DNR-5: Segment 6 of the proposed Project involves upgrading approximately 1.46 miles of existing 69 kV transmission line to a single circuit 115 kV line. A portion of this segment of the Project traverses the RSEA. Applicants propose to minimize impacts to the RSEA by rebuilding this Project segment within the existing easement as much as possible, and by using existing access ways to the maximum extent feasible. Additionally, Applicants propose to minimize impacts by (1) utilizing construction matting in areas of sensitive vegetation, (2) scheduling construction during winter months as necessary and feasible, and (3) maintaining compatible vegetation under the transmission line (*i.e.*, grasses, forbs, low-growing shrubs) consistent with landowner requirements and Xcel Energy's typical vegetation management standards (see Appendix H of the Route Permit Application).

6) Invasive Species: The DNR requests that Applicants review information provided by the DNR regarding best management practices to reduce the spread of invasive species. The DNR also requests that am invasive species management plan be included in the EA.

Applicants' Response DNR-6: Applicants recognize the need to construct the Project in a manner that minimizes potential introduction, establishment, or spread of both terrestrial and aquatic noxious weeds and invasive species. Section 6.5.5, pg. 85 of the Route Permit Application outlines Applicants' proposed best management practices ("BMPs") to minimize the potential for the introduction or spread of invasive species. These BMPs were developed from the resources referenced in the DNR's comment letter and include:

- All disturbed areas will be re-vegetated using weed-free, state seed mixes compiled by the Minnesota Board of Water and Soil Resources. Native plant species will be used wherever possible to re-vegetate disturbed areas. Weed-free straw or hay will be used for mulching and erosion control;

- Herbicidal and/or manual vegetation removal may be implemented where necessary to minimize the spread of invasive species where such removal is consistent with specific easement conditions and/or landowner restrictions;

- Prior to arriving at and leaving construction sites, all construction vehicles and equipment will be cleaned and inspected to remove dirt, mud, plants, and debris from vehicles and equipment to prevent the introduction and spread of invasive species; and

- An Environmental Compliance Monitor will be present on-site periodically to ensure construction crews adhere to proper vehicle and equipment cleaning practices and other construction BMPs.

Because the design of the proposed Project is in the early stages, it is not possible to develop a detailed invasive species management plan at this stage beyond the proposed construction BMPs described in the Route Permit Application. After the detailed design for the Project has been completed, Applicants will develop such a plan in coordination with DNR as necessary. Aquatic invasive species such as Eurasian water-milfoil, flowering rush and zebra mussel are not expected to be issues on this Project. The construction schedule for the Project is such that any stringing of conductors over potentially infested waters is expected to occur during winter over the ice. No boats, barges or other equipment that could spread aquatic invasive species will be used in the construction process. Invasive species mitigation measures are expected to be focused on terrestrial and wetland invasive species that could be introduced into new locations through construction disturbance. Such species include reed canary grass, common buckthorn, purple loosestrife, and leafy spurge.

As stated in the Route Permit Application, Applicants will apply for a DNR Utility License to Cross Public Land or Waters for any crossings of public lands, waters, and wetlands that are ultimately part of the approved route for the Project. Applicants are aware that the license may contain additional terms and conditions regarding invasive species management that may be above and beyond those set forth in a Route Permit.

Applicants' Responses to MnDOT Comments:

1) State Trunk Highway 212: In its October 12, 2012 comment letter, MnDOT expressed concern about the portion of the Proposed Route that crosses and parallels State Trunk Highway 212 ("TH 212").

Applicants' Response MnDOT-1: Applicants acknowledge that TH 212 starting at Creek Road and running south to County Road 140 is control-of-access freeway. As noted by MnDOT in its comment letter, Minnesota Rules 8810.3300 Subp. 4 requires that utilities be located outside the control-of-access lines when paralleling such highways. It is Applicants' intent to locate the proposed transmission line structures, structure arms, and conductors (at rest), outside of the control-of-access lines. Revised aerial photos of this segment of the Proposed Route (Segment 3) located parallel to TH 212 showing the proposed transmission line alignment relative to the control-of-access lines and highway right-of-way are enclosed as Attachment 1. Applicants have requested a

400-foot-wide route width along Segment 3, which would allow flexibility to design the Project in a manner consistent with MnDOT's requirements along TH 212. As has been the practice in past projects, Applicants will work closely with MnDOT during the final design of the Project to ensure compliance with controlled access and highway right-of-way requirements.

2) Scott County Substation: MnDOT expressed concern that the Applicants' proposed expansion of the Scott County Substation and the proposed transmission line may impact MnDOT's future plans to develop a section of US 169 into a controlled access freeway. MnDOT notes that transforming US 169 into a controlled access freeway will require an extension of Bonnevista Drive to serve an existing development that currently has access only onto US 169.

