

**Minnesota to Iowa 345 kV Transmission Line
Advisory Task Force
Third Meeting – July 23, 2013**

Draft Meeting Notes

Welcome and Agenda Review

The facilitator for the third meeting of the task force, Kris Van Amber, State of Minnesota, Management Analysis & Development, welcomed task force members and all present. Task force members were asked to introduce themselves and indicate who they represent (e.g., township, city, county).

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

Mr. Terry Savidge, a task force member, asked about the permitting process and relative ability of the task force and citizens to influence the route permitted by the Commission. He also asked about notice to landowners along new route alternatives. Mr. Roxane Wedel, a task force member noted that the end of the scoping comment period comes up fast for citizens; there is a lot to learn and respond to. Ray Kirsch, Minnesota Department of Commerce, reviewed the permitting process for the task force and noted that the Department notifies all landowners and local governmental units who may be impacted by new route alternatives identified during the scoping process, such that they can participate in the permitting process.

Review and Approval of Meeting Notes

Task force members were asked to review the draft meeting notes from the second meeting and respond with any questions, edits, changes, etc. Mr. Terry Savidge suggested adding "damage to drain tile" as another reason that the utility may need to enter an easement after construction of the project (page 2, *Review and Prioritization of Impacts and Issues*). With this amendment, the task force approved the meeting notes.

Review of Routes and Route Segments

Task force members were provided with maps of the alternative routes and route segments generated by the task force at its second meeting. Maps identifying these routes are attached. The members reviewed the applicant's proposed routes and the task force's route alternative and identified pros and cons for each.

Applicant Proposed Route A

Pros:

- Maximizes use of existing right-of-way
- Replaces H-frame poles with single poles
- Upgrades existing lines that will eventually need to be upgraded
- Appears to be shorter
- Least cost option
- Most direct
- Does not cross natural resources

Cons:

- Deviations from existing line are a problem (e.g., Fox Lake, Lake Charlotte)
- Deviation at 196th Ave. in Rutland Township
 - Affects more residences
 - Set back will possibly be in the right-of-way
- Airstrips
 - Lake Charlotte (section 18) in Rutland township
 - Fox lake (section 23) eliminates usability
- Deviation goes through farm fields
- New right away cannot overlap with MnDOT's right-away (along I-90)
- Crosses over I-90 three times – need to keep away from people to ensure safety

Applicant Proposed Route B

Pros:

- Does not impact airstrips
- Goes around Fox lake
- Doesn't cross I-90 until Iowa

Cons:

- Establishes all new right-of-way
- Will affect less residences in some areas, but will affect more as a whole
- Intercepts wildlife management areas on northwest side of Fox lake
- Goes through farm fields
- Doesn't address future upgrades
- Adds another line in the area

ATF Route Option 1

Assumption: The line is placed on the south side of 140th St. (County Hwy. 40)

Pros:

- Will be on the existing right-away
- On land that is not being farmed (old railroad right-of-way)

- Uses the existing line

Cons:

- Intercepts two wildlife management areas (WMAs)
 - Goes directly through Four Corners WMA
 - Flight pattern of geese
- Near two houses on 140th St.

After discussing Route Option 1, task force members suggested amending Option 1 to proceed along 140th St. as far as the existing 161 kV line and then turning north and following the existing 161 kV line. The task force identified this route as Route Option 1A.

ATF Route Option 1A

Pros:

- Saves money
- Solves Hilgendorf airstrip problem (section 23)

Cons:

- Intercepts wildlife management areas

ATF Route Alternative 2

Pros:

- Utilizes existing route
- Avoids airstrip (section 23)
- Avoids Assembly of God church (Sherburn)
- Avoids using new farmland right-of-way

Cons:

- Department of Natural Resources (DNR) position – apparently unwilling to allow an additional transmission line circuit across Fox Lake.

