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PUBLIC INFORMATION AND SCOPING MEETING  
FAIRMONT - 1:00 P.M. - JULY 16, 2013

FOR THE MINNESOTA PUBLIC UTILITIES COMMISSION  
OF THE STATE OF MINNESOTA

In the Matter of the Applications of ITC Midwest, LLC for  
a Certificate of Need and a Route Permit for the  
Minnesota-Iowa 345 kV Transmission Line Project in  
Jackson, Martin, and Faribault Counties, Minnesota

PUC DOCKET NOs. ET-6675/CN-12-1053  
ET-6675/TL-12-1337

Knights of Columbus Hall  
920 East 10th Street  
Fairmont, Minnesota

Met, pursuant to Notice, at 1:00 in the  
afternoon on July 16, 2013.

COURT REPORTER: Janet Shaddix Elling, RPR

1                   We are going to go by a show of hands,  
2                   but we did have a signup sheet outside and we have  
3                   some people who signed up who knew they wanted to  
4                   make a comment so we'll start with them first.

5                   Mr. Richard Zehms. Is he here?

6                   MR. RICHARD ZEHMS: Could you put up  
7                   the --

8                   MR. RAY KIRSCH: Could you come up here  
9                   and state your name and spell it and then we'll get  
10                  to that.

11                  MR. RICHARD ZEHMS: Richard Zehms,  
12                  R-I-C-H-A-R-D, Z-E-H-M-S.

13                  Can you put up the map, this map, please?

14                  I had kind of an unusual situation that  
15                  happened to me quite a few years ago when Xcel  
16                  proposed Fox Lake to Lakefield. There was a mistake  
17                  made by a neighbor that he owned the land that I  
18                  own. And Xcel, or the law firm that was handling  
19                  it, wouldn't recognize the mistake, so a pole got  
20                  put within 100 feet of my home. Since then the rule  
21                  has been changed that it can be within 100 feet. It  
22                  used to be 200 feet or the heighth of the pole.  
23                  When they did this they took out a wildlife habitat,  
24                  state trees, a red tail hawk nest, and absolutely  
25                  nothing. The state had to take it for eminent

1 domain because of the mistake. The neighbors  
2 wouldn't come forward and said a mistake was made.

3 All we request now, if the routes are  
4 proposed, is that pole, that line, not be made into  
5 a 345. Because we were promised by the PUC when we  
6 went up to the state that it would not be a 345.  
7 Okay? The pole is still within 100 feet of the  
8 home. If we get an ice storm and it falls on the  
9 house it will be awful. My grandsons and my son  
10 lives there now.

11 The law firm, I don't know, is the same  
12 law firm handling this that --

13 MR. RAY KIRSCH: I don't know.

14 MR. RICHARD ZEHMS: Okay. Well, Judge  
15 Klein was the judge.

16 Okay. All I can say is read your stuff  
17 very thoroughly. I was never notified the line was  
18 going to go over my property because I didn't own  
19 the property, it was stated by a neighbor that he  
20 owned the property. So be very careful and read  
21 over the stuff because a 345 is pretty important.

22 That's all I want to say. Thank you.

23 MR. RAY KIRSCH: Thank you.

24 The next person who signed up is Ross  
25 Hilgendorf. If you could come up and state your

1 name and spell it, please.

2 MR. ROSS HILGENDORF: My name is Ross  
3 Hilgendorf, R-0-S-S, H-I-L-G-E-N-D-0-R-F.

4 Looking at your proposed Route A, we have  
5 a small grass runway on the farm, it's been there  
6 for about 35 years, and it puts your route right  
7 across the end of our runway. And I'd like you to  
8 take a look at that and see what else you can do,  
9 please.

10 MR. RAY KIRSCH: Can you explain where it  
11 is exactly?

12 MR. ROSS HILGENDORF: We're at Section  
13 23, Fox Lake Township. Thank you.

14 MR. RAY KIRSCH: Thank you.

15 Boy, Maynard Jagodzinske. Is that close?  
16 I'm sorry, sir.

17 MR. MAYNARD JAGODZINSKE: That's really  
18 close. My compliments to you.

19 MR. RAY KIRSCH: Please, state and spell  
20 your name.

21 MR. MAYNARD JAGODZINSKE: Do you want me  
22 facing this way?

23 MR. RAY KIRSCH: Either way.

24 MR. MAYNARD JAGODZINSKE: Okay. Yeah.  
25 Thanks for the opportunity to speak and thanks for

1           being here.

2                       Tracy, are there Public Utilities  
3 Commission people here?

4                       MS. TRACY SMETANA: I'm the only staff  
5 person from the Commission today.

6                       MR. MAYNARD JAGODZINSKE: Okay. Well,  
7 Ray, thank you for being here.

8                       MR. RAY KIRSCH: First, could I get you  
9 to state and spell your name?

10                      MR. MAYNARD JAGODZINSKE: Sure. Maynard,  
11 M-A-Y-N-A-R-D, Jagodzinske, J-A-G-O-D-Z-I-N-S-K-E.  
12 And I'm over in Fox Lake Township, Section 26-23.

13                      First of all, I'd like to ask Dick for a  
14 clarification. In the communication that we've  
15 received from you, and also maybe a notice, you  
16 would call it, you intend to hook up with a 161  
17 north in probably section -- probably section  
18 twenty -- well, whatever, it runs a mile and a half  
19 north of us. Anyways, I guess the implication that  
20 we received by doing that is that you're going to  
21 merge the lines that all hang on one pole, is that  
22 correct?

23                      MR. DICK COEUR: Yeah, let me --

24                      MR. MAYNARD JAGODZINSKE: Can I back up a  
25 little bit more? We just have family and friends

1 that are involved as master electricians, work for  
2 REUs and the electric companies and they say it's  
3 not possible to hang that much voltage on one point.  
4 Is that correct or not?

5 MR. DICK COEUR: Well, yes, our plan  
6 is -- and I can't picture exactly in my mind where  
7 you're at, but if we -- if we use the existing  
8 161 kV line route, we will put the 345 on one side,  
9 the 161 on the other side, and you can do that.

10 MR. MAYNARD JAGODZINSKE: On one pole?

11 MR. DICK COEUR: Yeah, on one pole. And  
12 our goal, the line that runs east-west is currently  
13 a two pole, what we call an H structure. We would  
14 remove that and we would use a single pole in place  
15 of two poles.

16 MR. MAYNARD JAGODZINSKE: Okay. I just  
17 needed clarification on that.

18 MR. DICK COEUR: Yes, that's fine.

19 MR. MAYNARD JAGODZINSKE: Okay. When you  
20 get a notice in the mail, or whatever, at this  
21 meeting that they had last October -- or August,  
22 excuse me, it definitely is alarming, Tracy. Okay?  
23 I think it really involves and impacts health and  
24 stewardship, land stewardship, economics,  
25 environmental, and some other things.

1           As far as health is concerned, I'm not --  
2           I don't want to back up, but I want to talk about  
3           stewardship. I would say the majority of the people  
4           here are very, very interested in stewardship.  
5           Putting an obstruction in the field, when we plant,  
6           when we spray, when we combine, especially when  
7           we're applying our herbicides and our pesticides,  
8           you're dealing in ounces per acre. And to work  
9           around an obstruction, you're slowing down, you're  
10          moving around, there's no way you can fly through.  
11          Aerial applications, really a hazardous situation,  
12          okay, for safety impact. That's environmental.

13           Okay. Installation. You come in with  
14          CATs, cranes, cement trucks, heavy equipment. The  
15          compaction factor is just awesome. What happens  
16          with your compaction, water runoff, sediment  
17          erosion, that type of a thing.

18           I speak and a number of us can speak from  
19          experience approximately back in the early '80s, a  
20          42-inch pipeline came across, and the compaction,  
21          the yield impact, economic situation, depending on  
22          the conditions, was from six to ten years. And that  
23          was just huge for us, okay. I think we have to look  
24          at also the economic that's going to be involved  
25          with the people who are farmers.

1           And also I'd like us to be a little bit  
2           visionary, too. If I look at, or I'm sure you have  
3           read projections of the world population in '20 and  
4           '30 and '40 and 2050, we need this land to supply  
5           food to the other people. So what are we going to  
6           do about this? You know, the line that's proposed  
7           to me, either A or B, is zigzagging across and  
8           impacting a lot of people, okay.

9           From Sherburne going towards Worthington  
10          there are high voltage electric lines all the way  
11          down the interstate. Why are we not going down the  
12          interstate here? And to take that a step farther,  
13          why are we looking at Huntley? If you're going to  
14          go into Iowa and you're going to build a substation,  
15          why not put it at a junction along Interstate 90 and  
16          head south? That's my comments.

17          But to me, to go across and to zig across  
18          it affects so many people here. That's a terrible  
19          legacy that we leave for our children and our  
20          grandchildren and future generations.

21                 Thank you.

22                 MR. RAY KIRSCH: Thank you.

23                 And Sarah Jagodzinske-Rohman.

24                 MS. SARAH JAGODZINSKE-ROHMAN: Sarah,  
25                 S-A-R-A-H, Jagodzinske, J-A-G-O-D-Z-I-N-S-K-E, and

1 Rohman, R-O-H-M-A-N.

2 Piggybacking on what my father just said,  
3 I am that next generation, like I say, that he is  
4 leaving, I'm the fifth generation coming back to our  
5 farm. And so as you look at that and you look at  
6 the proposed routes and zigzagging through fields,  
7 and you're saying, you know, look at the future, I  
8 would like to leave that legacy for my children.  
9 And putting these poles in the middle of fields,  
10 like my father said, just the compaction issues,  
11 safety issues, but my main concern and what I'd like  
12 you to look at is health concerns.

13 My husband is a chiropractor, he works at  
14 a medical facility. We have spoke to several of the  
15 doctors there, there's several research articles  
16 that show that such a high voltage obviously gives  
17 off electromagnetic radiation and that concerns me.

18 My degree is in physics so I understand,  
19 obviously, the bigger that your voltage gets, the  
20 bigger your magnetic field, and the bigger radiation  
21 that's going to be emitted.

22 I don't have a map with me so I can't  
23 tell you specifically where I'm located, but where I  
24 live with my three young children, four and a half  
25 and younger, is very close to where Route A is going

1 to go past. And my concern, then, is the health  
2 concern. Because obviously young children have  
3 rapidly growing cells, and since this research that  
4 I've spoke about shows that there's problems with  
5 that, that it can cause cell deformation and  
6 problems like that, I just want to protect my kids.  
7 And so I don't want these fields coming close to my  
8 home.

9 And not only that, they also can affect  
10 unborn children. I hope to have another child at  
11 some point. And I am the farmer, so I will be  
12 driving underneath these poles all the time and I  
13 don't want to put my baby at risk to have this  
14 radiation.

15 So I'd just like to have you check out  
16 the health risk as well as all the other things my  
17 father already said.

18 MR. RAY KIRSCH: Can you tell us where  
19 you live?

20 MS. SARAH JAGODZINSKE-ROHMAN: Yes. I  
21 live at 1126 150th Street in Welcome, it's Fox Lake  
22 Township. I don't know what section.

23 MR. MAYNARD JAGODZINSKE: Section 23.

24 MS. SARAH JAGODZINSKE-ROHMAN: Section  
25 23. Thanks.

1 MR. RAY KIRSCH: Thank you. And it's  
2 very helpful to have the information about where you  
3 are so we can look specifically there.