Applicants' Response MnDOT-2: Applicants are aware of plans to extend Bonnevista Drive from US 169 and its effects on the existing access to the Scott County Substation. Applicants have been in close coordination with MnDOT regarding this issue. The proposed Project does not involve changes in the location or size of the existing access to the Scott County Substation, nor will the Project conflict with any control-of-access lines. As described in Section 4.4.1, pg. 29 and as shown on the aerial photo included in Appendix F of the Route Permit Application, the proposed Project involves expanding the existing Scott County Substation to the west of the existing substation footprint (approximately 240' x 300') in a manner that will not affect future plans to extend Bonnevista Drive.

3) Permits Required from MnDOT: MnDOT's letter also outlined several utility permits that Applicants will need to acquire for the proposed Project.

Applicants' Response MnDOT-3: Applicants acknowledge that an Application for Utility Permit on Trunk Highway Right-of-Way (Form 2525) may be required in addition to the Application for Utility Permit on County Highways Right-of-Way form as stated in the Route Permit Application. Applicants will work closely with MnDOT to identify and obtain any necessary permits for the Project.

Conclusion

I hope the information above adequately addresses the questions and comments received regarding the Project during the scoping period. Please don't hesitate to contact me should you have any questions or need additional information.

Sincerely,

Sage Tauber

Sage Tauber
Permitting Analyst

cc: Carole Schmidt, Great River Energy
Service List

Enclosed: Aerial Photo of Trunk Highway 212 (Project Segment 3)

5005141v1

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Upgrade of the Chaska Area 69 kV Transmission Line to 115 kV Capacity

Carver and Scott Counties, MN

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- Project Route Width (200 - 400 ft)
- Segment Start and End Location
- Install Swan Flight Diverter

Existing Infrastructure

- Approximate Existing Transmission Line
- Existing Substations
- Xcel Substations
- Closest Business
- Closest Residence

Hydrography

- NWI Wetlands
- Public Waters Inventory (Wetlands and Lakes)
- Stream or River
- 100-YR FEMA Floodplain
- 500-YR FEMA Floodplain

MNDNR NHIS (2012)

- Vertebrate Animal
- Community
- Vascular Plant
- Geologic
- Municipalities / Townships

Managed Lands

- MCBS Sites of Biological Significance
- MCBS Native Plant Communities (None in Area)
- Wildlife Management Areas (None in Area)
- Scientific & Natural Areas (None in Area)
- Waterfowl Production Areas (None in Area)
- Park, Recreational, or Preserve
- Game Refuge (None in Area)
- State Conservation Easements (None in Area)
- Railroad Prairie (None in Area)

Cultural Resource Information

- Listed on National Register of Historic Places
- MN SHPO Considered Eligible Finding

Base

- County Boundary
- Railroad
- Cemetery
- Point of Interest
- School

MnDOT Line

- Access Control
- ROW

Data Source(s): All data are approximate. Copyright 2010-State of MN DNR Ecological and Waters Division, NHIS (2012) - NHIS rare feature data included here were provided by the Divison of Ecological Resources, MN DNR and current as of 2012. These data are not based on an exhaustive inventory of the state. The lack of data for any geographic area shall not be construed to mean that no significant features are present.; MN LMIC Imagery (2011); MN LMIC GNIS (1998); MN SHPO (2009); MN OSA (2009); NHR (2009); MNDNR CBS (2009); MNDOT (2004); MNDNR (various years & multiple datasets on fee lands); FSA CRP (2007); USGS NHD (2008); USFWS NWI (1997); BWSR (2009); Ventyx Velocity Suite (2010); ESRI Transportation (2009); Metropolitan Council (2006); MN DNR, Division of Waters (2008); LMIC WMS (2010); FEMA (2003); WPS (2010); Xcel (2010).

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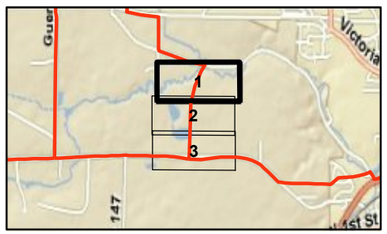