ATF Route Alternative 3

Pros:

- Maximizes use of existing right-of-way
- Eliminates two I-90 crossings
- Eliminates Assembly of God church issue
- Eliminates possible impacts to geese flyway

Cons:

- Airstrip problem (section 23)
- Fields in sections 35, 26, 23, half of 14, and part of 2 (west side of Fox Lake)

After discussing Route Alternative 3, task force members suggested amending Alternative 3 to continue eastward along I-90. Mr. Terry Savidge noted that there is an existing 69 kV line along the highway and that following this line is an alternative that should be looked at. Task force members discussed potential difficulties navigating the I-90 corridor near Fairmont. The task force ultimately identified Route Alternative 3A as proceeding along the I-90 corridor to Fairmont, and requested that the Department of Commerce research route options to go north from Fairmont and reconnect with the existing 161 kV line or continue eastward to a new Huntley substation site along I-90.

ATF Route Alternative 3A

Pros:

- Follows existing 69 kV line on the north side of I-90
- Less poles
- Eliminates airstrip problems
- Doesn't cross any new fields, or crosses minimally

Cons:

- Residences could be impacted
- Goes through one wildlife management area (Krahmer WMA)
- New right away cannot overlap with MnDOT's right-away along I-90

While discussing Route Alternatives 3 and 3A, the task force considered whether it would be prudent to consider a route alternative that went south of the city of Sherburn and then returned to I-90. The task force decided that this routing idea did not merit further investigation.

ATF Route Alternative 4

Pros:

- Avoids homes
 - Ten homes in close proximity to applicant's proposed route A
- Less miles of new line
- Uses existing right-of-way

Cons:

- Residences
 - There are two homes fairly near the existing 161 kV line.
- Crosses Lake Charlotte and the DNR is apparently unwilling to allow an additional transmission line circuit across Lake Charlotte
- Still impacts airstrip (section 18)

During discussion of Route Alternative 4, Ms. Roxane Wedel suggested an extension ("bump out") of the route width northward at each end of Alternative 4 to help with routing near residences at these locations. The task force was agreeable to these route width extensions.

ATF Route Alternative 5

Pros:

- Utilizes existing 69 kV line
- Avoids Lake Charlotte

Cons:

- Doesn't solve airstrip problem
- Still has impacts to residences along 196th Ave.

ATF Route Alternative 5A

Pros:

- Avoids Hwy. 15
- Utilizes existing 69 kV line

Cons:

- 210th Ave. is full on both sides with transmission lines due to Rutland substation; thus, very little room for new lines

After discussion, the task force removed this alternative from consideration.

ATF Route Alternative 6

Task force members discussed Alternative 6. Mr. Terry Savidge noted that the alternative was apparently not effective in eliminating potential impacts to the airstrip in section 18. Thus, the task force removed this alternative from consideration.

The task force then proceeded to develop a new route alternative – Route Alternative 5B – which would build on Route Alternative 5, avoid the airstrip, and avoid Hwy.15 and associated residences. Route Alternative 5B would proceed southward from the existing 161 kV line along the section 13 border, then eastward to meet up with Route Alternative 5. It would then continue to the southwest corner of section 16, where it would turn northward along field lines to join the existing 161 kV line. It would also include the route width extensions of Alternative 4 on the east side of Lake Charlotte.

ATF Route Alternative 5B

Pros:

- Avoids Hwy. 15
- Avoids building sites and residences close to road west of Lake Charlotte
- Avoids airstrip

Cons:

(None)

Mr. Phil Schafer noted that it may be easier to move an airstrip, particularly an airstrip with minimal infrastructure, than to route a transmission line around an airstrip. Task force members discussed this idea and the possibility that some airstrip owners may be willing to relocate their facilities if compensated for doing so.

The task force noted that all ATF routes alternative identified above – and not removed from consideration by the task force (alternatives 5A and 6) – should be carried forward.

Report Process

Kris will draft a report based on the three meetings of the task force, outlining the process and the actions of the task force. The report will be e-mailed to task force members for review and comment. Comments will be incorporated into the report. 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 meeting #3 will be sent to task force members for review and comment prior to development of the final report.