4 Any other comments or questions that  
5 people want to make? Please, come on up. Give me a  
6 show of hands. And let me tell you that you may  
7 need to ask a question, as someone asked of Dick  
8 here, you may need to ask a question before you can  
9 even formulate the comments, so feel free to ask a  
10 question if you need to.

11 MS. KRISTA THOMPSON: My name is Krista  
12 Thompson, T-H-O-M-P-S-O-N, K-R-I-S-T-A. I live on  
13 196th Avenue.

14 The existing 161 kilovolt goes right  
15 through my driveway, through my yard, my garden is  
16 directly underneath it. I agree with these guys 100  
17 percent. I did write a letter talking about the  
18 EMFs the power lines can emit and they do interfere  
19 with cell functioning. They break DNA strands,  
20 erode the immune system. Initial symptoms include  
21 dizziness, fatigue, headaches, nausea, digestive  
22 disorders. They can cause childhood leukemia,  
23 cancer, depression, anxiety, sleep disorders,  
24 Alzheimer's, breast cancer, brain cancer, heart  
25 disease. Whether this information is proved or

1 argued, I would rather not have my family exposed to  
2 it any more than they already are.

3 And I think that's it.

4 MR. RAY KIRSCH: Thank you. Thank you  
5 for your comment. We will look at that.

6 Any other things you'd like us to examine  
7 in the EIS, or route alternatives, or alternatives  
8 to the project?

9 Sir, please come on up, if you would. If  
10 you could state your name and spell it, please.

11 MR. EUGENE LEHMAN: Eugene Lehman,  
12 E-U-G-E-N-E, L-E-H-M-A-N. I live in the township,  
13 Section 18. Our road is 196th Avenue. They propose  
14 going from the corner by our place south one mile to  
15 make this jog around the lake. And you're going to  
16 go a mile with four farm places on it. Our house is  
17 100 feet from the road. Down the road is another  
18 lady that's 100 feet from the road. And I'm  
19 wondering why you want to go so close to farm  
20 places.

21 And there's two other places that are off  
22 a little bit on that same road. The guy that just  
23 talked is right off the corner from that road. And  
24 also there's an easement for a living snow fence  
25 right next to the road where your power line would

1 overlap the right-of-way. So if you want to have  
2 information on that, I'll give it to you.

3 Thank you.

4 MR. RAY KIRSCH: Can I ask one question?  
5 Is there -- you don't have to answer now. If  
6 there's a route alternative, you may say, well,  
7 don't take Route A, take Route B, but if there is a  
8 way to make Route A better, if you have a suggestion  
9 for that, that would be great.

10 MR. EUGENE LEHMAN: Well, my suggestion  
11 would be somewhat like Jagodzinske's, go down along  
12 I-90 where the power company has access to the poles  
13 365 days a year, instead of running across country  
14 to try to plow snow and mud to fix stuff.

15 MR. RAY KIRSCH: Great. Thank you.  
16 Thank you very much.

17 Anybody else have a comment or a  
18 question? Something that we should study in the EIS  
19 or a mitigation strategy or a question that you  
20 would like to get answered? We're here today and  
21 we'll be here tonight, too. Anybody else?

22 All right. Well, then, we'll close the  
23 meeting here. I want to remind you that there are  
24 comment sheets on the back table. Comments are due  
25 to me by August 2nd. All right? If you think of

1 something while you're driving out of here or if you  
2 think of something between now and August 2nd,  
3 please send it to me. And you can get maps printed  
4 in the back if that helps you do your comment.

5 Thank you very much for coming today.  
6 We're adjourned.

7 (Meeting concluded at 2:03 p.m.)  
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PUBLIC INFORMATION AND SCOPING MEETING  
FAIRMONT - 6:00 P.M. - JULY 16, 2013

FOR THE MINNESOTA PUBLIC UTILITIES COMMISSION  
OF THE STATE OF MINNESOTA

In the Matter of the Applications of ITC Midwest, LLC for  
a Certificate of Need and a Route Permit for the  
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Jackson, Martin, and Faribault Counties, Minnesota

PUC DOCKET NOs. ET-6675/CN-12-1053  
ET-6675/TL-12-1337

Knights of Columbus Hall  
920 East 10th Street  
Fairmont, Minnesota

Met, pursuant to Notice, at 6:00 in the  
evening on July 16, 2013.

COURT REPORTER: Janet Shaddix Elling, RPR

1           may feel differently about a route or an impact.  
2           And if you can direct your comments or questions to  
3           the scope of the EIS. And certainly you can ask a  
4           question, because you may need to know more about  
5           the project or a certain aspect of the project in  
6           order to formulate your comment.

7                        So I will leave this slide up there.  
8           These are the things I'd like you to focus on, if  
9           you can. The issues that we need to examine. The  
10          mitigation strategies to analyze, including route  
11          alternatives and alternatives to the project.

12                       We did have some people who signed up to  
13          speak, I'll work through those first, and then we'll  
14          do a show of hands so you'll have the chance to make  
15          a comment.

16                       Jon Schafer is the first one on our list.  
17          Jon, are you here? If you could please state and  
18          spell your name for the court reporter, please?

19                       MR. JON SCHAFER: I suppose I better  
20          spell my name right, correctly. I'm Jonathan  
21          Schafer, J-0-N-A-T-H-A-N, S-C-H-A-F-E-R.

22                       I want to make two separate comments  
23          here. I will read what I have written. I may add  
24          to it, but I will read this and leave it for you.

25                       I'm a long-time member of Sherburne

1 Assembly of God Regional Worship Center. I'm  
2 currently a member of the church board. I am the  
3 church treasurer. I was very involved in the  
4 planning and the building of our church building.

5 I'm in a position to know many of the  
6 dreams and plans for our future ministry, which have  
7 been discussed among the church leaders and the  
8 congregation. One of those dreams is the building  
9 of an addition, which would extend to the north 100  
10 to 150 feet for a combination gymnasium/youth  
11 ministry center. The current building, our current  
12 building is slightly more than 200 feet from the  
13 Interstate 90 ramp fence. And I will insert here  
14 that I have -- we had the gentleman back there print  
15 out a map, and the right-of-way that you are asking  
16 for takes everything from when you step out of the  
17 back door of the church to the right-of-way at the  
18 interstate. There's nothing left back there.

19 Okay. Back to what I wrote -- write. I  
20 haven't heard a whole lot yet.

21 The first informational mailings we  
22 received were difficult to decipher, but the maps  
23 seemed clearly to place all of the proposed new  
24 construction north of I-90 and the expressed need  
25 for upgraded, upsized transmission line made sense.

1 But now we have seen the new detailed route proposal  
2 which puts the new line south of Interstate 90 in  
3 our area. It would pass through our church property  
4 within 100 feet, plus or minus, of our building.  
5 This route would likely render our PA system  
6 virtually useless at times. It would also rob us of  
7 the use of about one-third of our property and it  
8 would devalue our remaining property by our estimate  
9 of several hundred thousand dollars. We have a  
10 property that's probably worth between a million and  
11 a half and two million dollars and nobody would  
12 want -- would pay a decent price for that property.

13 Since the line will jog north either way,  
14 please go north from Sherburne on the old railroad  
15 right-of-way, avoiding the congestion of the  
16 Sherburne/Fox Lake/Temperance Lake/I-90 area.

17 And that's signed by Jon Schafer,  
18 Sherburne Assembly of God Regional Worship Center  
19 member and officer.

20 I also wear this hat. My name is  
21 Jonathan Schafer, I am an owner and the contact  
22 person for Schafer Shores, LLC. My family and I  
23 created this rural residential development known as  
24 Schafer Shores. We are located on the southeast  
25 shore of Temperance Lake. One of the most

1           delightful amenities of our development has been the  
2           everyday presence of a nesting pair of bald eagles  
3           on the north shore of Temperance Lake. This nest is  
4           located about one-eighth of a mile south of  
5           Interstate 90 right-of-way. These eagles soar over  
6           us providing us with inspiration and an uplift  
7           nearly every day.

8                         The first informational mailings we  
9           received were difficult to decipher. The maps  
10          seemed to clearly indicate the placement of all new  
11          construction north of I-90. Well, any power line  
12          construction in the area of the eagles would be a  
13          concern to us. The expressed need for upgraded and  
14          upsized transmission line made us unwilling to  
15          comment or object at that time. Now we have seen  
16          the new detailed route proposal which puts the new  
17          line south of Interstate 90 in our area. This is a  
18          clear threat to the viability of this eagle nest and  
19          the new placement seems arbitrary and even bizarre.  
20          And I'm sorry, but it just seems like, when you're  
21          coming along with a line and you jog it south into  
22          the town for a transmission line, that just seems  
23          bizarre. Sorry, I wasn't drawing the route and I  
24          don't know anything about drawing routes, but it  
25          seems that way. And again, since the line will jog

1 north either way, please go north on Sherburne on  
2 the old railroad right-of-way avoiding the  
3 congestion of the Fox Lake/Temperance Lake/I-90  
4 area.

5 Jon Schafer for Schafer Shores, LLC.

6 And the associated map, I have the eagle  
7 nest pointed out on there if you'd notice that.

8 MR. RAY KIRSCH: Great. Thank you,  
9 Mr. Schafer. All good comments. All good comments.  
10 Wedel, one of them is Dan. Who signed up  
11 before Dan?

12 MR. DALE WEDEL: I did.

13 MR. RAY KIRSCH: Okay. Please state your  
14 name and spell it.

15 MR. DALE WEDEL: My name is Dale Wedel,  
16 D-A-L-E, W E D E L.

17 I live in section 29 of Rutland, which is  
18 south of kind of the common area between Route A and  
19 B. We're kind of --

20 Personally I'm affected by two farms that  
21 will have this line going on the north side. My  
22 concerns are just simply the agricultural, the tile,  
23 if anything is disrupted, future construction of  
24 that kind of thing. Aerial spraying. It seems real  
25 curious to me that we'll have three transmission

1 lines running parallel to each other about a half,  
2 three-quarters of a mile apart of each one. It's  
3 going to make modern agriculture a lot tougher.

4 The other concern I have is my  
5 neighborhood. This common route of A and B comes  
6 real close to a lot of the houses. And this is the  
7 same as Mr. Schafer, I'm not an engineer or an  
8 expert, but it certainly looks like the wrong thing  
9 to do.

10 Land acquisition and that. I know from  
11 past experiences dealing with power lines, other  
12 things, once these things are here, they're here for  
13 a long, long time. And we need to do a lot of  
14 consideration on where they are. 'Cause we, myself,  
15 my children, my grandchildren, and maybe great  
16 grandchildren will be living with it. I think most  
17 of you in the room share the same concern.

18 Other questions I have. Once the  
19 easement is granted and that, can there be other  
20 things built on there in the future and we have no  
21 say so about it, depending on how the legalities of  
22 the easement is written and that? So I have a lot  
23 of those kind of questions and I'm sure many of you  
24 do, too.

25 It looks to me quite possibly the

1 existing route in our area makes a lot more sense.  
2 There is a couple home issues there that maybe we  
3 could come up with a logical, feasible way to jog  
4 around those folks to make it safer for them, less  
5 commotion. But I don't want to say too much here,  
6 I'm sure a lot of folks in this room have things to  
7 say that I would agree with. Health and safety  
8 concerns being number one.

9 Thank you.

10 MR. RAY KIRSCH: Thank you. I would  
11 encourage you -- you mentioned, Mr. Wedel, there  
12 might be an alternative that could work around some  
13 of this. If you think of one or if you come up with  
14 some before August, I ask you to get them to me and  
15 that would be very helpful and helpful to the State  
16 of Minnesota in making a decision about it.