Environmental Features Map

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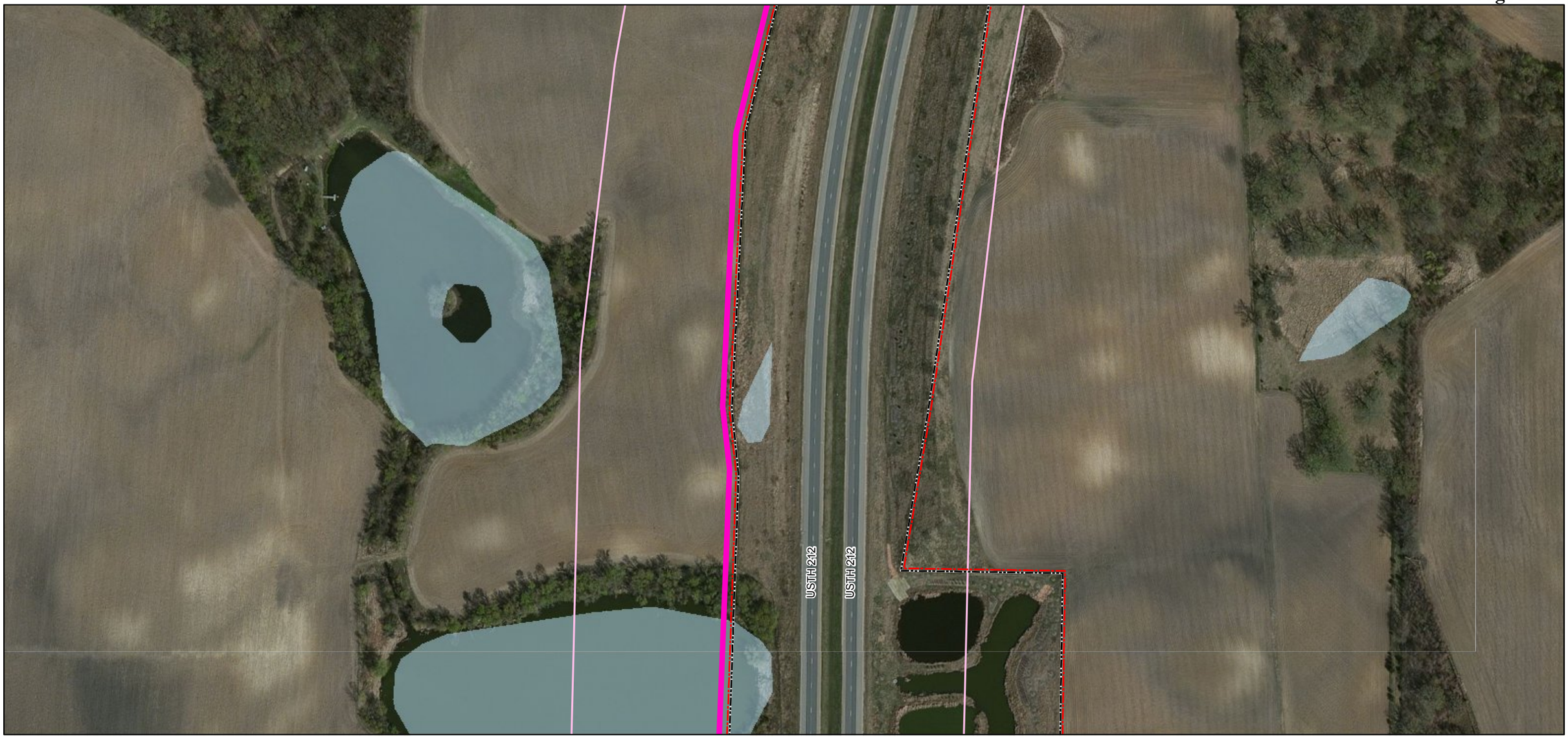

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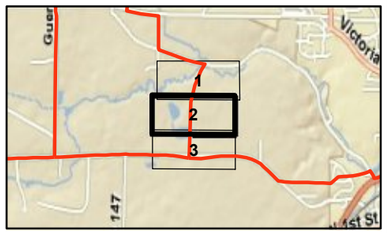