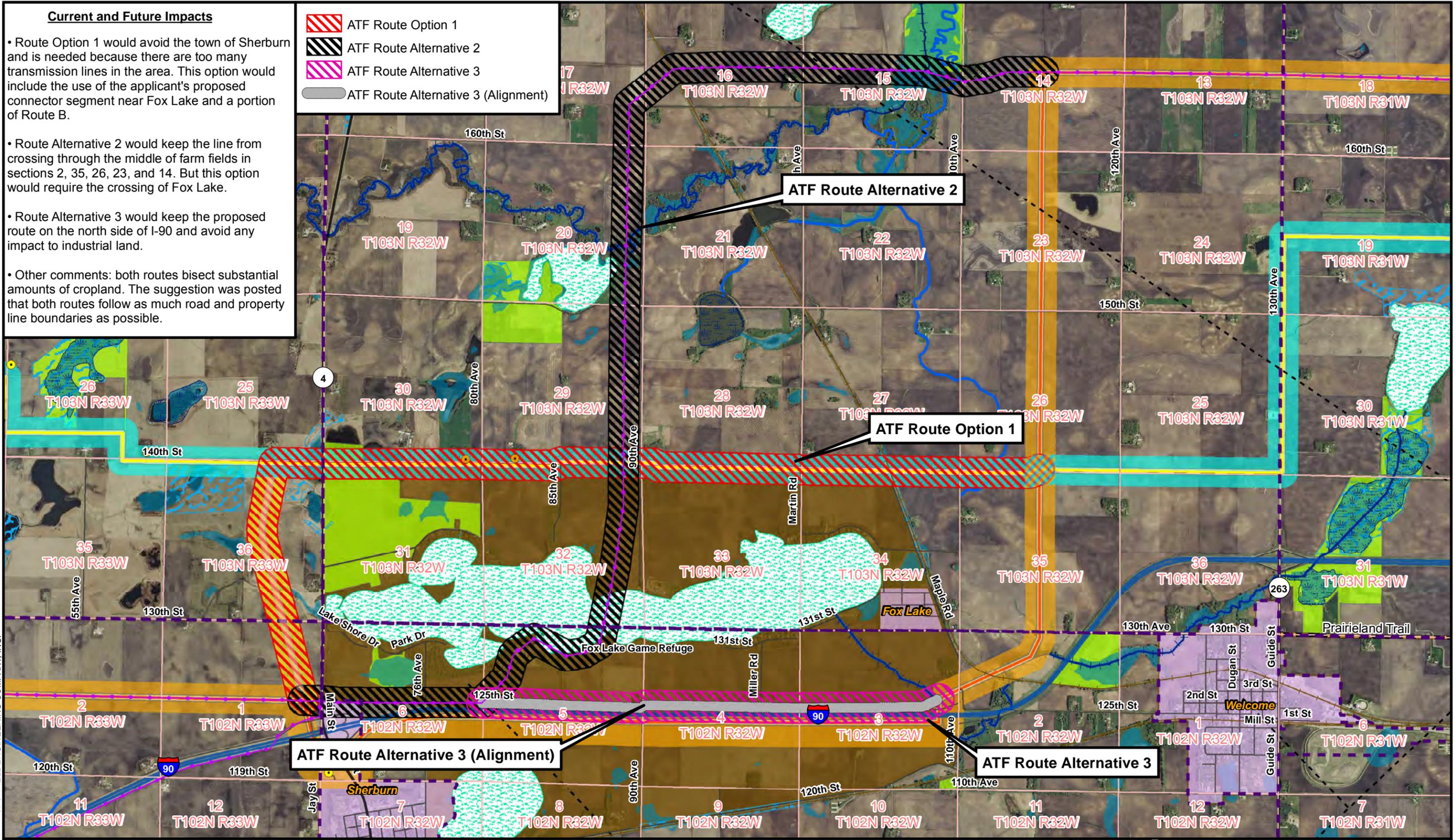
The task force was thanked for its good work, understanding that this was a difficult charge to undertake.