17 MR. DALE WEDEL: You bet.

18 MR. RAY KIRSCH: I'm not an expert in  
19 easements, and the Commission in general does not  
20 deal with easements once it issues a permit, it  
21 deals with the permit. But I will say that to my  
22 knowledge easements are -- they used to be blanket  
23 easements in the state of Minnesota, where you had  
24 an easement and lots of things could go through. To  
25 my knowledge, if you have an easement for a specific

1 transmission line, that's the only thing that can go  
2 there. And if there's a change in the transmission  
3 line to a different voltage or something like that,  
4 I think you'd have to get a new easement because  
5 that's a change. Again, I can't give you legal  
6 advice, but I think you would do well to look into  
7 those details, but I think that's the case. The  
8 evolution has been to be more specific rather than  
9 less.

10 MR. DALE WEDEL: That's the reason I  
11 mentioned it, just simply to get the thought out  
12 there.

13 MR. RAY KIRSCH: All right.

14 MR. DALE WEDEL: There are very  
15 intelligent people here.

16 MR. RAY KIRSCH: Thank you for raising  
17 it.

18 And now Dan Wedel. Please state and  
19 spell your name.

20 MR. DAN WEDEL: Dan Wedel, D-A-N,  
21 W-E-D-E-L.

22 And I'd like to state some concerns that  
23 I have about the 345 kilovolt line. The number one  
24 being safety concerns, about the proximity of the  
25 lines near houses. And just to state that out there

1           that I believe that should be a number one concern  
2           for the Commission to look at. And I guess I live  
3           in section 19 of Rutland Township and I guess my  
4           concern would be around the Charlotte Lake area and  
5           the jog of the line going by additional houses  
6           compared to the original line. And hopefully that  
7           maybe something can be -- or that I have a couple  
8           routes that I'd like to propose and maybe there is  
9           ways that the lines can avoid more houses than even  
10          the existing route does today.

11                         And then a second concern is  
12          environmental. About the proposed routes having, in  
13          certain areas, multiple routes or multiple lines  
14          within a half to one mile distance having multiple  
15          lines cross and being I'd say a worst-case scenario  
16          than having one single line. And also the  
17          agricultural impacts that my dad also stated.

18                         And then the another thing I was thinking  
19          of was looking at when the line passes by smaller  
20          acreages, that may be limited to building expansion,  
21          whether the right-of-way would limit those smaller  
22          acreages and the smaller parcels from future  
23          building expansion.

24                         Thank you.

25                         MR. RAY KIRSCH: Thank you for your

1           comments.

2                         Is it Ed Willett? Mr. Willett? I'm  
3           trying to read it there. Or E. Willett? All right.  
4           We'll chalk that up to my mispronunciation and move  
5           on. Mr. Droegmueller, Mike Droegmueller? Here,  
6           anybody?

7                         Okay. Doug Hilgendorf. Is  
8           Mr. Hilgendorf here? Please state and spell your  
9           name, please.

10                        MR. DOUG HILGENDORF: Pardon?

11                        MR. RAY KIRSCH: Please state and spell  
12           your name.

13                        MR. DOUG HILGENDORF: Doug Hilgendorf,  
14           D-O-U-G, H-I-L-G-E-N-D-O-R-F.

15                        I guess one concern I had is I have been  
16           disappointed with ITC in that several months ago I  
17           did contact them about a runway we have on our  
18           property that's been there for 35 years. It's  
19           located in Section 23 in the township. And I was  
20           told at that time someone would contact us and I've  
21           yet to hear from anyone at ITC.

22                        The maps they sent out have been very  
23           vague as to where exactly, by the roads and stuff,  
24           where they're going to be. And it's finally become  
25           apparent here lately that it's going to come right

1 up through the sections, the middle of the sections,  
2 which puts that tower right on the end of our  
3 runway, which would make quite a hazard for us.  
4 And, like I say, it's been there for 35 years.

5 I'd like to, for one thing, I wouldn't  
6 like to have it any closer than a mile to us because  
7 with a light plane we don't have a lot of power to  
8 climb over and if you have an emergency and you have  
9 these power lines strung on top of each other, it  
10 doesn't give you many options.

11 The other thing is, for routing it, I  
12 understand like around Sherburne and stuff it's a  
13 definite problem if you follow right close to I-90,  
14 but you get out a ways and it seems to me that the  
15 I-90 corridor would be a more workable area to go  
16 because it's already -- you've got the highway  
17 already cutting through the middle of the section so  
18 that you are further away from more building sites  
19 than you are if you go out away from that. And it  
20 also seems to be a little easier to construct along  
21 a road than it would be out in the middle of a  
22 section or out in the middle of the fields. If it's  
23 dry it might work fine, but you try to haul that  
24 cement out in a wet season, it seems to me it would  
25 be a problem.

1                   The other thing, I've had experience with  
2                   that 160 kW line that now runs through our property,  
3                   and in the past we have run cattle and we've strung  
4                   electric fence along that power line. We wouldn't  
5                   have to hook up a charger, a fence charger, because  
6                   it'll knock you down without having a fence draw on  
7                   it. And right now, with the 160 kW line, the line  
8                   is right through the middle of the farm so we have  
9                   that as an end of the field, we have a field road  
10                  there where we dump the combine and stuff there in  
11                  our wagons. And you take ahold of the wagons and  
12                  you can get a tingle now, what's it going to be like  
13                  if we add another 300 and some kilowatt to that  
14                  line? Knock us down, I don't know. I'd just as  
15                  soon have it somewhere else. And like I say, you  
16                  could go along I-90 or some other corridor that  
17                  makes more sense than out through the middle of the  
18                  farms.

19                         Thank you.

20                         MR. RAY KIRSCH: Thanks for your comment.  
21                         You identified where your air strip is and I think  
22                         you said the section?

23                         MR. DOUG HILGENDORF: Section 23.

24                         MR. RAY KIRSCH: All right. If you can  
25                         print up a map and hand it to me, that's great, but

1 I think we can find it with just section 23. We'll  
2 do what we can to get that.

3 That's all the people who signed up to  
4 speak. Is there anybody else with a show of hands  
5 who would like to make a comment?

6 Sir, could you come on up?

7 MR. BRIAN COULTER: Brian Coulter,  
8 B-R-I-A-N, C-O-U-L-T-E-R, from Sherburne, Minnesota.

9 I have a question for the engineers, just  
10 for those of us doing our own risk analysis of these  
11 lines coming through. When you combine lines, the  
12 161 plus the 345, what's the effect of the EMF  
13 radiation from that electrical device? Is it an  
14 additive or is it a multiplier?

15 MR. DICK COEUR: We have some  
16 calculations in the certificate -- route permit  
17 application. It's not a multiplier, it works with  
18 the configuration of the line. Depending on how you  
19 align the phases on the 345 against the 161, it can  
20 help mitigate sometimes. Sometimes if they're lined  
21 up in a manner that will be somewhat larger, but I  
22 can think I can say safely that it's not a  
23 multiplier that we're looking at here. And we do  
24 have, like I say, some tables in the application,  
25 and I believe that's something that you folks could

1 look carefully at during the routing process so you  
2 can consider those things.

3 MR. RAY KIRSCH: I'll add, we will cover  
4 that, it's in the application, there's an initial  
5 table, but we'll look at that. One of the  
6 strategies for reducing electromagnetic fields is to  
7 actually put two lines on the same pole because the  
8 fields tend to cancel each other. So I think Dick  
9 is correct, the table shows a slight increase with  
10 both of these lines, but it's much less than if you  
11 just put a 345 because they tend to cancel each  
12 other. They're not always together on this project,  
13 sometimes the 345 is different and so the table has  
14 all the different kind of options, but that's how it  
15 works.

16 MR. BRIAN COULTER: Where is that table  
17 at?

18 MR. RAY KIRSCH: I don't know where it  
19 is, but if you go to the back table we can get  
20 somebody to -- you can do it after the meeting or  
21 you can do it right now, but we'll get you to the  
22 right place.

23 All right. Anybody else who would like  
24 to make a comment? Yes, sir, in the green shirt.  
25 Come on up.

1                   MR. EARL CORDES: My name is Earl Cordes,  
2                   C-O-R-D-E-S.

3                   I'm just speaking against Route B. I  
4                   live in Section 20 of Elm Creek Township. I'm also  
5                   a supervisor of Elm Creek Township. But we are  
6                   concerned about the division of the properties. And  
7                   we have wind farm in our township now that limits  
8                   aerial spraying. And additionally, on my property,  
9                   I have a wind farm on the north side and a  
10                  transmission line on the south side. The wind farm,  
11                  the windmills are in the center of the section, the  
12                  transmission line would be on the south side, so it  
13                  pretty much would eliminate aerial spraying. Plus,  
14                  there would be three transmission lines within about  
15                  three to four miles going south on my property.

16                  So thank you.

17                  MR. RAY KIRSCH: Thank you for your  
18                  comments. Anybody else have an issue or impact  
19                  you'd like us to look at, or a mitigation strategy  
20                  or alternative to the project that you'd like to  
21                  mention? Or a question we can try and answer so  
22                  that you can formulate a comment?

23                  Anybody else here? Okay. I'm not seeing  
24                  any hands.

25                  We will be in Jackson tomorrow, and we'll

1 be in Blue Earth on Thursday. So you're welcome to  
2 attend those meetings.

3 Before I let you go, before we adjourn, I  
4 will remind you that there are comment sheets on the  
5 back table and there are multiple ways to comment.  
6 And the important thing to remember is that comments  
7 have to be to me by August 2nd. Friday, August 2nd,  
8 of this year.

9 All right. I'll go one more time.  
10 Anybody else who has a comment or would like to ask  
11 a question?

12 I want to thank you all for coming out  
13 tonight and we are adjourned. Thank you.

14 (Meeting concluded at 7:09 p.m.)  
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PUBLIC INFORMATION AND SCOPING MEETING  
JACKSON - 1:00 P.M. - JULY 17, 2013

FOR THE MINNESOTA PUBLIC UTILITIES COMMISSION  
OF THE STATE OF MINNESOTA

In the Matter of the Applications of ITC Midwest, LLC for  
a Certificate of Need and a Route Permit for the  
Minnesota-Iowa 345 kV Transmission Line Project in  
Jackson, Martin, and Faribault Counties, Minnesota

PUC DOCKET NOs. ET-6675/CN-12-1053  
ET-6675/TL-12-1337

Minnesota West Community  
and Technical College  
401 West Street  
Jackson, Minnesota

Met, pursuant to Notice, at 1:00 in the  
afternoon on July 17, 2013.

COURT REPORTER: Janet Shaddix Elling, RPR

1 mitigation strategies we should analyze, and  
2 alternatives to the project that we should address.

3 So I'll stop there and I'm going to first  
4 work off of the list. We have three people who  
5 signed up, and then we'll do a show of hands. We  
6 have a clip-on microphone here, but what I'll  
7 probably do is hand it to you and you can hold it or  
8 you can clip it on if you'd like to and then we'll  
9 transfer it from person to person as best we can.

10 So the first person on the list is Kent  
11 Ringkob. Did I get that about right? Please come  
12 on up.

13 MR. KENT RINGKOB: Thank you for this  
14 opportunity to speak.

15 I'll preface my comments by, this was  
16 supposed to be an environmental impact, that human  
17 beings are also part of the environment. As I look  
18 at these routes I see that they go around small  
19 sloughs of small wildlife areas, but in our  
20 neighborhood Route B would go very, very close to  
21 many people's homes or almost directly over them.  
22 So I think we need to keep a balanced approach here.