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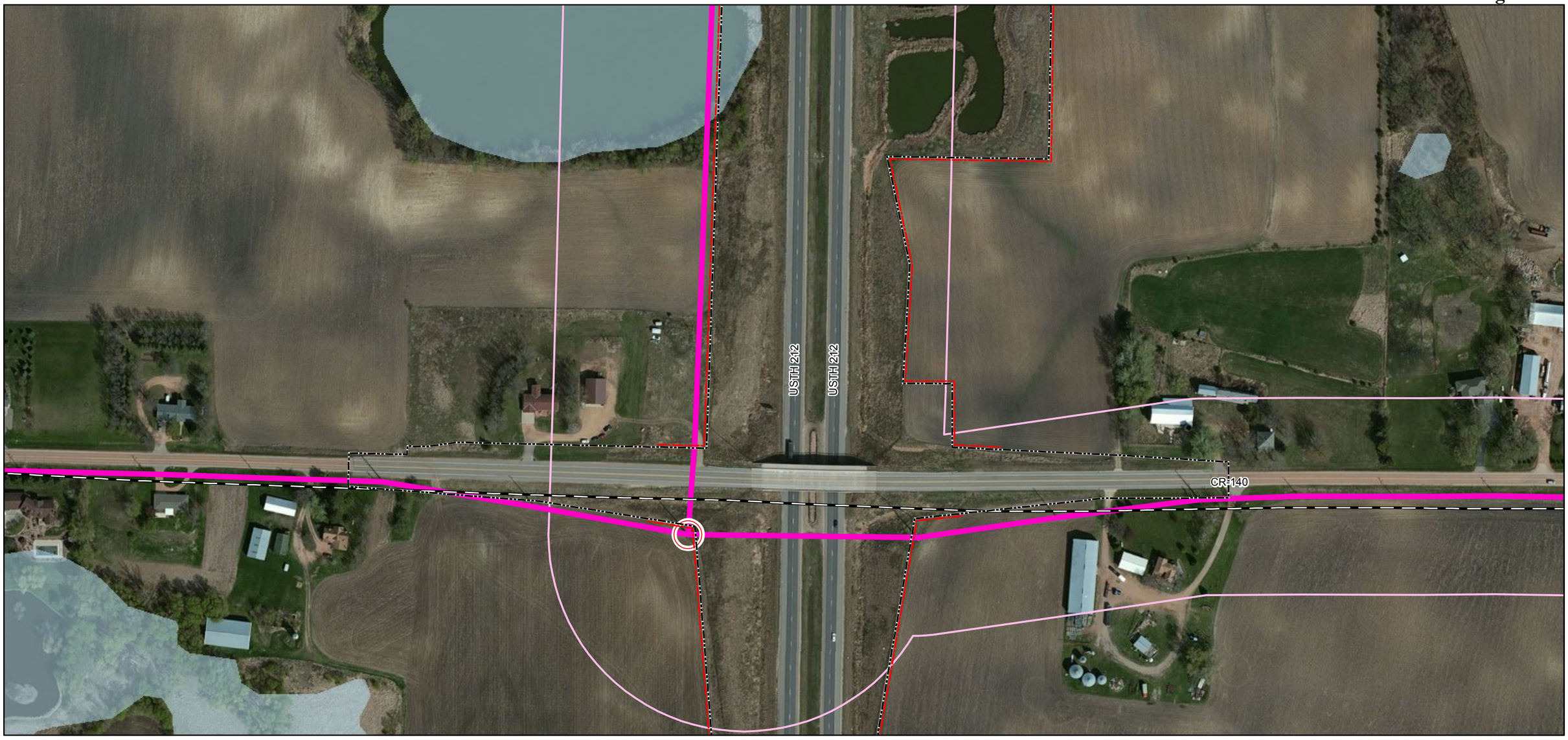

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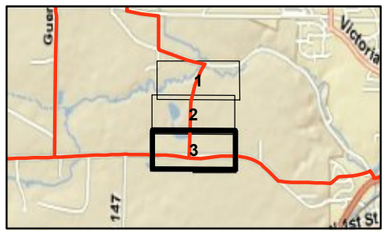

Environmental Features Map

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NORTHERN STATES POWER COMPANY AND GREAT RIVER ENERGY APPLICATION TO THE MINNESOTA PUBLIC UTILITIES COMMISSION FOR A ROUTE PERMIT FOR THE UPGRADE OF THE CHASKA AREA 69 kV TRANSMISSION LINE TO 115 kV CAPACITY PROJECT

CERTIFICATE OF SERVICE
MPUC DOCKET NO. E002/TL-12-401

Theresa Senart certifies that on the 23rd day of October, 2012, she filed a true and correct copy of the Applicants' **Responses to EA Scoping Comments** by posting the same on www.edockets.state.mn.us. Said Affidavits of Publication and Mailing have also been served via U.S. Mail or e-mail as designated on the Official Service List on file with the Minnesota Public Utilities Commission in the above-referenced docket.

/s/ Theresa Senart
Theresa Senart

Print Close

Service List Member Information

Electronic Service Member(s)

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Haar	Burl W.	burl.haar@state.mn.us	Public Utilities Commission	Electronic Service	No
Kotch	Stacy	Stacy.Kotch@state.mn.us	MINNESOTA DEPARTMENT OF TRANSPORTATION	Electronic Service	No
Lindell	John	agorud.ecf@ag.state.mn.us	Office of the Attorney General-RUD	Electronic Service	No
Schmidt	Carole	cschmidt@grenergy.com	Great River Energy	Electronic Service	No
Schrenzel	Jamie	jamie.schrenzel@state.mn.us	Minnesota Department of Natural Resources	Electronic Service	No
Thompson	SaGonna	Regulatory.Records@xcelenergy.com	Xcel Energy	Electronic Service	No

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Last Name	First Name	Company Name	Address	Delivery Method	View Trade Secret
Tauber	Sage	Xcel Energy	414 Nicollet Mall, MP-8, Minneapolis, MN-55401	Paper Service	No

Print Close