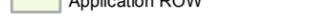
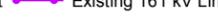
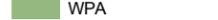
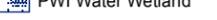
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Current and Future Impacts

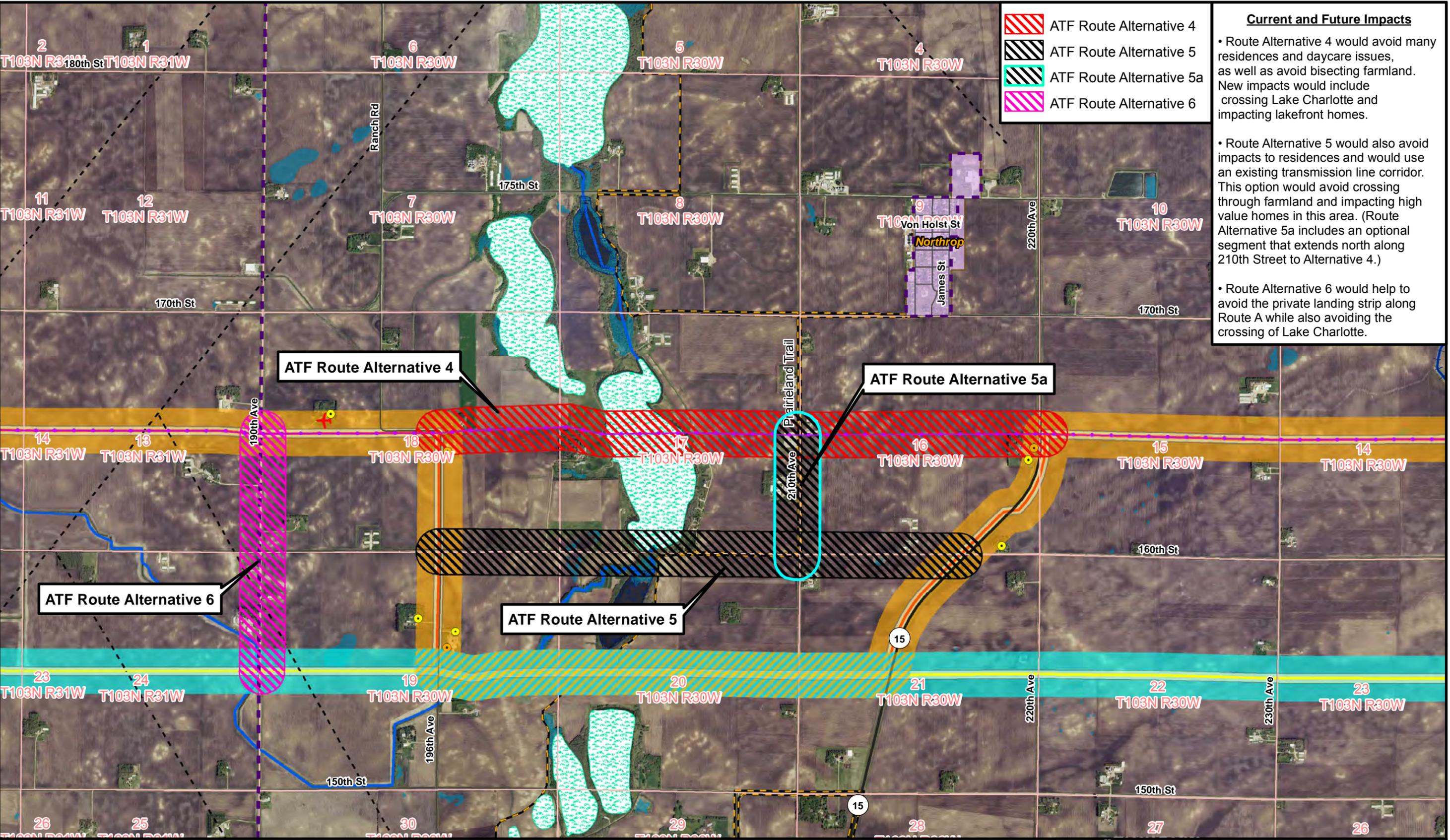
- Route Option 1 would avoid the town of Sherburn and is needed because there are too many transmission lines in the area. This option would include the use of the applicant's proposed connector segment near Fox Lake and a portion of Route B.
- Route Alternative 2 would keep the line from crossing through the middle of farm fields in sections 2, 35, 26, 23, and 14. But this option would require the crossing of Fox Lake.
- Route Alternative 3 would keep the proposed route on the north side of I-90 and avoid any impact to industrial land.
- Other comments: both routes bisect substantial amounts of cropland. The suggestion was posted that both routes follow as much road and property line boundaries as possible.