23 I would be strongly in favor of Route A  
24 which would follow the old H pole route. It's a  
25 straight route. It generally does not go very close

1 to people's homes. People are used to having this  
2 power line there, whereas the other one,  
3 particularly in our neighborhood, cuts right across  
4 prime farm land. And as you know, farmland in  
5 southern Minnesota has gotten very expensive. On my  
6 farm it would cut about 900 feet north of our house  
7 right across the field. It would do so for several  
8 of my neighbors also.

9 Route A goes in a straight line, and we  
10 talk about the people's houses, it's generally  
11 Route A in the Jackson area that it does stay away  
12 from people's homes. We also have some safety  
13 concerns. On our farm we do have wind turbines and  
14 this power line comes really very, very close, in  
15 fact that's why it winds around so many different  
16 places, it's not a very straight route. But once  
17 you intertwine these transmission lines with wind  
18 farms you come up with some rather odd routes.

19 So in conclusion I want to say that we  
20 are strongly in favor of Route A. And it seems to  
21 me, I talked to some of the ITC people, and that's  
22 what they're hearing everywhere, is that there's an  
23 overwhelming support for A as opposed to Route B.

24 Thank you for this opportunity to speak.

25 MR. RAY KIRSCH: Thank you for your

1           comments.

2                           Jennifer Bromeland.   Something like that?  
3           Close?

4                           MS. JENNIFER BROMELAND:   Thank you.   My  
5           name is Jennifer Bromeland, B-R-O-M-E-L-A-N-D.   And  
6           I'm the city administrator here in Jackson.   I just  
7           wanted to state on the record a concern about a  
8           possible impact to examine.

9                           The City of Jackson owns and operates a  
10          municipal airport that's just two miles north of the  
11          city of Jackson.   Both of the proposed A and B  
12          routes for the transmission line are located north  
13          of the city's airport.   The city is okay with either  
14          of the proposed routes so long as the Federal  
15          Aviation Administration determines that the selected  
16          route is not a hazard to aviation, specifically to  
17          our current operations, as well as proposed  
18          operations.   The city is currently researching a  
19          proposed runway and we just want to make sure that  
20          there would be no negative impact associated with  
21          this proposed transmission line on the airport.

22                           And that's all I have.   Thank you for  
23          your time.

24                           MR. RAY KIRSCH:   Thank you for your  
25          comment.

1 Phil Schafer. State and spell your name.

2 MR. PHIL SCHAFER: My name is Phil,  
3 P-H-I-L, Schafer, S-C-H-A-F-E-R.

4 I'm in favor of the Route A until it gets  
5 over to the -- right to the city of Sherburne. You  
6 have to look at the real detailed map. You see,  
7 instead of going and keeping north of Interstate 90  
8 they dive across Interstate 90 right beside Kum &  
9 Go. The proposed A cuts across a commercial lot  
10 right in between Kum & Go and Interstate 90 and goes  
11 right across the Regional Worship Center church lot,  
12 and then right across the old campgrounds, and stays  
13 on the south side of the interstate down to Fox Lake  
14 and goes over.

15 And I would highly recommend that,  
16 instead of that, staying on the north side,  
17 following that, I think it's a 69 kilovolt line that  
18 follows the old railroad tracks north of Sherburne  
19 two miles, and then they can hit the blue, the B, go  
20 across, it would be two miles, and then they could  
21 hit the old, go right where the old poles were again  
22 north and clear across. It would avoid a lot of  
23 people. Right around Kum & Go is -- well, thousands  
24 of people a day, and right north of there there's  
25 nobody. I mean, to me it's a no brainer there, but

1 I'd sure like to have that considered.

2 MR. RAY KIRSCH: Thank you for your  
3 comments.

4 Is there anybody else who would like to  
5 make a comment? Is there something that you would  
6 like the State of Minnesota to examine in this  
7 environmental impact statement or mitigation  
8 strategy or an alternative to the project? Or do  
9 you have a question? We have all the folks involved  
10 with this project here in the room so now is a good  
11 time to get a question answered if you have a  
12 question.

13 Yes, sir, please come on up. If you  
14 could state your name and spell it for the court  
15 reporter.

16 MR. THOMAS DAVIS: Thomas Davis,  
17 D-A-V-I-S. They call me Tom. I live over by  
18 Sherburne.

19 I will echo basically what Phil Schafer  
20 said. We favor Route A up to Highway 4, then we run  
21 into the DOT. There could be quite a mess there.  
22 We would like to see the thing go north on Highway  
23 4, connect with basically Route B then, stay away  
24 from the Fox Lake interchange, go east, connect onto  
25 the old line and go north from there, so.

1                   One other question that I have got, and I  
2                   want to direct this to ITC, if I can. And maybe I'd  
3                   get some answers there, nobody's addressed that.  
4                   Does ITC have all their crews or do they work with  
5                   subcontractors?

6                   MR. DICK COEUR: All right. I assume  
7                   you're referring to the construction of building the  
8                   new line?

9                   MR. THOMAS DAVIS: Correct.

10                  MR. DICK COEUR: How this works is we  
11                  have our own personnel that closely supervises the  
12                  work. Due to the special nature of building  
13                  something like this and the magnitude of what it is,  
14                  we would be hiring a contractor or contractors to  
15                  come in and actually perform the work.

16                  MR. RAY KIRSCH: Thanks.

17                  Does anybody else have a question or a  
18                  comment they'd like to make?

19                  Yes, sir, you have another question?

20                  MR. THOMAS DAVIS: It's me again. Okay.  
21                  We were involved with Xcel Energy about seven years  
22                  ago when they built the 161 line. And Xcel at that  
23                  time said that they basically subcontracted all the  
24                  work, it was basically just the same thing I heard  
25                  right now, that they will supervise and stuff like

1           that.

2                       My comment is subcontractors have one  
3           thing in mind, getting their job done, don't care,  
4           all they want to do is get paid. So just keep that  
5           in mind. And when they say they will be supervised,  
6           they may be supervised, but we never saw a  
7           supervisor out there until we run into major  
8           problems.

9                       One other thing I would like to address,  
10          too, is there's going to be a lot of equipment and  
11          stuff on our township roads. Xcel came in later and  
12          did a pretty good job of doing it, but ITC needs to  
13          be aware of that. There are township roads that are  
14          not designed to be a 10- or 12-ton road. Some of  
15          these loads that they're going to be carrying are  
16          very, very heavy loads.

17                      MR. RAY KIRSCH: Great. Thank you for  
18          your comment.

19                      Let me add one other thing. If the  
20          Commission decides that this project is needed and  
21          issues a certificate of need and then subsequently  
22          issues a route permit, the route permit describes  
23          where the route is going to be, but it also places  
24          conditions on how ITC must construct the route. And  
25          the things they must do to construct it properly and

1 with respect to the landowners that are here and  
2 along the route. That permit applies to ITC but it  
3 also applies to any subcontractors that they hire.

4 So I'm not saying that, you know, things  
5 can happen, I understand, it's a large construction  
6 project, but if there is a permit that ITC can be  
7 held to do, right, it says here that you're supposed  
8 to do this and this when you cross wetlands, or it  
9 says here that you're supposed to do the following  
10 things when you're working on township roads. Those  
11 are things that can be in the permit and then they  
12 are enforceable by the Commission, it's a state  
13 permit and the Commission can and has enforcement  
14 authority to make sure that a permit is carried out.

15 Is there anybody else who has a question  
16 or comment? An impact you'd like us to look at? A  
17 mitigation strategy? Do you have any route  
18 alternatives? You don't have to speak up now, if  
19 you want you can get them to me by August 2nd.

20 Yes, sir, come on up. State and spell  
21 your name for the court reporter.

22 MR. DOUG AHRENSTORFF: I'm Doug  
23 Ahrenstorff, A-H-R-E-N-S-T-O-R-F-F.

24 I got kind of a long story. In 2010 ITC  
25 came out to repair a tower that got knocked off in

1 the wind, the top part. I never got paid a dime for  
2 being on my ground. I own 20 acres, they paid five  
3 acres, something for crop, and they damaged at least  
4 15 to 20 acres.

5 And so I called the state representative  
6 'cause they wouldn't settle with me and out in the  
7 car I got a packet that they gave me the day they  
8 come on the ground and it tells what they're going  
9 to do and paying and everything. Then when they  
10 settle up they didn't settle up like the paper said.  
11 I had to sign it, that they didn't do any damage to  
12 my ground, but they paid for five point some acres  
13 of crop. So 2010, in April, I think that happened.

14 And this year, this year we've been  
15 dealing with long chains, railroad ties, steel from  
16 the tower still on the ground. There's three-foot  
17 ditches yet in the ground that we still find and  
18 that's from 2010 to 2013. So I'm not too happy with  
19 ITC.

20 And I complained about stray electricity  
21 and they just ignored that. They said you better  
22 get used to it because they're going to put twice  
23 the power in the line that goes through my place.

24 So I'm 20 miles southwest of here, so if  
25 you want me to get the packet of how they did

1 business with me, I can go ahead and get it.

2 MR. RAY KIRSCH: You can also submit it.  
3 Thank you for your comment. We will look at public  
4 health and that includes animal health and stray  
5 voltage in the environmental impact statement. So I  
6 appreciate you raising that.

7 Anybody else have a comment or a question  
8 they want to make? Not seeing any further hands.

9 I'll wrap up, then, by saying if you do  
10 have a comment or you think of one, or you go home  
11 and you talk with your family members or your  
12 friends and you think of a route alternative or  
13 something that we should consider, you need to get  
14 it to me by August 2nd. Friday, August 2nd, that's  
15 the deadline.

16 All right. I don't see any more hands so  
17 I want to thank you all for coming out this  
18 afternoon and we are adjourned.

19 (Meeting concluded at 2:06 p.m.)  
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PUBLIC INFORMATION AND SCOPING MEETING  
JACKSON - 6:00 P.M. - JULY 17, 2013

FOR THE MINNESOTA PUBLIC UTILITIES COMMISSION  
OF THE STATE OF MINNESOTA

In the Matter of the Applications of ITC Midwest, LLC for  
a Certificate of Need and a Route Permit for the  
Minnesota-Iowa 345 kV Transmission Line Project in  
Jackson, Martin, and Faribault Counties, Minnesota

PUC DOCKET NOs. ET-6675/CN-12-1053  
ET-6675/TL-12-1337

Minnesota West Community  
and Technical College  
401 West Street  
Jackson, Minnesota

Met, pursuant to Notice, at 6:00 in the  
evening on July 17, 2013.

COURT REPORTER: Janet Shaddix Elling, RPR

1 ask the question. Now is the time to get those  
2 questions out.

3 All right. I will stop there. And we  
4 had two people sign up and we'll start with those  
5 folks. We only have one microphone, so I will  
6 unclip this and hand it to you and we'll pass it  
7 along as we need to do that.

8 So John Nauerth.

9 MR. JOHN NAUERTH: That would be me.

10 MR. RAY KIRSCH: Please. Do you want to  
11 come up and make a comment? Please state and spell  
12 your name for the court reporter.

13 MR. JOHN NAUERTH: Sure. My name is John  
14 Nauerth, and I will spell that, that's  
15 N-A-U-E-R-T-H.

16 I'll start my comments by talking about  
17 Minnesota statute 216.03, subdivision 7,  
18 consideration in designing sites and routes. Under  
19 number 5, analysis of the direct and indirect  
20 economic impact of proposed sites and routes,  
21 including but not limited to productive agricultural  
22 land lost or impaired.

23 I'm involved in a couple of different  
24 farming operations, and as we look at it, farming is  
25 forever changing. Our equipment is becoming larger,

1           utilizing fuel and labor efficiently. I think if  
2           you take a look at spring of 2012, we only had a few  
3           days per week to allow field work. This resulted in  
4           an extreme rapid pace of completing planting, and if  
5           one would notice, the crops in Jackson County  
6           actually do look pretty good.

7                         Which brings us to this point.

8           Operators, agricultural operators would be greatly  
9           impacted if the proposed new 345 line is constructed  
10          parallel to the present line. To solve these  
11          problems, a single pole, double-circuit line is much  
12          more acceptable on Route A for agricultural  
13          operations.

14                        My sense of the local operators is that  
15          they're not against the line, but it would be more  
16          difficult to procure a right-of-way if the  
17          double-circuit option is not exercised. It's  
18          difficult to prove any devaluation of property with  
19          the proposed line because it takes sales to generate  
20          dollar figures.

21                        I will say this about ITC. They have a  
22          good reputation in our area, they have been prompt  
23          and courteous in resolution of issues, especially  
24          after the destructive ice storm that this area had  
25          in March of 2013.

1 I ask that the environmental impact  
2 statement include the double-circuit option on  
3 Route A. Thank you.

4 MR. RAY KIRSCH: Thank you very much for  
5 your comments.

6 Ruth DeVine.

7 MS. RUTH DeVINE: I'm deferring to my  
8 husband.

9 MR. RAY KIRSCH: All right. Mr. DeVine.  
10 Would you state and spell your name for the court  
11 reporter?

12 MR. JEROME DeVINE: Jerome DeVine,  
13 J-E-R-O-M-E, and DeVine is D-E, capital V, I-N-E.

14 We have been doing some study of this, we  
15 have not done the in-depth study of the entire line  
16 so I appreciate the first comments around some  
17 alternatives within the existing A. And there may  
18 be some places along the entire line where that  
19 could take place. There's a couple of preliminary  
20 questions, just to pose those, and then there's some  
21 comments I would share.

22 One of those is simply where really are  
23 the benefits going? We know there's been the  
24 installation of a multiple site wind farm that has  
25 to be sold to somebody, so it would seem to me it is

1 more profit-driven, which I understand the nature of  
2 a company, you sell electricity and power and that's  
3 what you have to do, but that would be one of the  
4 more driving forces rather than simply making sure  
5 we don't have brownouts or blackouts and the reason  
6 and I think one wants to be transparent about that.

7 Another would be, particularly with the  
8 version A, could the airport runway direction be  
9 changed so that it actually would bring a compromise  
10 between you and the needs of Jackson Municipal  
11 Airport. So I think that should be looked at, is  
12 that a wiser route just for safety and public  
13 concerns.

14 I listened to the concerns around human  
15 settlement displacements, aesthetics, cultural  
16 values, land-based economics or economies, and  
17 archaeological concerns. I have a concern about  
18 plan B.

19 We are one of the century farms that plan  
20 B would negatively impact. There are three directly  
21 in relationship to each other, neighbors who have  
22 farmed that land as a part of culture and economy  
23 for well over a century, 125 years for one of those  
24 farms. Ours is one of those century farms. The  
25 existing line B would destroy not only the

1           aesthetics but the quality of life for families who  
2           have stayed on that site who now their adult  
3           children are moving in and now the potentials of  
4           grandchildren moving there. And I do not think they  
5           would stay there on site if that line goes through  
6           their property lines. I understand out in a field,  
7           but not near where human habitation takes place.

8                         So the cultural values in Minnesota that  
9           are deeply rooted in an agricultural industry, if  
10          you look at the entire stretch to avoid impacting  
11          those persons. The existing line A, if particularly  
12          one uses the double capacity, seems consistent. We  
13          already have the patterns of practice on that line,  
14          it seems we would not have to renegotiate other  
15          people's lives and life-styles and commitment to  
16          stay there.

17                        So we will be submitting something in  
18          more detail in writing, but we are deeply concerned  
19          that plan B simply has more disruptive qualities to  
20          it than plan A would.

21                        MR. RAY KIRSCH: Thank you very much for  
22          your comments.

23                        Those are the only folks who signed up,  
24          but we'll do a show of hands. Is there anybody else  
25          who would like to make a comment or has a question?

1                   Sir, please, come on up. State and spell  
2 your name.

3                   MR. RONALD MULDER: Ronald Mulder,  
4 M-U-L-D-E-R.

5                   I have some livestock buildings in the  
6 new proposed line just north of Jackson where it's  
7 going to be moved a half a mile north. And one of  
8 the questions I have is I have a well, which will be  
9 right underneath the power lines, and if you've seen  
10 work on deep wells or whatever, to get a high lift  
11 thing in there if work needs to be done is one of my  
12 concerns.

13                   Also, they're asking for a 200-foot  
14 right-of-way, which would include half of one of my  
15 barns. I don't know what's going to happen with  
16 something like that, but that's why I guess I would  
17 like them to see and consider proposal B.

18                   MR. RAY KIRSCH: All right. Can I ask  
19 you, is the well marked on the map or can you give  
20 me a map, get a printed map --

21                   MR. RONALD MULDER: I have a map.

22                   MR. RAY KIRSCH: Okay. That would be  
23 great. If you can, just 'cause I know casings and  
24 wells and trying to repair them can use high lift  
25 equipment that might interfere. I mean, it could be

1 an electrical hazard, actually, I think, so it's  
2 something we would have to look at. And knowing  
3 which side of the road or if it's on both sides, if  
4 there's wells on both sides, that would be helpful  
5 for us in our analysis.

6 MR. RONALD MULDER: Great. Thanks.

7 MR. RAY KIRSCH: Thank you very much.

8 Is there anybody else who has a question  
9 or wants to make a comment tonight? We have  
10 everyone here who could try to answer your question.  
11 Anybody else? I'm not seeing any hands. That's  
12 fine.

13 I would remind you, then, that you have  
14 until August 2nd, which is a couple weeks from now,  
15 Friday, August 2nd to get in comments. We've gone  
16 through the different modes that you can  
17 communicate. You've got my business card at the  
18 back, there's a public comment form at the back.  
19 You can certainly fax, mail, or e-mail a comment.  
20 You can do it online. But the important part is you  
21 have to get it to me by August 2nd of 2013. Friday,  
22 August 2nd.

23 So I'll do one more call here. Anybody  
24 have a question or a comment they'd like to make?

25 All right. Well, I want to thank you all



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PUBLIC INFORMATION AND SCOPING MEETING  
BLUE EARTH - 1:00 P.M. - JULY 18, 2013

FOR THE MINNESOTA PUBLIC UTILITIES COMMISSION  
OF THE STATE OF MINNESOTA

In the Matter of the Applications of ITC Midwest, LLC for  
a Certificate of Need and a Route Permit for the  
Minnesota-Iowa 345 kV Transmission Line Project in  
Jackson, Martin, and Faribault Counties, Minnesota

PUC DOCKET NOs. ET-6675/CN-12-1053  
ET-6675/TL-12-1337

Hamilton Hall  
209 South Main Street  
Blue Earth, Minnesota

Met, pursuant to Notice, at 1:00 in the  
afternoon on July 18, 2013.

COURT REPORTER: Janet Shaddix Elling, RPR

1 folks are here, this is your chance to learn more.

2 We had a signup sheet outside, but nobody  
3 signed up, so I'll go by a show of hands. Anyone  
4 who wants to come up and make a comment or ask a  
5 question about any part of the project or process or  
6 the environmental impact statement?

7 Sure, please come on up.

8 MR. GREG MASTIN: My name is Greg Mastin,  
9 M-A-S-T-I-N.

10 Okay. I live right along the current  
11 line and I -- you got some numbers here, the summary  
12 of the routes, and it says how many miles and that.  
13 My question would be is how many residences does  
14 Route B go by versus Route A? And if that would be  
15 taken into consideration? We're going to triple the  
16 amount of kVs that are going to be going by my  
17 house. And I don't want to dump this onto my  
18 neighbors to get it out of my backyard, if the least  
19 amount of residents is past my place, I'm okay with  
20 that, that's fine, but I think that should be a high  
21 priority in where this line goes.

22 MR. RAY KIRSCH: Thank you for your  
23 comment. There are discussions of house counts and  
24 residences in the application on the back table. I  
25 don't know the table number, but there is a table

1 that illustrates that in comparison for different  
2 segments of the route. And I take your point that  
3 impacts on human settlements or houses is an  
4 important thing that you'd like to look at in the  
5 EIS and I'll make sure that we'll cover that. Thank  
6 you.

7 Is there anybody else who wants to make a  
8 comment or has a question? We're all here. Here's  
9 your chance. Anybody else?

10 All right. Well, I'm going to remind you  
11 that the public comment forms are out on the table  
12 and you have until August 2nd. Please confer with  
13 whoever you need to confer with, right, your family  
14 members, your neighbors, about things you would like  
15 looked at. Route alternatives. Sometimes you think  
16 of something after the meeting. Alternatives to the  
17 project.

18 Tracy has given you the PUC staff contact  
19 information, you have ITC staff's information in the  
20 handout and you have my information. I have  
21 business cards. I do, I have them on the table,  
22 good. I have business cards out on the table, you  
23 have my information. So please don't hesitate.

24 One more time. Is there anybody else who  
25 has a question or a comment they want to make?

1                   All right. Okay. Well, I want to thank  
2                   you very much for coming out this afternoon. We're  
3                   adjourned. Thank you for coming out.

4                   (Meeting concluded at 1:50 p.m.)

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PUBLIC INFORMATION AND SCOPING MEETING  
BLUE EARTH - 6:00 P.M. - JULY 18, 2013

FOR THE MINNESOTA PUBLIC UTILITIES COMMISSION  
OF THE STATE OF MINNESOTA

In the Matter of the Applications of ITC Midwest, LLC for  
a Certificate of Need and a Route Permit for the  
Minnesota-Iowa 345 kV Transmission Line Project in  
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PUC DOCKET NOs. ET-6675/CN-12-1053  
ET-6675/TL-12-1337

Hamilton Hall  
209 South Main Street  
Blue Earth, Minnesota

Met, pursuant to Notice, at 6:00 in the  
evening on July 18, 2013.

COURT REPORTER: Janet Shaddix Elling, RPR

1 circuit that we're building.

2 That's a summary for the existing linear  
3 features that we tried to follow. Route A and  
4 Route B, as you can see by this chart, is  
5 approximately 73 miles depending on how the route is  
6 finally approved. It could be a little more, it  
7 could be a little less, but right now our proposal  
8 accounts for about 73 miles. The transmission line  
9 could be double-circuited on Route A consistent with  
10 about 55 miles of that route. And then there's  
11 roads that we follow and field divisions and survey  
12 lines that we follow. And I guess the punch line is  
13 the Route A, we would be following parallel and  
14 linear features for about 92 percent of the route,  
15 for Route B we would follow parallel and linear  
16 features for about 72 percent of the route.

17 With that, I'll turn it back to Tracy.

18 MS. TRACY SMETANA: You have a question?  
19 Could you please state and spell your name for the  
20 court reporter, please? Thank you.