 ATF Route Option 1
 ATF Route Alternative 2
 ATF Route Alternative 3
 ATF Route Alternative 3 (Alignment)



 Scale in Feet 3,000 1,500 0 3,000	 Route A - Application Alignment  Route B - Application Alignment  Application ROW  Route A  Route B	 Connector Segment  Connector Segment - ROW  Route A and B Combined Segment  City  Civil Township	 Township Sections  Existing 69 kV Lines  Existing 161 kV Lines  Existing 345 kV Lines  Railroad	MCBS Sites  Below  Moderate  High  Outstanding	 State Park or WMA  WPA  WRP  PWI Stream  Impaired Stream	 State Game Refuge  PWI Water Basin  PWI Water Wetland  Existing Pipeline	 Home 0-75ft  Home 75-150ft  Home 150-300ft  Home 300-500ft		<p>ITC Midwest Minnesota to Iowa 345 kV Transmission Line Project</p> <p>Proposed Route Adjustments Advisory Task Force Meetings Fox Lake</p>
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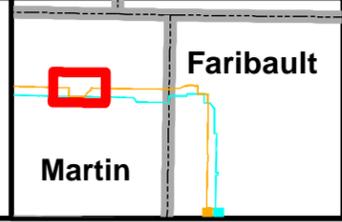
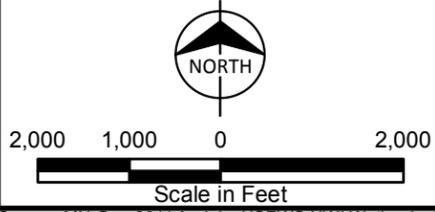


	ATF Route Alternative 4
	ATF Route Alternative 5
	ATF Route Alternative 5a
	ATF Route Alternative 6

Current and Future Impacts

- Route Alternative 4 would avoid many residences and daycare issues, as well as avoid bisecting farmland. New impacts would include crossing Lake Charlotte and impacting lakefront homes.
- Route Alternative 5 would also avoid impacts to residences and would use an existing transmission line corridor. This option would avoid crossing through farmland and impacting high value homes in this area. (Route Alternative 5a includes an optional segment that extends north along 210th Street to Alternative 4.)
- Route Alternative 6 would help to avoid the private landing strip along Route A while also avoiding the crossing of Lake Charlotte.

	Route A - Application Alignment		Connector Segment - ROW		Civil Township		PWI Stream		Home 0-75ft
	Route B - Application Alignment		Route A and B Combined Segment		Township Sections		PWI Water Basin		Home 75-150ft
	Application ROW		Existing 69 kV Lines		State Park or WMA		PWI Water Wetland		Home 150-300ft
	Route A		Existing 161 kV Lines		State Game Refuge		Impaired Stream		Home 300-500ft
	Route B		Existing 345 kV Lines		WPA		Existing Pipeline		Outstanding
	Connector Segment		City		WRP		Railroad		



ITC Midwest
 Minnesota to Iowa
 345 kV Transmission Line Project

Proposed Route Adjustments
 Advisory Task Force Meetings
 Lake Charlotte