21 MR. CRAIG SINNING: Craig, C-R-A-I-G, and  
22 then S, like in Sam, I-N-N-I-N-G.

23 My question would refer to your -- and I  
24 probably missed this someplace or another, I'm  
25 trying to find it. Where you talk about the

1 introduction and project overview, this sheet that  
2 you handed out. Okay. Where it says purpose and  
3 need, it's the second bullet point on the left. Is  
4 purpose and need addressed in this? That's what I'm  
5 missing.

6 MR. DICK COEUR: I think the gentleman  
7 will explain that a little bit more here in a  
8 minute, but to answer your question, there is a  
9 certificate of need application on file that does  
10 address those issues.

11 MR. CRAIG SINNING: So any of the  
12 handouts that we have tonight, is there anything  
13 that addresses why we're doing this?

14 MR. DICK COEUR: Just what I told you on  
15 the presentation, there's a need for expanded  
16 capacity, a need to remove constraints, and a need  
17 for reliability, but there is a lot more detail in  
18 the application.

19 MR. CRAIG SINNING: Out of those three  
20 points, which is the main concern of your  
21 organization?

22 MR. DICK COEUR: Actually, I think  
23 they're all important. And that's kind of why MISO  
24 did the multi-value project, because their goal is  
25 to serve more than one -- I'm sorry. Their goal is

1 to serve more than one need to get the best  
2 efficiency and economics they can out of building a  
3 line like this. One of the things it would serve,  
4 obviously, is it would expand the ability for wind  
5 generation in this area.

6 MR. CRAIG SINNING: Okay.

7 MR. DICK COEUR: Okay.

8 MS. TRACY SMETANA: Okay. With that, I'm  
9 going to turn it over to Mr. Ray Kirsch with the  
10 Department of Commerce to talk about the  
11 environmental review process.

12 MR. RAY KIRSCH: Thank you all, and good  
13 evening. I'm glad to see you all here. My name is  
14 Ray Kirsch, I'm with the Minnesota Department of  
15 Commerce. I'm with the Energy Facility Permitting  
16 staff in St. Paul and I'm the environmental review  
17 manager for this project, which means I'm  
18 responsible for the development of an environmental  
19 impact statement for this project, which would be  
20 used by the administrative law judge and you all and  
21 ultimately by the Commission in making a decision on  
22 this project.

23 I should say with me this evening is  
24 Ashley Bennett, she is an intern this summer at the  
25 Minnesota Department of Commerce, you may have met

1 her on the way in.

2 So I want to just do a little bit of an  
3 introduction about what an environmental impact  
4 statement is because we're going to ask your input  
5 into this document.

6 An environmental impact statement is a  
7 document which characterizes, describes, analyzes  
8 the various impacts of this project. It also looks  
9 at the way those impacts could be mitigated. And  
10 because this project requires two approvals, a  
11 certificate of need and a route permit, it will also  
12 look at alternatives to the project and will also  
13 analyze those.

14 It's designed to be a document that is  
15 fact-based. So it looks at what are the possible  
16 impacts, the mitigations and the alternatives. If  
17 there are uncertainties and things that we don't  
18 know or if there are competing views of what the  
19 facts are, the environmental impact statement will  
20 include those. It doesn't advocate. So it's not a  
21 document that says one is better than the other or  
22 this approach is better than the other approach.

23 What it tries to do is give you a common  
24 set of facts, give you all a common set of facts,  
25 the state agencies who are participating a common

1 set of facts, the Commission, the judge, everyone  
2 along the way, a common set of facts about the  
3 routes. We don't want to find out that there's a  
4 permit that has to be issued that we didn't cover  
5 and that's going to change our decision. Or that  
6 there's an airport along the way that we didn't  
7 discover. We want to discover everything we can  
8 know about these routes.

9 We have a good start, we have an  
10 application from ITC here, but it's the State of  
11 Minnesota, the Department of Commerce's job to fill  
12 that out, to flesh that out, to get all the details  
13 we can.

14 The term we use for table of content, the  
15 term of art in environmental review is scope. What  
16 is it that we need to have, what is it we need to  
17 know about this project in order to make a prudent  
18 decision. What are the details we need to know.

19 There are two ways that the scope is  
20 formed or is determined of this document, the table  
21 of contents, let's just use that term, it's easier I  
22 think to understand. One is by statute and rule.

23 So there are statutes and rules that  
24 direct the Minnesota Department of Commerce to  
25 include some contents in an environmental impact

1 statement to make sure we cover those bases, right.  
2 There is on the table out front a great handout of  
3 typical contents of an environmental impact  
4 statement for a high voltage transmission line.  
5 I've provided this just to give you a sense of the  
6 information that's in an environmental impact  
7 statement, including descriptions of the project and  
8 so on.

9 You'll note that the environmental impact  
10 statement mirrors the factors that Tracy mentioned  
11 that the Commission needs to consider. For  
12 instance, impacts on human settlements, noise and  
13 aesthetics and displacement and other issues related  
14 to residences. Human health and safety. It looks  
15 at land-based economies, including agriculture,  
16 tourism, and mining, archaeological and historic  
17 resources along the route. The natural environment,  
18 the lakes, streams, the wetlands, the plants and  
19 animals that are here. Impacts to all those topics  
20 are included and those are required that the  
21 Department of Commerce have those in there by  
22 statute and rule.

23 I'll give you an example here from a  
24 statute, this is for the certificate of need.  
25 Alternatives to the project shall include, and this

1 means we shall, the Department of Commerce, we shall  
2 include in the EIS a no-build alternative, don't  
3 build the project, demand-side management, which is  
4 a term for conservation, purchased power, facilities  
5 of a different size, and generation rather than  
6 transmission if transmission is proposed, which it  
7 is here. So that's guidance to us that we should  
8 include that in the environmental impact statement.

9 The other way that we build the table of  
10 contents is by asking for your help. And that's  
11 what we're doing here tonight and through  
12 August 2nd. We get public input on the things that  
13 are important right here, on the ground, where you  
14 live, that should be in this document so that we can  
15 describe them and analyze them and have facts about  
16 them so that when the Public Utilities Commission  
17 makes a decision about a permit, they issue a permit  
18 and a certificate of need, they can make the best  
19 possible decision. It may not be a decision you  
20 agree with completely, but you know that they have  
21 the facts in front of them so that they can make  
22 that decision.

23 I use the term public input broadly.  
24 It's not only your comments tonight and every one of  
25 the citizens who comment through August 2nd, but it

1 includes state agencies, federal agencies, local  
2 units of government, townships, cities, counties can  
3 all participate and can send in comments. And I  
4 anticipate all those folks will send us comments.

5 There are three areas that I'd like to  
6 direct your attention to. Three areas that I need  
7 your help with, that the Department of Commerce  
8 needs your help with, and ultimately the Commission  
9 needs your help with. One is the issues and impacts  
10 to examine, things that are important to know about  
11 this project and its impacts, that the Commission  
12 needs to know about, ultimately, in making a  
13 decision. You all live here, you know the area, you  
14 know this region, you have insights into the impacts  
15 in this area.

16 The second is mitigation strategies to  
17 analyze. So if there is a potential impact, how can  
18 it be mitigated. If you have ideas about  
19 mitigation, particularly route alternatives to  
20 consider, this is the chance to bring them. This is  
21 the opportunity to bring them up and the time to do  
22 so.

23 ITC has proposed routes in their  
24 application, but the Minnesota system of permitting  
25 is intentionally designed to open that up and say

1 are there tweaks, are there route width adjustments,  
2 are there whole segments, are there other ideas that  
3 make sense to you that mitigate an impact you see  
4 and that you'd like the State of Minnesota to study.

5 And, finally, are there alternatives to  
6 the project as whole that you see that the State of  
7 Minnesota should consider and examine.

8 I just want to touch briefly on  
9 commenting and what the rules say about this sort of  
10 thing. Here's a quote from the rule relating to  
11 routing. If a person desires that a particular site  
12 or route be evaluated in the EIS, they should submit  
13 it to the Commissioner during the scoping process,  
14 that's now, and explain why the site or route should  
15 be included and any other information.

16 I just want to say that if you have an  
17 impact or if you have a route alternative you want  
18 to include, you don't have to have scientifically  
19 studied it or in any way shown its worth. What you  
20 have to show is clearly to me what the alternative  
21 is or what the impact is. Describe it in clear  
22 words. Or if you'd like to get a map in back and  
23 draw on that, that is very helpful to me. Just so  
24 that there's clarity about what the alternative is  
25 or what the impact is. And if you're putting in an

1 alternative, what is it you're trying to mitigate?  
2 What's the issue? Not just an alternative to have  
3 an alternative, but what are you trying to mitigate?

4 So I want to strike that balance between  
5 it doesn't have to be super fancy or anything like  
6 that, it just has to be clear as to what you're  
7 proposing and what you're trying to mitigate.

8 Likewise, with alternatives to a project,  
9 you need to identify the alternative and provide an  
10 explanation of why it should be included. So if you  
11 think there's an alternative for the project that  
12 should be included, it doesn't have to be fancy, you  
13 don't have to have done an economic and  
14 environmental analysis of all the alternatives for  
15 this project, but you need to be clear enough so  
16 that the State of Minnesota can analyze it, right,  
17 so that we understand what you're suggesting and so  
18 that we can analyze it.

19 So there are several ways to make  
20 comments during the scoping period while we're  
21 trying to assemble the table of contents in asking  
22 for your help. One is to make verbal comments at  
23 tonight's meeting. We'll get to that in about two  
24 minutes. The second is to submit and complete a  
25 comment sheet. There are public comment sheets out

1 on the table. These are just a sample. It includes  
2 my contact information, it includes a form that  
3 gives some basic information. You can fold it in  
4 three parts and staple it together and put a stamp  
5 on it if you wish, you can attach other pages. I  
6 certainly encourage you to write as much as you need  
7 to or feel you need to to be clear about your  
8 comment. I encourage you, as I said previously, to  
9 get a map, to draw on the map, to use a map. If you  
10 want to send a picture, pictures are welcome. All  
11 of that information is very helpful to me and  
12 ultimately to the Commission in its decision-making.

13 You have my mail and fax and e-mail  
14 address up here on the screen and in your packet.  
15 The key part is that the comment period ends Friday,  
16 August 2nd. So a couple weeks here, but all  
17 comments need to be in by 4:30 on August 2nd.

18 It doesn't matter the mode that you send  
19 your comment, all modes are the same. If you mail  
20 your comment it doesn't weigh any more than if you  
21 submit a comment tonight or any other way.

22 It looks like maybe I skipped the comment  
23 online. You can also comment online on our website.  
24 I'm sorry, I skipped over that on the slide. All  
25 those are the same, they all come to me, if you can

1 get them to me by 4:30 on August 2nd they all count  
2 the same. So don't worry about how you get your  
3 comment in, just that you get it in by that  
4 deadline.

5 So we will have a comment period tonight  
6 where you can make a comment or ask a question. I  
7 ask that you go one speaker at a time. If you can  
8 limit your comments to just a few minutes and if we  
9 need to come back to you we will come back to you.  
10 We have a court reporter here and I'm going to ask  
11 you to state and spell your name so she gets it  
12 right and she helps us get your comments correct.

13 And please maintain respect for others  
14 because there may be people who feel differently  
15 about different parts of the route than you.

16 And if you can, I'd like you to direct  
17 your comments to these questions, the scope of the  
18 EIS. This is an important document for the  
19 Commission and the judge, as the judge prepares a  
20 report for the Commission in making their decision.

21 What are the impacts and issues that you  
22 know about right here? What are the things that  
23 don't appear on a GIS layer on somebody's computer?  
24 Things that you just can't easily pull up. Future  
25 plans for this area that nobody might know about

1           except the people who live right here. What are the  
2           mitigation strategies, including route alternatives?  
3           And if you have suggestions on alternatives to the  
4           project. So those are things I'd like you to focus  
5           on.

6                         And if you have a question, we've already  
7           had a few questions, please do bring it up.  
8           Everybody here is knowledgeable about the project  
9           and we can try to answer your question here tonight  
10          and maybe it'll help you formulate a comment.

11                        We didn't have anybody sign up, no one  
12          signed up to comment in advance or knew they wanted  
13          to make a comment so I'll open it up to a show of  
14          hands. Is there anybody who wants to make a  
15          suggestion about an impact or an issue we should  
16          know about?

17                        Yes, ma'am.

18                        MS. JANETTE LOE: I'm Janette Loe,  
19          J-A-N-E-T-T-E, L-O-E, from Fairmont. And we own  
20          land in Fox Lake Township in Martin County.

21                        There's mention of going through a game  
22          preserve, and if they can go expand further on that,  
23          the Fox Lake game preserve. Is that exempt from  
24          being considered like a wetland or a protected area?

25                        MR. RAY KIRSCH: I'll try and answer that

1 and maybe you can also add onto that.

2 There are certain areas in Minnesota  
3 statute and rule that you probably cannot go  
4 through, scientific and natural areas, and I think  
5 the Department of Natural Resources is very  
6 reluctant to let you pass through a wildlife  
7 management area.

8 As far as the Fox Lake game refuge, I'm  
9 not sure of the status of a game refuge. I know  
10 that -- and ITC may speak to this, they've talked  
11 with the Department of Natural Resources and their  
12 initial reaction to having another circuit cross the  
13 game refuge on the existing 169 line has not been  
14 positive. That does not mean you cannot suggest  
15 that and we can get the DNR to come out and say,  
16 well, is it yea or nay, don't say kind of or we're  
17 not positive about it. But that's what I know about  
18 it. I think you could probably be along the game  
19 refuge, I don't think that's an area protected by  
20 statute or rule, but I'd have to check that.

21 MR. DICK COEUR: That's pretty much what  
22 we understand. We've talked to the DNR and their  
23 suggestion was that if we have to go through there  
24 we go along Interstate 90. They hesitated to say  
25 they would let us go across the lake, and they even

1 talked about going up the west side and across the  
2 north side. They expressed some concern because of  
3 a flyway from the northwest down into the game  
4 refuge. So that's why we're where we're at with our  
5 proposal.

6 MR. RAY KIRSCH: Thank you. Did you have  
7 anything else or a follow up?

8 Anybody else have a question or comment  
9 they want to offer tonight?

10 MR. TOM GOLLOI: I've got a comment.

11 MR. RAY KIRSCH: Sure. Please.

12 MR. TOM GOLLOI: I'm Tom Golloi, T-O-M,  
13 G-O-L-L-O-I.

14 And I'd like to see this continue on the  
15 same old route as it did before because it doesn't  
16 cut pieces of land up and go through good farming  
17 land. A lot of it's through areas where it isn't  
18 farmed, it's trees or, you know, it's an existing  
19 line.

20 I farm a quarter section of land, there's  
21 two owners that I rent from. And it goes right  
22 smack through the middle of this piece. And if you  
23 want some good practice, why don't you try and take  
24 and 80-foot planter, or a 40- or 80-foot planter and  
25 plant around four or five poles in a half an hour.

1 It'll take you about an hour or better to do that  
2 and you trample down an awful lot of land while  
3 you're doing that. I do it in another field. That  
4 line has two double poles through it and you can  
5 spend a lot of time practicing while you go around  
6 them.

7 So I think it should stay on the same  
8 existing line that it is now. And most people are  
9 at least used to going around the poles. Thank you.

10 MR. RAY KIRSCH: Can I ask you, ITC does  
11 go along the -- proposes in Route A in many areas to  
12 go along the existing line. Can you tell me what  
13 area you're specifically interested in just so I  
14 have it?

15 MR. TOM GOLLOI: (Inaudible) down here  
16 and over to the Huntley.

17 MS. TRACY SMETANA: The court reporter  
18 can't hear.

19 MR. RAY KIRSCH: So it is where it comes  
20 down to the Huntley station. Okay. All right. I'm  
21 sorry, Janet. He was showing me a picture. It's  
22 the area where the new Huntley substation is  
23 proposed, it cuts down from the existing 161 and  
24 then heads east.

25 Is there anything body else who has a

1 question or comment?

2 MS. JANETTE LOE: Janette Loe again.

3 Has anyone actually driven the route  
4 proposed and eyeballed the area? If that's possible  
5 to do?

6 MR. RAY KIRSCH: I'll speak for myself  
7 and Ashley. We've driven -- we haven't driven every  
8 part of the route, but we have, while we were out  
9 here yesterday and today, driven up and down most  
10 sections of the route. I don't think we got to all  
11 parts of it, but we have driven it. And we likely  
12 will come out again.

13 When we're preparing an environmental  
14 impact statement, we may work with a consultant who  
15 helps us, just because of the amount of work to be  
16 done. And we will likely have them come out and our  
17 staff may come out again when we have questions. I  
18 mean, I've been taking pictures and making notes as  
19 I've gone along and we will have to do more of that,  
20 let's put it that way. I'll let ITC answer.

21 MR. DICK COEUR: On ITC's part of the  
22 project, Jack Middleton here is with the consulting  
23 firm that helped us with the routing analysis, and  
24 he and his team members have looked at every part of  
25 the route as they developed the two routes.

1                   MR. RAY KIRSCH: All right. And, sir,  
2                   you had a comment? Yes.

3                   MR. STEVE RIPLEY: Steve Ripley,  
4                   R-I-P-L-E-Y. And I'm in Pilot Grove Township,  
5                   Section 35.

6                   And I'm on the existing route right now.  
7                   It goes along the road. But I see there's a --  
8                   right through my farm it's going to -- they've got  
9                   an extra one and a quarter mile, I think it is,  
10                  because we're headed to Iowa. Does Iowa not want to  
11                  move the line, or do they want to move the line? Or  
12                  you just have to -- you just have to try to  
13                  accommodate them, or what's --

14                 MR. RAY KIRSCH: That's a very good  
15                 question. And I think ITC has requested from the  
16                 Commission a wider route width right there where it  
17                 bumps into Iowa for that very reason, which is the  
18                 states have two very different permitting processes.

19                 So Minnesota is separate from Iowa,  
20                 they're certainly interested in what we're doing and  
21                 we are interested in what they are doing there, but  
22                 they don't have to follow what we're doing. And so  
23                 the idea is there is some flexibility. And if  
24                 you're going to cross a state border you want extra  
25                 flexibility so they requested the maximum that you

1 can by statute in Minnesota which is a mile and a  
2 quarter just for that area.

3 There was a gentleman here in the meeting  
4 this afternoon, and maybe you know him, maybe he's a  
5 neighbor of yours, he suggested that he wasn't sure  
6 why the line jogged right before it went to Iowa and  
7 maybe it should just go straight to Iowa and it  
8 would miss some building sites. That was an  
9 alternative that he proposed.

10 The question is, well, what would Iowa do  
11 with that? Well, it's still within that mile and a  
12 quarter box and we'd have to figure out how to make  
13 those two -- those two end points have to come  
14 together somehow, so that's why there's that extra  
15 room.

16 So if you think there's a better way  
17 within that mile and a quarter one way or the other,  
18 please suggest it, and then we'll see if we can make  
19 Iowa agree to that, or right at the border we'll  
20 make an adjustment to make those work.

21 Did you want to say something about it?

22 MR. DICK COEUR: The only thing I could  
23 add is on the Iowa side we have a corridor width of  
24 about mile and a half that we've allowed there. So,  
25 I mean, we're just trying to work it from both ways,

1 as Ray said, so we can come together.

2 MR. STEVE RIPLEY: I think they really  
3 want to stay -- you actually want to stay in the  
4 same -- probably not the same poles, I suppose.

5 MR. DICK COEUR: The same path to  
6 Route A.

7 MR. STEVE RIPLEY: The same path. 'Cause  
8 actually it does go up the driveway and it jogs  
9 going up the driveway just to keep away from the  
10 building site a little bit. So it does go the other  
11 side of the road right at my farm.

12 I don't own the building site anymore,  
13 but I own the land around it. And it just turned  
14 out that there was an acre bought in the next  
15 section to build a driveway back in the '40s, and  
16 that's why it's got one jog there, I think, to get  
17 it back on the section line, is what it is. 'Cause  
18 it's not really a section line, it's one mile --  
19 well, that's neither here nor there. But it goes  
20 down a fence line now.

21 MR. RAY KIRSCH: Thank you for your  
22 comments.

23 Anybody else have a question or a comment  
24 while we're here tonight?

25 MS. JANETTE LOE: Janette Loe again.

1           Are the transmission lines noisy once  
2 they're in place? And what kind of construction  
3 equipment and number of employees, how does that all  
4 work? And how much disruption to the individual  
5 landowner is going on when it's being constructed?

6           MR. RAY KIRSCH: I'll try and answer the  
7 first part of that. So transmission lines can cause  
8 noise. They can hum. They can also crackle,  
9 depending on the weather. I think ITC has modeled  
10 the noise that they expect these lines to produce.  
11 We will look at that information and try to vet that  
12 information and verify that and we'll discuss noise  
13 in the environmental impact statement.

14           So that is a concern, and we've typically  
15 found that the noise from them is not an adverse  
16 impact that's substantial. I mean, if you stood  
17 there and listened to them you could hear them, but  
18 not in your everyday life. But I'll ask Dick to  
19 talk about maybe the construction impacts or how  
20 many people might be involved.

21           MR. DICK COEUR: The impacts, what we  
22 would do when construction is underway, we'd have a  
23 construction supervisor from our company meet with  
24 the landowners, talk about what they would be doing  
25 and when, and work with you as much as possible to

1 let you be aware of the construction.

2 It would take a period of time to get a  
3 route constructed, obviously. And there may be --  
4 they may make one trip through and do one thing and  
5 then make another trip through and do the next piece  
6 of construction so there could be multiple trips.

7 As far as the number of employees, I  
8 couldn't tell you at the present time a number. We  
9 would, you know, aim to have sufficient people to  
10 get it done in a reasonable length of time so it  
11 wouldn't just drag on and on.

12 Was there anything else? I'm trying to  
13 remember.

14 MS. JANETTE LOE: What type of equipment.

15 MR. DICK COEUR: Oh, what type of  
16 equipment. Sorry about that. They would use a  
17 variety of equipment. Obviously, we intend to put  
18 these steel poles on concrete foundations. So  
19 there's a machine that bores a hole and then we have  
20 concrete trucks come in to supply the concrete. As  
21 the poles are prepared for erection, there would be  
22 trucks to bring materials to the pole locations.  
23 There would be crane-like equipment that would lift  
24 those structures up and set them. There's numerous  
25 pieces of equipment we use and a lot of it is

1 specialized. There would be what we call pulling  
2 rigs that would be used to pull the wire into place  
3 and up in the air. And there's just a number of  
4 different things. I'm trying to remember. I don't  
5 think we've got any pictures in the application, but  
6 if you're curious we could get you some pictures of  
7 the equipment.

8 MR. RAY KIRSCH: Great. Thank you for  
9 your question.

10 Anybody else have a question or a  
11 comment?

12 MS. RHONDA COOPER: Rhonda Cooper,  
13 C-0-0-P-E-R.

14 My question, and I don't know if you can  
15 go back to it in this booklet, it's page 14, it's  
16 the Route A Faribault County map. You've been  
17 talking about an existing line being out already.  
18 Is there something -- I live out there, I guess, I  
19 don't know, maybe I don't look up in the air, I'm  
20 not familiar with it. You're talking on here that  
21 you have -- there's a 161 kV line that exists out  
22 there already. And you're talking about following  
23 that, you're going to go exactly along that route  
24 with the 345. So are you talking of having both  
25 lines that are going to be out there on your

1 structures or is this just an increase up to the  
2 345? And if so, if it is both lines what you're  
3 looking at, I'm on this route, no matter which way  
4 you go, you're going to be right over my door.  
5 Where does that leave me?

6 MR. RAY KIRSCH: So I think this is the  
7 slide you mentioned, I'm not sure. Route A,  
8 Faribault County. And there is an existing 161 line  
9 all the way down to the Iowa border. And they are  
10 proposing to follow that. But the 345 and the 161  
11 would be hung on new structures. One on one side  
12 and one on the other all the way down. And that's  
13 exactly what you said, that's the way they would go.

14 MS. RHONDA COOPER: So you're looking at  
15 a whole lot more current, kilowatt, more electricity  
16 passing through this area that, where I'm sitting  
17 right now, what does that leave me, where does that  
18 leave me in my home?

19 MR. RAY KIRSCH: So you're correct, that  
20 is a higher voltage line and it will also carry more  
21 current so it carries more power in general. So  
22 there would be more power coming through there.  
23 We'll talk about the possible impacts of that.  
24 Electromagnetic fields are a possible public health  
25 concern. Stray voltage or induced voltage, if

1           there's more power carried along that line. There's  
2           certainly -- it sort of brings more power to the  
3           area, as you say. If you're along that route, and I  
4           don't remember the phrase you used, right by your  
5           door or something like that.

6                       MS. RHONDA COOPER: Well, either way,  
7           whether it's A or B, it's right over my -- it's  
8           right over my house right over my door.

9                       MR. RAY KIRSCH: Sure. And it can be --  
10          it can have a house within the 200-foot  
11          right-of-way, 100 feet one side or the other way,  
12          but I understand what you're saying is you'd be very  
13          close to it. We'll try to address all the possible  
14          impacts. Certainly there's an aesthetic impact to  
15          being that close or seeing that transmission line at  
16          that close a distance. And that would be different  
17          than someone who lives further away.

18                      MS. RHONDA COOPER: I'm talking about  
19          living under the line. I'm talking -- because  
20          that's where you're proposing it, it's running --  
21          it's right there at my house. Where does that leave  
22          me?

23                      MR. RAY KIRSCH: Well, you can certainly  
24          negotiate an easement, but there's also -- I don't  
25          know if this is the opportunity to introduce this,

1 but there are protections in Minnesota law that you  
2 can ask them, if this is just objectionable to you  
3 and you don't want to have an easement, you can ask  
4 them to purchase the property under the Buy the Farm  
5 statute. You can say, well, this is not  
6 satisfactory to me and I can start over. And I  
7 realize that is not an ideal situation if you've  
8 lived there and that's where you call home. I'm  
9 just throwing that out there as a possibility.

10 We can describe the impacts as best we  
11 can and the Commission can consider them and they  
12 can still make a decision that doesn't make you  
13 happy and I appreciate that that can happen. There  
14 are some protections in statute and rule to provide  
15 for that, but that's the extent of them that I know  
16 right now.

17 And, sir, you --

18 MR. CRAIG SINNING: Yeah. Craig Sinning  
19 again.

20 I'm just wondering if you could expand  
21 upon Mr. Tom Golloi's comment as concerning the  
22 existing route versus the route that you favor, why  
23 one is better in your estimation than the other?  
24 And maybe this is not the correct meeting to expand  
25 on that, but --

1 MR. RAY KIRSCH: I need to ask some  
2 clarification. So at the State of Minnesota we  
3 don't have a preference for which route is better or  
4 worse. The company is required by state law to put  
5 in two proposed routes and they are required, at  
6 least currently under law, to say which one they  
7 prefer.

8 When the routes come into the State of  
9 Minnesota, that's their preference, they've stated  
10 that, we treat them equal, we evaluate them equal.  
11 The judge will come out and the alternatives will be  
12 considered equally.

13 And I tell this to every citizen I speak  
14 with and I encourage you to consider them equally  
15 because you may say, well, this looks like a clunker  
16 and this looks like a better route, but until the  
17 Commission has made a decision you should  
18 participate as if every route is on the table.

19 Is there anyone else who wants to ask a  
20 question? Has an impact or issue we should look at  
21 or a route alternative?

22 MS. JANETTE LOE: Janette Loe. Is the  
23 certificate of need information, is all that public  
24 knowledge to us?

25 MR. RAY KIRSCH: It is. So the company

1 has filed a certificate of need application with the  
2 Public Utilities Commission so it's available. It's  
3 available on the Commission's electronic docketing  
4 system, it's available on the Department of  
5 Commerce's website. There are review copies back  
6 here and there are review copies at libraries in the  
7 area. I don't know if Blue Earth is one of them. I  
8 think Blue Earth is one of them. We were in Jackson  
9 yesterday, they have them in the Jackson County  
10 Library. But they are in all the libraries so you  
11 can look at them and it does provide more detail  
12 about the MISO process and how they evaluate the  
13 project and all the different projects they've  
14 looked at and how they ultimately came to this being  
15 the project that made the most sense for this need.  
16 I realize that takes a little bit of effort to go to  
17 the library to look them up, or online, but they are  
18 all available and we try to make them as available  
19 as possible.

20 Yes, ma'am.

21 MS. RUTH DRAUT: Ruth Draut, D-R-A-U-T.

22 I'm wondering about, we got all these  
23 windmills out here in Faribault County, is that  
24 electricity you're going to pick up, or is that a  
25 separate entity?

1 MR. RAY KIRSCH: I'll try to answer this  
2 and maybe I'll ask ITC folks to answer. The answer  
3 is yes. So the wind farms in this area will have to  
4 interconnect to the grid, they have to interconnect  
5 somehow to move that electricity to sell it, to make  
6 it useable. And the system in this area, there are  
7 other transmission lines, but ITC owns a number of  
8 lines in this area, and this system upgrade would  
9 assist in picking up that energy and moving it to  
10 where it's needed.

11 In fact, we were just out today, the Big  
12 Blue Wind Farm is in this area and it connects to  
13 the existing 161 line that is heading south so it is  
14 already interconnecting into this line which is  
15 going to be upgraded to 345. So, yes, that's  
16 already happening.

17 Any other questions or comments that  
18 folks have? Things are all good. We have everybody  
19 in the room who knows something about the project.  
20 I'm not seeing any other hands.

21 I want to remind you that August 2nd is  
22 the date you have to get a comment to me by. You  
23 can send multiple comments but you have to have  
24 comments in by 4:30 on August 2nd, which is a  
25 Friday. Any more commenting that we've talked about

1           tonight will work. And we very much appreciate your  
2           help in getting the impacts, the mitigation  
3           strategies, and alternatives to the project.

4                       So I'm going to ask one more time. Any  
5           more questions?

6                       MS. RUTH DRAUT: Ruth Draut. Where does  
7           this electricity go? Who gets to use this  
8           electricity?

9                       MR. RAY KIRSCH: I think I'll try to  
10          answer and I'll ask ITC to also.

11                      In general, the electricity goes where  
12          it's needed. So where there are people who are  
13          using it. There are two substations here in  
14          Minnesota, right, so the one in the eastern end, the  
15          Huntley substation -- or the Winnebago substation  
16          which services this area up here, and the Jackson  
17          substation, Lakefield Junction, out by Jackson,  
18          which provides service to that surrounding area. So  
19          communities in those areas can get power from this,  
20          but it can also move power to other communities that  
21          are looking to have power.

22                      MR. DICK COEUR: I would echo what the  
23          gentleman said. It's an interconnected system and  
24          it will flow to wherever it's needed. But we do  
25          have connections here in southern Minnesota and

1           there are transmission lines out of those existing  
2           connections that will take the power numerous  
3           directions.

4                         MR. TED STUSSE:   What percent stays  
5           local?

6                         MR. RAY KIRSCH:   I'm sorry, can you state  
7           your name and spell it?

8                         MR. TED STUSSE:   My name is Ted Stusse,  
9           T-E-D, S-T-U-S-S-E.

10                        I'm asking what percent of the power is  
11           staying local?   How much of it is going out?

12                        MR. RAY KIRSCH:   I don't know how much of  
13           it is used locally, say in southern Minnesota,  
14           versus going other places.   Dick is saying he  
15           doesn't have an estimate for that.   There is some  
16           information -- I mean, I looked at the certificate  
17           of need application, I read it over, and there's  
18           some discussion in the appendix of what the analysis  
19           that the Midcontinent Independent System Operator,  
20           MISO, did in designing this project and looking at  
21           it as the best option, and then had some discussion  
22           of local loads and loads that are further away and  
23           where the electricity might flow in the future.  
24           That's really a modeling and projection exercise.

25                        Are there any other questions or comments

1 from folks?

2 All right. Good.

3 MR. CRAIG SINNING: Craig Sinning again.

4 I'm just wondering, for you to consider  
5 an alternative route from what you're proposing,  
6 would we specifically have to suggest that  
7 alternative route geographically and spell it out to  
8 you, and then you would look at that and analyze  
9 that as an alternative to the route that you propose  
10 not only in its entirety, but specifically for  
11 particular townships?

12 MR. RAY KIRSCH: The answer to your  
13 question is yes. So what ITC has proposed and put  
14 in their application, they're done, they're really  
15 off the board. We use them as a resource. They're  
16 still part of our team and we'd like them to help  
17 us, but they're done applying. Those are the routes  
18 that they've put in. It's now open to the state's  
19 process. You can submit a route alternative.

20 To your question, yes, I would like you  
21 to designate on a map or in text or words that I can  
22 read what you think that alternative is. That  
23 alternative can be brought into the environmental  
24 impact statement, studied by the State of Minnesota.

25 You may come out here and advocate for

1 the judge and say, Judge, this was a  
2 citizen-generated alternative, we think it merits,  
3 you know, it has merit, but for the following  
4 reasons it mitigates these following impacts over  
5 here and it does a better job. If in fact it does  
6 those things, the Commission can pick it as the  
7 route for this permit.

8 I mean, ITC would like to get a line that  
9 does the job. They've put this proposal in, if  
10 something slightly better or slightly different  
11 comes in, I think they would say that sounds good,  
12 that's the permit the Commission gave us, that's  
13 what we'll do. And in Iowa, if the utility board  
14 says this is what you're going to do, that's what  
15 you're going to do.

16 So, yes, you have that sort of power or  
17 authority to do that between now and August 2nd.  
18 And the more detail you can provide me so that I  
19 understand, and clarity, that would be very helpful.

20 Anybody else have a question or comment?

21 All right. I'm not seeing any more  
22 hands. So, again, August 2nd. Friday, August 2nd,  
23 your comments to me, if you can.

24 I want to thank you all for coming out  
25 tonight and we're adjourned. So thank you all very

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much for coming.

(Meeting concluded at 7:19 p.m.)